TO: ENVIRONMENTAL EVALUATION COMMITTEE AGENDA DATE: November 16, 2023 FROM: PLANNING & DEVELOPMENT SERVICES AGENDA TIME: 1:30PM / No.1

Apex Energy Solutions, LLC / Holtville Peaker BESS Project PROJECT TYPE: CUP#22-0029 / IS#22-0048 SUPERVISOR DIST #_5							
LOCATION:2275 Me	elon Road	APN: _	045-570-087-000				
Holtville,	CA	P	ARCEL SIZE: 17.23-AC				
GENERAL PLAN (existing)	Jrban Area	GENERAL P	LAN (proposed) N/A				
ZONE (existing) M-1-U (Light Industrial, Urban Area Overlay) ZONE (proposed) N/A							
GENERAL PLAN FINDINGS	CONSISTENT	☐ INCONSISTENT	MAY BE/FINDINGS				
PLANNING COMMISSION DEC	CISION:	HEARING [DATE:				
	APPROVED	DENIED	OTHER				
PLANNING DIRECTORS DEC	ISION:	HEARING I	DATE:				
	APPROVED	DENIED	OTHER				
ENVIROMENTAL EVALUATIO	N COMMITTEE DE	CISION: HEARING I	DATE: 11-16-2023				
		INITIAL ST	UDY:_ # 22-0048_				
☐ NEG	ATIVE DECLARATION	MITIGATED NE	G. DECLARATION 🔲 EIF				
DEPARTMENTAL REPORTS /	APPROVALS:						
	☐ NONE chan Indian Tribe, (ATTACHED ATTACHED ATTACHED ATTACHED ATTACHED ATTACHED ATTACHED ATTACHED SC-Imperial CUPA,				

REQUESTED ACTION:





Initial Study

Holtville Peaker Battery Energy Storage System Project

Initial Study #22-0048

Conditional Use Permit #22-0029

Imperial County, CA

October 2023



County of Imperial

Planning & Developmer Services Department

801 Main Street

El Centro, CA 92243

Prepared by:

HDR Engineering, Inc.

Planning & Development 591 Camino de la Reina,

Suite 300

San Diego, CA 92108

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Introduction

A. Purpose

This document is a \square policy-level; \boxtimes project-level Initial Study for evaluation of potential environmental impacts resulting with the proposed Holtville Peaker Battery Energy Storage System Project.

B. CEQA Requirements and the Imperial County's Rules and Regulations for Implementing CEQA

As defined by Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines and Section 7 of the County's Rules and Regulations for Implementing CEQA, an **Initial Study** is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation and clearance for any proposed project.

- ☐ According to Section 15065, an **EIR** is deemed appropriate for a particular proposal if the following conditions occur:
 - The proposal has the potential to substantially degrade quality of the environment.
 - The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
 - The proposal has possible environmental effects that are individually limited but cumulatively considerable.
 - The proposal could cause direct or indirect adverse effects on human beings.

According to Section 15070(a), a **Negative Declaration** is deemed appropriate if the proposal would not result in any significant effect on the environment.

According to Section 15070(b), a Mitigated Negative Declaration is deemed appropriate in
it is determined that though a proposal could result in a significant effect, mitigation
measures are available to reduce these significant effects to insignificant levels.

This Initial Study has determined that the proposed Holtville Peaker Battery Energy Storage System Project will result in potentially significant environmental impacts; however, mitigation measures are available to reduce the potentially significant impacts and therefore, a Mitigated Negative Declaration is deemed as the appropriate document to provide necessary environmental evaluations and clearance for the proposed approvals under review in this Initial Study.

This Initial Study is prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.); the State CEQA Guidelines & County of Imperial's CEQA Regulations, Guidelines for the Implementation of CEQA; applicable requirements of the County of Imperial; and the regulations, requirements, and procedures of any other responsible public agency or an agency with jurisdiction by law.

Pursuant to the County of Imperial's <u>CEQA Regulations</u>, <u>Guidelines for the Implementation of CEQA</u>, depending on the project scope, the County of Imperial Board of Supervisors, Planning

Commission and/or Planning Director is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for approving the necessary environmental clearances and analyses for any project in the County.

C. Intended Uses of Initial Study

This Initial Study is an informational document which is intended to inform County of Imperial decision makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed applications. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The Initial Study prepared for the project will be circulated for a period of no less than 35 days for public and agency review and comments.

D. Contents of Initial Study

This Initial Study is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed applications.

SECTION 1

I. INTRODUCTION presents an introduction to the entire report. This section discusses the environmental process, scope of environmental review, and incorporation by reference documents.

SECTION 2

II. ENVIRONMENTAL CHECKLIST FORM contains the County's Environmental Checklist Form. The checklist form presents results of the environmental evaluation for the proposed Holtville Peaker Battery Energy Storage System (BESS) Project and those issue areas that would have either a significant impact, potentially significant impact, or no impact.

PROJECT SUMMARY, LOCATION AND ENVIRONMENTAL SETTINGS describes the proposed project, necessary entitlements and required applications. A description of discretionary approvals and permits required for project implementation is also included. It also identifies the location of the project and a general description of the surrounding environmental settings.

ENVIRONMENTAL ANALYSIS evaluates each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis as necessary. As appropriate, each response discussion describes and identifies specific impacts anticipated with project implementation.

SECTION 3

III. MANDATORY FINDINGS presents Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

E. Scope of Environmental Analysis

For evaluation of environmental impacts, each question from the Environmental Checklist Form is summarized and responses are provided according to the analysis undertaken as part of the Initial Study. Impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, including:

- 1. No Impact: A "No Impact" response is adequately supported if the impact simply does not apply to the proposed project.
- Less Than Significant Impact: The proposed project will have the potential to impact the
 environment. These impacts, however, will be less than significant; no additional analysis is
 required.
- 3. Less Than Significant With Mitigation Incorporated: This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact."
- 4. Potentially Significant Impact: The proposed project could have impacts that are considered significant. Additional analyses and possibly an EIR could be required to identify mitigation measures that could reduce these impacts to less than significant levels.

F. Policy-Level or Project-Level Environmental Analysis

This Initial Study will be conducted under a □ policy-level, ⊠project-level analysis.

Regarding mitigation measures, it is not the intent of this document to "overlap" or restate conditions of approval that are commonly established for future known projects or the proposed project and associated entitlement applications. Additionally, those other standard requirements and regulations that any development must comply with, that are outside the County's jurisdiction, are also not considered mitigation measures, and therefore, will not be identified in this document.

G. Tiered Documents and Incorporation by Reference

Information, findings, and conclusions contained in this document are based on incorporation by reference of tiered documentation, which are discussed in the following section.

1. Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

Tiering also allows this document to comply with Section 15152(b) of the CEQA Guidelines, which discourages redundant analyses, as follows:

"Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of

environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration."

Further, Section 15152(d) of the CEQA Guidelines states:

"Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

- Were not examined as significant effects on the environment in the prior EIR; or (1)
- Are susceptible to substantial reduction or avoidance by the choice of specific (2) revisions in the project, by the imposition of conditions, or other means."

2. Incorporation by Reference

Incorporation by reference is a procedure for reducing the size of EIRs/MND and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects (Las Virgenes Homeowners Federation v. County of Los Angeles [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (San Francisco Ecology Center v. City and County of San Francisco [1975, 48 Ca.3d 584, 595]).

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150[a]). The General Plan EIR is available, along with this document, at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 Ph. (442) 265-1736.
- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). These documents are available at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243, Ph. (442) 265-1736.
- These documents must summarize the portion of the document being incorporated by reference or briefly describe information that cannot be summarized. Furthermore, these documents must describe the relationship between the incorporated information and the analysis in the tiered documents (CEQA Guidelines Section 15150[c]). As discussed above, the tiered EIRs address the entire project site and provide background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.
- These documents must include the State identification number of the incorporated documents (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the County of Imperial General Plan EIR is SCH #93011023.

The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]).

Environmental Checklist Form

- 3. Project Title: Holtville Battery Energy Storage System (BESS) Project
- **4.** Lead Agency Name and Address: Imperial County Planning & Development Services Department, 801 Main Street, El Centro, CA 92243
- 5. Contact Person and Phone Number: Gerardo Quero, Planner I, 442-265-1748
- 6. **Project Location**: The project site is located on one privately-owned parcel (Assessor Parcel No. (APN) 045-570-087-000). APN No. 045-570-087-000 encompasses approximately 17.2 acres in the eastern portion of Imperial County, California (Figure 1). The project site is vacant and disturbed and was previously developed for an industrial/agricultural related use. The site is located immediately west of the City of Holtville city boundary, and within the City's Sphere of Influence (Figure 2). The site is located approximately 8 miles north of Interstate 8. Adjacent roadways providing local vehicular access to the project site include East Alamo Road, adjacent to the northern boundary of the parcel, and Melon Road, adjacent to the eastern boundary of the parcel (Figure 3).
- 7. Project Sponsor's Name and Address: Apex Energy Solutions, LLC, 750 W. Main Street, El Centro, CA 92243
- 8. General Plan Designation: Urban Area
- 9. Zoning: Light Industrial within Urban Area of Holtville (M-1 U)
- 10. Description of Project: The proposed project consists of issuance of a conditional use permit (CUP) to allow for the construction and operation of a 100-megawatt (MW) BESS (i.e., peaker plant) within a Light Industrial zone (M-1). The project would include development of a BESS facility that would connect to the existing Imperial Irrigation District's (IID) 92-kilovolt (kV) "E" Line. The BESS facility would include battery containers and storage sites, a control room, on-site substation, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. The conceptual site plan proposes to locate the facility at the southern boundary of the project site, with the BESS facility, including the fenced in area set back from the north, west and east property lines (varies depending on direction). Figure 4Error! Reference source not found. provides an overview of the major project components. Figure 5Error! Reference source not found. depicts the distances of the major project components to the site's property lines. Figure 6 Error! Reference source not found. depicts the site plan.

The project will require an on-site switching station to loop in-and-out of the IID "E" line. The point of interconnection to the existing IID "E" line is located immediately adjacent to the east of the site along Melon Road. Alternatively, the project would require a 92-kV gen-tie into the existing Holtville substation, should adequate space be available at the substation. Access to the facility is proposed from Melon Road.

11. Surrounding Land Uses and Setting: Briefly describe the project's surroundings:

The project site is surrounded by residential development located in unincorporated Imperial County to the north and east. Also, residential development located within the jurisdiction of the City of Holtville is located east of the project, east of Melon Road (Figure 3). Scattered commercial and industrial development is located to the south.

12. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

- California Regional Water Quality Control Board, Colorado River Basin Region
- Imperial County Air Pollution Control District
- Imperial County Public Works Department
- 13. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes, the Campo Band of Mission Indians and Quechan Indian Tribe. These tribes were sent an Assembly Bill (AB) 52 consultation request letter on June 1, 2023 for a 30-day review ending on June 30, 2023 to request a consultation meeting. On June 1, 2023, the Quechan Indian Tribe responded via e-mail that they do not wish to comment on the project.

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. Agriculture and Forestry Air Quality **Aesthetics** \Box Resources Energy **Cultural Resources Biological Resources** M Hazards & Hazardous Materials Geology/Soils Greenhouse Gas Emissions \boxtimes Land Use/Planning Mineral Resources Hydrology / Water Quality П **Public Services** Population/Housing Noise Transportation Tribal Cultural Resources Recreation Mandatory Findings of Wildfire Utilities/Service Systems Significance **Environmental Evaluation Committee Determination** After Review of the Initial Study, the Environmental Evaluation Committee (EEC) has: ☐ Found that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. Found 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. A MITIGATED NEGATIVE DECLARATION

☐ Found that the proposed project MAY have a significant effect on the environment, and an <u>ENVIRONMENTAL IMPACT REPORT</u> is required.

☐ Found that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Found 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.

will be prepared.

CALIFORNIA DEPARTMENT OF FISH AND GAME DE MINIMIS IMPACT FINDING: QYes □No							
EEC VOTES	YES	NO	ABSENT				
PUBLIC WORKS							
ENVIRONMENTAL HEALTH							
OFFICE EMERGENCY SERVICES							
APCD							
AG							
SHERIFF DEPARTMENT							
ICPDS							
Sor mil Mh		11-1	6-2023				
Jim Minnick, Director of Planning/EEC Chairman		Date:					

Initial Study Holtville Peaker Battery Energy Storage System Project

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Project Summary

Project Location

The project site is located on one privately-owned parcel (APN 045-570-087-000). APN No. 045-570-087-000 encompasses approximately 17.2 acres in the eastern portion of Imperial County, California (Figure 1). The project site is vacant and disturbed and was previously developed for an industrial/agricultural related use. The project site is located immediately west of the City of Holtville city boundary, and within the City's Sphere of Influence (SOI) (Figure 2). The site is located approximately 8 miles north of Interstate 8. Adjacent roadways providing local vehicular access to the project site include East Alamo Road to the north, and Melon Road to the east.

Project Components

Apex Energy Solutions, LLC (project applicant) proposes to construct and operate a 100 MW BESS (i.e., peaker plant) on the southern portion of the 17.2-acre site immediately west of the City of Holtville city boundary, and within the City's SOI. The portion of the project site to be developed is shown in Figure 4 (area delineated with pink boundary line within the interior of the project site boundaries). The proposed project consists of three primary components: 1) BESS; 2) substation; and 3) an interconnection line to IID's existing "E" Line located immediately east along Melon Road. These three components together are collectively referred to as the "proposed project" or "project." These project components are described in detail below and depicted on Figure 4. Figure 5Error! Reference source not found. depicts the distances of the major project components to the site's property lines. Figure 6Error! Reference source not found. depicts the site plan.

As shown in Figure 5, Error! Reference source not found. the conceptual site plan proposes setbacks to the north, west and east property lines (varies depending on direction). These setbacks would serve as space buffers so the project components would be located away from existing and planned residential uses, to the maximum extent feasible.

Battery Energy Storage System

As shown in Figure 4 through Figure 6, the proposed project's BESS facility would include battery containers and storage sites, a 10-foot by 15-foot control room, 20,000 gallon water tank for fire suppression, on-site substation (discussed below), and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. The project would include 13 Sungrow Model SC5000UD-MV-US inverters surrounded by 176 Sungrow Model ST2752UX-US BESS containers each consisting of 48 battery units.

Substation

The dimensions of the proposed substation would be approximately 100 feet by 100 feet and would be located east of the BESS containers. The proposed substation would be unstaffed and automated. The California Building Code and the IEEE 693, Recommended Practices for Seismic Design of Substations, will be followed for the substation's design, structures, and equipment.



Gen-tie Line

The project will require an on-site switching station to loop in-and-out of the IID "E" line. The point of interconnection to the existing IID "E" line is located immediately adjacent to the east of the site along Melon Road. Alternatively, the project would require a 92-kV gen-tie into the existing Holtville substation, should adequate space be available at the substation.

Site Access

Access to the BESS facility is proposed from East Alamo Road. An encroachment permit will be obtained from the Imperial County Public Works Department for access from East Alamo Road. No new road crossings of any IID lateral canals or drains are proposed.

Construction

Construction is anticipated to be completed in approximately eight months. The following provides the proposed project's construction phases and approximate duration of each phase:

- Site Preparation 3 weeks
- Grading/Trenching 10 weeks
- Foundations/Equipment Installation/Wiring/Commissioning 19 weeks

Operations

Once fully constructed, the project would be operated on an unstaffed basis and be monitored remotely, with periodic on-site personnel visitations for security, maintenance and system monitoring. The project applicant would install video and intrusion surveillance on the project site. Therefore, no full-time site personnel would be required on-site during operations. Any required planned maintenance activities would generally consist of equipment inspection and replacement and would be scheduled to avoid peak load periods. Any unplanned maintenance would be responded to as needed, depending on the event.

Environmental Setting

The project site is located west of the City of Holtville's city boundary and within the City's SOI (Figure 2). The project parcel is vacant and disturbed. IID's 92-kV "E" Line is located immediately adjacent to the east of the project site along Melon Road. The project site is surrounded by residential development to north, east, and west. Residential development located within the jurisdiction of the City of Holtville is located east of the project, east of Melon Road and are zoned Single Family (R-1). To the south, the entire parcel is also zoned Light Industrial within Urban Area of Holtville (M-1 U). The properties to the west and north are zoned Limited Agriculture Urban (A-1 U) and Medium Commercial Urban (C-2 U), and the property to the northeast is zoned Low Density Residential Urban (R-1 U).

Figure 1. Regional Location





Figure 2. City of Holtville Jurisdictional Boundary and Sphere of Influence

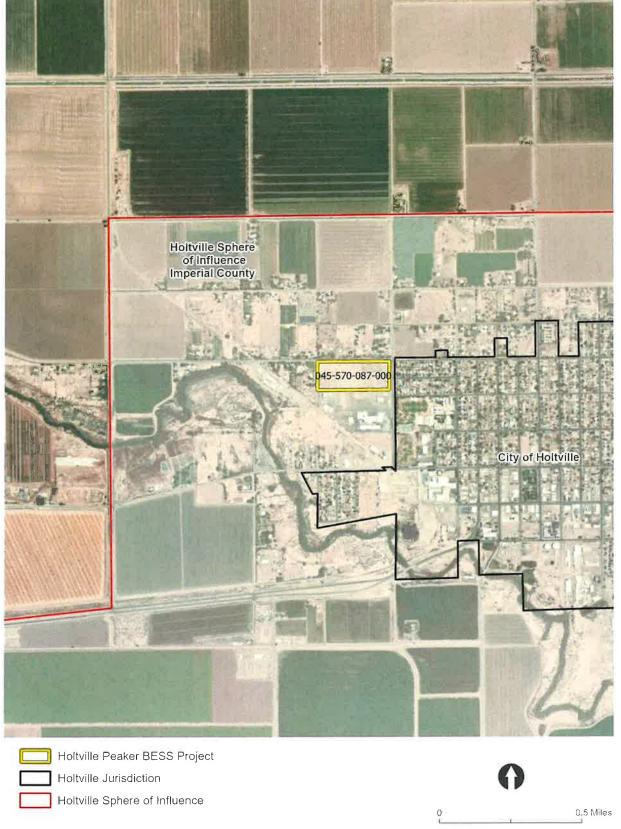


Figure 3. Local Vicinity



Holtville Peaker BESS Project



Figure 4. Project Components



200 Feet

Project Area to be Developed

Ninth Street Ditch E Alamo Rd 179 FT Project Site Proposed Water Tank Project Component Proposed Access Road Proposed Substation Proposed Interconnection Line Proposed Battery Storage Fence Line

Distance Measurement

Project Area to be Developed

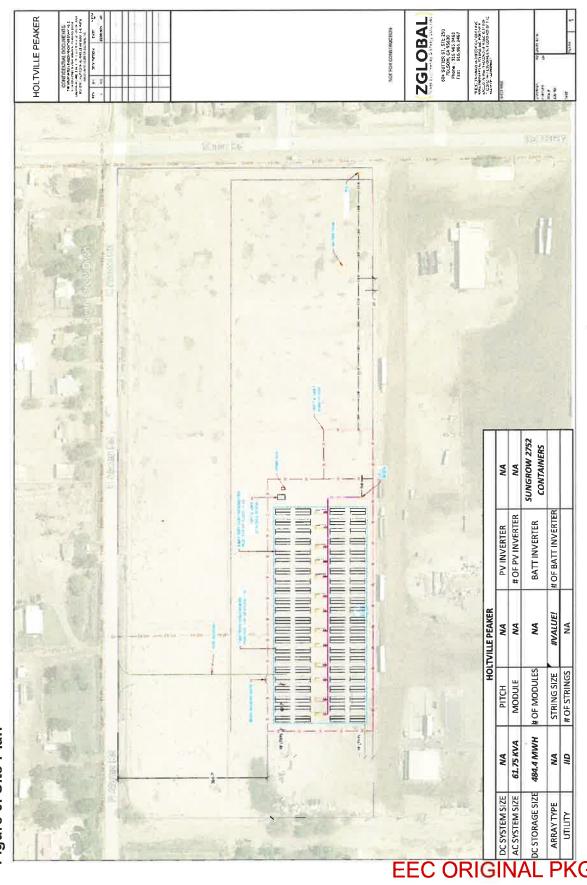
Figure 5. Distances of Project Components to Property Lines

200 Feet

Initial Study Holtville Peaker Battery Energy Storage System Project

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Figure 6. Site Plan



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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).
- All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. Aesthetics

Enviror	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact				
Except	Except as provided in Public Resources Code Section 21099, would the project:								
a)	Have a substantial adverse effect on a scenic vista?				⊠				
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?				⊠				
с)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?								
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	0		⊠	0				

Impact Analysis

- a) **No Impact.** The project site is not located within an area containing a scenic vista designated by the County's General Plan (County of Imperial 2016). Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and no impact is identified.
- b) **No Impact.** According to the Conservation and Open Space Element, no State scenic highways have been designated in Imperial County (County of Imperial 2016). The project site is not located within a state scenic highway corridor, nor are there any state scenic highways located in proximity to the project site. The nearest road segment considered eligible for a State scenic highway designation is the portion of State Route 78 (SR 78) near Ysabel and Route 86 near Julian (California Department of Transportation 2018). The project site is located over 30 miles southeast of SR 78; therefore, the project site would not be visible from SR 78. No impacts to scenic resources within any state scenic highways would
- c) Less than Significant Impact. The project site is located on a vacant, and previously-disturbed parcel within an urbanized area. The proposed project involves the construction of a BESS facility including battery containers and storage sites, a control room, and associated facilities which will be enclosed by chain-link fencing. Construction of the project would result in a minor change in the existing visual character of the project site and surrounding area. There are no existing scenic resources on the project site; however, the site is surrounded by residential uses to the north, east, and west. The battery containers and fencing would be the most prominently visible portion of the project from the residences surrounding the project site. However, as shown in the conceptual site plan, the facility will be located in the

- southern portion of the project site, with the BESS facility, including the fenced in area set back from the north, east, and west property lines (refer to Figure 5) decreasing the visual prominence of the project from adjacent roadways and residential areas. Therefore, the proposed project would result in a less than significant impact to the existing visual character or quality of the site and its surroundings.
- d) Less than Significant Impact. The proposed project does not include the addition of substantial lighting or glare producing components. Ambient lighting and glare in the nearby areas would not significantly increase above existing conditions because minimal lighting is proposed, would be low scale (in and around buildings primarily for security purposes) and would be setback from residential areas. Temporary construction lighting would be used for illuminating the project site during construction. Following the completion of construction, any construction lighting would be disassembled and removed from the site. This impact is less than significant.

II. Agriculture and Forestry Resources

Enviror	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact					
agencie prepare on agri signific Depart Forest measur	In determining whether 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 agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:									
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				⋈					
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				⊠					
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				⊠					
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				⊠					
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?									

Impact Analysis

a) **No Impact.** According to the California Department of Conservation's (DOC) California Important Farmland Finder, the project site is not located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California DOC 2022). The project site is designated as Urban and Built-Up Land by the DOC. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and no impact is identified.

- b) No Impact. The project site is currently zoned M-1 (Light Industrial) and is not zoned for agricultural use. Therefore, the proposed project would not conflict with existing zoning for agricultural use and no impact is identified.
 - As of December 31, 2018, all Williamson Act contracts in Imperial County have been terminated. The project site is not located on Williamson Act contracted land. Therefore, the proposed project would not conflict with a Williamson Act contract and no impact is identified.
- c) No Impact. The project site is not located on forest land as defined in PRC Section 1220 (g). There are no existing forest lands, timberlands, or timberland zoned Timberland Production either on-site or in the immediate vicinity; therefore, the project would not conflict with existing zoning of forest land or cause rezoning of any forest land. Additionally, the site is not zoned as forest, timberland or for Timberland Production. Therefore, no impact is identified for this issue area.
- d) **No Impact.** There are no existing forest lands either on site or in the immediate vicinity of the project site. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact is identified for this issue area.
- e) **No Impact.** As discussed in Response II. a) above, the project site is not located on land designated as Important Farmland and would not convert farmland to non-agriculture use. As discussed in Response II. d) above, there are no existing forest lands either on site or in the immediate vicinity of the project site. Therefore, the proposed project would not result in the conversion of forest land to non-forest use. Thus, no impact is identified for this issue area.

III. Air Quality

Enviror	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
air polli	available, the significance criteria ution control district may be relie the project:	established by t d upon to make t	the applicable ai the following det	r quality managen erminations.	nent district or
a)	Conflict with or obstruct implementation of the applicable air quality plan?			⊠	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			⊠	
c)	Expose sensitive receptors to substantial pollutant concentrations?			⊠	
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			⊠	

Impact Analysis

The following information is summarized from the *Air Quality Analysis for the Holtville Peaker BESS Project* prepared by RECON Environmental, Inc. This report is provided as Appendix A of this Initial Study.

a) Less than Significant Impact. The proposed project is located within the jurisdiction of the Imperial County Air Pollution Control District (ICAPCD) in the Salton Sea Air Basin. The project region is designated as a nonattainment area for the federal ozone (O₃), particulate matter less than 2.5 microns in diameter (PM_{2.5}) and particulate matter less than 10 microns in diameter (PM₁₀) standards and is also a nonattainment area for the state standards for O₃ and PM₁₀.

The U.S. Environmental Protection Agency, under the provisions of the Clean Air Act, requires each state with regions that have not attained the federal air quality standards to prepare a State Implementation Plan (SIP), detailing how these standards are to be met in each local area.

The region's SIP is constituted of the ICAPCD air quality plans: 2018 PM 10 SIP, the 2018 Annual PM2.5 SIP, the 2017 8-Hour Ozone SIP, 2013 24-Hour PM2.5 SIP, the 2009 1997 8-hour Ozone RACT SIP, the 2009 PM10 SIP and the 2008 Ozone Early Progress Plans. Conformance with the Air Quality Management Plan (AQMP) for development projects is determined by demonstrating compliance with local land use plans and/or population projections, meeting the land use designation set forth in the local General Plan, and comparing assumed emissions in the AQMP to proposed emissions. The project must demonstrate compliance with all ICAPCD applicable rules and regulations, as well as local land use plans and population projections. As the project does not contain a residential component, the project would not result in an increase in the regional population. While the project would contribute to energy supply, which is one factor of population growth, the proposed project would not significantly increase employment or growth within the region.

The proposed project would be required to comply with all applicable ICAPCD rules and requirements during construction and operation to reduce air emissions. Overall, the proposed project would improve air quality by reducing the amount of emissions that would be generated in association with electricity production from a fossil fuel burning facility. Furthermore, the thresholds of significance, adopted by the air district (ICAPCD), determine compliance with the goals of the attainment plans in the region. As such, emissions below the ICAPCD regional mass daily emissions thresholds presented would not conflict with or obstruct implementation of the applicable air quality plans.

The following provides an analysis of potential impacts during construction of the project followed by an analysis of potential impacts during operation of the project.

Construction

Air quality impacts related to construction were calculated using the latest CalEEMod 2022.1 air quality model. The construction module in CalEEMod is used to calculate the emissions associated with the construction of the project. The project's construction assumptions used in the CalEEMod, including the construction schedule and equipment mix, are described in the project's air quality analysis (Appendix A of this Initial Study).

It should be noted that default settings for CalEEMod include an assumption for roads within Imperial County to be only 50 percent paved. During construction, vehicles traveling to and from the project site would not traverse unpaved roads (i.e., roads are paved in the project vicinity that would provide access to the site). However, it should be noted that Imperial County roadways do experience higher levels of entrained roadway dust. To account for these dust emissions, ICAPCD recommends modeling 90 percent paved roads during construction activities.

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for fugitive PM₁₀ must be implemented at construction sites. Additionally, all feasible discretionary measures for PM₁₀ apply to those construction sites that are 5 acres or more for non-residential developments or 10 acres or more in size for residential developments. The project footprint consists of 8.4 acres of the 17.2-acre project site, which would exceed the 5 acres. Other portions of the project site may be used for staging areas. Standard and discretionary measures from the ICAPCD handbook include:

Standard Measures for Fugitive PM₁₀ Control:

- a. All disturbed areas, including bulk material storage which is not being actively utilized, shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by using water, chemical stabilizers, dust suppressants, tarps or other suitable material such as vegetative ground cover.
- b. All on-site and off-site unpaved roads will be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering.
- c. All unpaved traffic areas one acre or more with 75 or more average vehicle trips per day will be effectively stabilized and visible emission shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering. The transport of bulk materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of bulk material. In addition, the cargo compartment of all haul trucks is to be cleaned and/or washed at delivery site after removal of bulk material.
- d. The transport of bulk materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of bulk material. In addition, the cargo compartment of all haul trucks is to be cleaned and/or washed at delivery site after removal of bulk material.

- e. All track-out or carry-out will be cleaned at the end of each workday or immediately when mud or dirt extends a cumulative distance of 50 linear feet or more onto a paved road within an urban area.
- f. Movement of bulk material handling or transfer shall be stabilized prior to handling or at points of transfer with application of sufficient water, chemical stabilizers or by sheltering or enclosing the operation and transfer line.
- g. The construction of any new unpaved road is prohibited within any area with a population of 500 or more unless the road meets the definition of a temporary unpaved road. Any temporary unpaved road shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emission by paving, chemical stabilizers, dust suppressants and/or watering.

Discretionary Measures for Fugitive PM₁₀ Control

- a. Water exposed soil with adequate frequency for continued moist soil.
- b. Replace ground cover in disturbed areas as quickly as possible.
- c. Automatic sprinkler system installed on all soil piles.
- d. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- e. Develop a trip reduction plan to achieve a 1.5 average vehicle ridership for construction employees.
- f. Implement a shuttle service to and from retail services and food establishments during lunch hours.

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for construction equipment must be implemented at construction sites. Standard measures from the ICAPCD handbook include:

Standard Measures for Construction Combustion Equipment

- a. Use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel-powered equipment.
- b. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.
- c. Limit, to the extent feasible, the hours of operation of heavy duty equipment and/or the amount of equipment in use.
- d. Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).

Construction-related Emissions. Construction-related activities are temporary, short-term sources of air pollutant emissions. Sources of construction-related emissions include:

- Fugitive dust from grading activities;
- Exhaust emissions form construction equipment;
- Application of chemical coatings (paints, stains, sealants, etc.); and
- Exhaust and fugitive dust emissions from on-road vehicles (trips by workers, delivery trucks, and material-hauling trucks).

Predicted maximum daily emissions associated with project construction are summarized in Table 1. The emissions summarized in Table 1 account for a 50 percent reduction in dust due to daily watering, but do not account for any other emission reductions from any other standard or discretionary measure for dust control or construction equipment. As shown in Table 1, the proposed project would not exceed ICAPCD's construction-related criteria pollutant thresholds. Therefore, this is considered a less than significant impact.

Table 1. Maximum Daily Construction Air Pollutant Emissions

	Maximum Daily Emissions (Pounds)						
Emission Source	ROG	NOx	со	SO _x	PM ₁₀	PM _{2,5}	
Site Preparation	4	36	34	<1	59	11	
Grading/Trenching	2	18	20	<1	45	7	
Foundations/Installation/ Wiring/Commissioning	1	12	16	<1	70	7	
Max Daily Emissions	4	36	34	<1	70	11	
Significance Threshold	75	100	550	7 2	150	120	
Exceeds Threshold?	No	No	No		No	3-2	

Source: Appendix A of this Initial Study

Operation

Operation-related sources of air pollutant emissions include the direct emission of criteria pollutants. Common direct emission sources associated with typical projects include mobile sources such as project-generated traffic, area sources such as the use of landscaping equipment, and energy sources such as the combustion of natural gas.

The maximum daily pollutants calculated for operations are shown in Table 2. As shown in Table 2, the proposed project would not exceed ICAPCD thresholds during operations. As such, operations-related emissions would be less than significant for the proposed project.

Table 2. Maximum Daily Operations Air Pollutant Emissions

	Maximum Daily Emissions (Pounds						
Emission Source	ROG	NOx	co	SOx	PM ₁₀	PM ₂₅	
Mobile Sources	<1	<1	<1	<1	3	<1	
Area Sources	2	<1	2	<1	<1	<1	
Energy Sources	<1	<1	<1	<1	<1	<1	
Total Operations	2	<1	3	<1	3	<1	
Significance Threshold	137	137	550	150	150	550	
Exceeds Threshold?	No	No	No	No	No	No	

Source: Appendix A of this Initial Study

Conclusion

As described above, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections and comparing assumed emissions in the AQMP to proposed emissions. Because the proposed project complies with local land use plans and population projections and would not exceed ICAPCD's thresholds during construction and operations, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. This is considered a less than significant impact.

ICAPCD Conditions of Approval

ICAPCD has reviewed the CUP application for the proposed project and the following Conditions of Approval will be required as part of the CUP. Compliance with these conditions will occur during construction and operations.

Construction Conditions of Approval:

- A. Submit a construction equipment list by Make, Model, Horsepower and actual usage to the Air District on a monthly basis to determine the level of NO_x emissions. Should NO_x emissions exceed the construction NO_x emissions then the applicant will need to abide by Policy 5 of the ICAPCD's CEQA Air Quality Handbook.
- B. An Enhanced Dust Control Plan must be submitted for approval by the ICAPCD to assure that fugitive emissions do not cross property lines.

Operational Conditions of Approval:

- A. Should the need for back-up power become necessary, the project will submit an Authority to Construct (ATC) Permit to ICAPCD.
- B. The project will include a Health Risk Assessment as part of the ATC Permit submittal.
- C. A buffer should be established to keep emergency fugitive emissions from impacting the surrounding community.
- b) Less than Significant Impact. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

The ICAPCD's application of thresholds of significance for criteria air pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. As discussed above in Response III. a), emissions generated during project construction and operations would not exceed the ICAPCD's thresholds of significance (Table 1 and Table 2).

As shown in Table 1, project construction would not exceed the applicable regional emissions thresholds. The project would implement all standard and discretionary measures for PM₁₀ control and standard measures for construction combustion equipment. As shown in Table 2, operation of the project would result in minimal emissions that would be less than the applicable thresholds for all criteria pollutants. Therefore, project construction and operations would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be considered less than significant.

c) Less than Significant Impact. As shown in Figure 5the project parcel is surrounded by residential uses to the north, east, and west. The residential uses to the north are located approximately 233 feet away from the project area to be developed (area delineated with pink boundary line within the interior of the project site boundaries) and approximately 321 feet away from the proposed BESS. The residential uses to the west are located approximately 179 feet away from the proposed BESS. The residential uses to the east are located approximately 514 feet away from the proposed substation and project site boundary.

Diesel Particulate Matter

Construction of the project and associated infrastructure would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel-exhaust DPM emissions from the use of off-road diesel equipment required for site preparation and grading, and other construction activities and on-road diesel equipment used to bring materials to and from the project site. Generation of DPM from construction projects typically occurs in a single area for a short period. Construction is anticipated to last for approximately one year.

According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (Appendix A of this Initial Study). Thus, if the duration of proposed construction activities near any specific sensitive receptor were eight months, the exposure would be 2 percent (8 months divided by 30 years) of the total exposure period used for health risk calculation. Further, the project would implement the standard measures for construction combustion equipment summarized above in Response III. a). In addition, all construction equipment would be subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment, and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Therefore, due to the limited duration of construction activities, implementation of standard measures for construction combustion equipment, and compliance to the In-Use Off-Road Diesel-Fueled Fleets Regulation, DPM generated by the project is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Minimally Exposed Individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants (TACs) that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels.

The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. No intersections in the vicinity of the project carry this substantial amount of traffic. Additionally, there are no signalized intersections in the vicinity of the project site. Traffic generated by the project would not result in any heavily congested intersections. Thus, the project is not anticipated to result in a CO hot spot.

As discussed above in Response III. a), the criteria pollutant emissions have been calculated for construction and operational activities, which were found to be within the ICAPCD's allowable thresholds for both construction and operations. Due to the limited amount of criteria pollutants created from construction and operational activities and the distance to the nearest sensitive receptor, construction emissions would not expose sensitive receptors to substantial concentrations of criteria pollutants.

Therefore, implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d) Less than Significant Impact. During construction, the proposed project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term and temporary in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the project area. Therefore, odors generated during construction would not adversely affect a substantial number of people to odor emissions.

The ICAPCD CEQA Air Quality Handbook provides screening level distances for potential odor sources. If a project is proposed within one mile of a wastewater treatment plant,

sanitary landfill, composting station, feedlot, asphalt plant, painting, and coating operation, or rendering plant, a potential odor problem may result (Appendix A of this Initial Study). The project does not include the construction of any of these uses. Energy storage facilities are not known to emit odors during operation. Project operation would include occasional inspection and maintenance. These operational activities are not known to emit odors. Therefore, operational impacts related to odor would also be less than significant.

IV. **Biological Resources**

- F (4 - 0	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		⋈		
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				⊠
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				⊠
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?				⊠
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			⊠	
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				⊠

Impact Analysis

The following information is summarized from the Biological Resources Survey for the Holtville Peaker BESS Project prepared by RECON Environmental, Inc. (RECON). This report is provided as Appendix B of this Initial Study.

a) Less than Significant with Mitigation Incorporated. RECON biologists conducted a general biological survey of the project site on October 19, 2022. Prior to conducting field surveys, RECON also conducted a search of existing biological data for the project site, including a review of biological databases for sensitive plant and animal species reported within two miles of the project site, and a review of the site's physical characteristics (e.g., location, elevation, soils/substrate, topography). Databases included the California Natural Diversity Database (California Department of Fish and Wildlife [CDFW] 2022 and the U.S. Fish and Wildlife Service (USFWS) All Species Occurrences Database (USFWS 2022a). In addition, a review of the National Wetlands Inventory was conducted to identify any potential wetlands or water resources present in the vicinity of the project site (USFWS 2022b).

Based on the database search, there are four sensitive wildlife species and no sensitive plant species known from a 2-mile radius surrounding the project site; however, there are no known recent occurrences of sensitive species closer than 0.5-mile. One sensitive species, burrowing owl (*Athene cunicularia*) was determined to have low potential to occur within the project vicinity. In addition, migratory birds and nesting birds have potential to occur within the biological survey area.

Plants

No sensitive plants were detected at the time of general biological survey of the project site, and none are expected to occur given the disturbed nature of the project site and soils. In addition, the lack of adjacent or nearby native habitat further reduced the likelihood of sensitive plants occurring within the biological survey area. Based on these considerations, the proposed project would result in no impact on sensitive plant species.

Wildlife

Burrowing Owl. No burrowing owl individuals or any sign of burrowing owl activity were detected within or adjacent to the biological survey area. While the biological survey area contains flat, open habitat suitable for foraging, the project site lacks burrows and burrow surrogates for nesting. The potential for this species to occur is low given the level of dense residential development in the immediate vicinity of the biological survey area, lack of potentially suitable burrows, and intermittent patches of tall vegetation. Although, burrowing owls were not present on the project site during the field survey, they may be present at the start of project construction. This species is known to occur within the Imperial Valley area and portions of the project site contain suitable low-lying vegetation. Indirect impacts to burrowing owls could also result if they are present in the lands surrounding the project site and project construction produces dust, noise, or other disturbances to this species. Mitigation Measure BIO-1 would avoid take and reduce potential impacts to this species to below a level of significance by requiring pre-construction surveys and establishing avoidance buffers.

Migratory and Nesting Birds. The majority of survey area, including the bare ground and ornamental vegetation found within the urban/developed lands and disturbed land, has potential to support migratory and nesting bird species. Urban adapted species, in particular, have been known to nest within ornamental vegetation, while several ground nesting species have the potential to nest within the open areas found within the disturbed land and urban/developed lands within the survey area. Direct impacts to migratory and nesting birds may occur if construction activities (i.e., clearing, grubbing, grading) occur during the Colorado Desert nesting season of January 15 to July 15. Mitigation Measure BIO-2 would avoid take and reduce potential impacts to below a level of significance by requiring preconstruction surveys and establishing buffer zones.

Mitigation Measure:

Western Burrowing Owl. Prior to any vegetation clearing, grading, or construction, a pre-construction survey and a pre-construction take avoidance survey shall be conducted within the project footprint, plus 500 feet. Per the Staff Report on Burrowing Owl Mitigation (CDFW 2012), take avoidance EEC ORIGINAL PKG

surveys require an initial survey no less than 14 days prior to the start of ground disturbance activities and a final survey conducted within 24 hours of ground disturbance. If burrowing owls are detected, the CDFW must be notified within 48 hours and avoidance measures and/or mitigation would be required.

If active burrowing owl burrows are identified within the potential impact area, the project shall avoid disturbing active burrowing owl burrows (nesting sites) and burrowing owl individuals. Buffers shall be established around occupied burrows in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012) based on the proposed level of disturbance. For low disturbance projects, initial set back distances for avoidance of active burrows shall be 200 meters (approximately 656 feet) from April 1 to October 15, and 50 meter (164 feet) from October 16 to March 31. Exceptions can be made to the avoidance distance for areas with natural (hills, trees) or artificial (buildings, walls) barriers in place. The final avoidance buffer shall be at the discretion of the biologist. If, after consideration of a reduced buffer, an adequate avoidance buffer cannot be provided between an occupied burrow and required ground-disturbing activities, then passive relocation activities during the non-breeding season (September 1 through January 31) may be authorized in consultation with CDFW, which would include preparation, approval, and implementation of a Burrowing Owl Exclusion Plan in accordance with protocol described in the CDFW Staff Report on Burrowing Owl Mitigation.

- Migratory and Nesting Birds. Prior to any vegetation clearing, grading, or construction, a pre-construction survey for nesting birds shall be conducted if the project is initiated during the Colorado Desert nesting season, which is generally defined as January 15 to July 15. The nesting bird survey shall be conducted by a qualified biologist and occur no more than seven days prior to vegetation removal. If active bird nests are confirmed to be present during the pre-construction survey, a buffer zone will be established by a qualified biologist until a qualified biologist has verified that the young have fledged, or the nest has otherwise become inactive.
- b) **No Impact.** The project site is vacant and disturbed. The project site supports two vegetation communities/land cover types: disturbed land and urban/developed land. The urban/developed land consists of paved and unpaved roads, shoulders, and ornamental vegetation including Mexican palo verde and honey mesquite. The area of disturbed land on the project site includes open areas with little to no vegetation cover and a few soil and debris piles. The project footprint (area to be impacted by the project) does not contain riparian habitat or designated sensitive natural communities. Therefore, the proposed project would have no impact to riparian habitat or sensitive natural communities.
- c) No Impact. The project site does not contain wetlands. Therefore, implementation of the proposed project would not have a substantial adverse effect on federally protected wetlands or waters as defined by Section 404 of the Clean Water Act. No impact is identified for this issue area.
- d) **No Impact.** The project site is vacant and disturbed. The area of disturbed land on the project site includes open areas with little to no vegetation cover and a few soil and debris piles. Due to the surrounding area of the project being urbanized and the presence of industrial and residential uses in the project vicinity, there is currently limited connectivity for wildlife and therefore, wildlife movement is not expected within the project area. No impact would occur.
- e) Less than Significant Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources. As discussed above, Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to burrowing owls and migratory and nesting birds to a less than significant level. Therefore, this impact is considered less than significant.

f) **No Impact.** The project site is not located in a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Implementation of the proposed project would result in no impact associated with the potential to conflict with local conservation plans.

V. Cultural Resources

Enviror	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				
а)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				⊠
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		⊠		
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?		×		

Impact Analysis

The following information is summarized from the Cultural Resources Report for the Holtville Peaker BESS Project prepared by RECON. This study is provided as Appendix C of this Initial Study.

a) No Impact. Prior to the cultural resources survey conducted by RECON, a records search was requested from the California Historical Resources Information System, South Coastal Information Center (SCIC) to identify any previously recorded cultural resources within a onemile radius of the project area. Additionally, on October 20, 2022, a RECON archaeologist and a Native American monitor from Red Tail Environmental conducted a pedestrian survey of the project area.

Sacred Lands File Search

On October 17, 2022, a letter was sent to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands File (SLF) to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals that may have concerns or interests regarding cultural resources potentially occurring within the project area. The NAHC SLF search results response was received on December 12, 2022 with positive results.

Records Search

The SCIC records search indicated that there have been 16 cultural investigations conducted within one mile of the project site, one of which includes the project site. The records search also indicated 12 historic-era cultural resources situated within one mile of the project site. These cultural resources are comprised of a park with associated community center, a canal, a government building, a single-family property, a bridge, three concrete foundations, and four trash scatters. None of the previously recorded cultural resources were mapped to be within the project area.

Pedestrian Survey

No significant or potentially significant prehistoric or historic cultural resources were observed during the pedestrian survey of the project area.

Impacts

The SCIC records search was negative for the project area and returned only historic-era resources within the requested search area of one mile. Furthermore, no significant or potentially significant prehistoric or historic cultural resources were observed during the

pedestrian survey of the project area. The possibility of intact buried significant cultural resources being present within the project site is considered low due to past agriculture disturbance of the project site.

Based on the distance from known resources, disturbance from past agricultural activities, and the negative results of the SCIC survey, the proposed project would have no impact on historical resources.

b) Less than Significant Impact with Mitigation Incorporated. As described above, no evidence of cultural resources was identified on the project site during the survey. The property has undergone disturbance from past agricultural activities and grading in past decades. These agricultural activities have likely disturbed the surface and subsurface of the project area, destroying any intact potential prehistoric or historic-era cultural resources. The potential of finding a buried archaeological site during construction is considered low. However, like all construction projects in the state, the possibility exists. This potential impact is considered significant. Implementation of Mitigation Measure CR-1 would reduce the potential impact associated with the inadvertent discovery of archaeological resources to a level less than significant.

Mitigation Measure:

CR-1

In the event of the discovery of previously unidentified archaeological materials, the contractor shall immediately cease all work activities within approximately 100 feet of the discovery. After cessation of excavation, the contractor shall immediately contact the Imperial County Department of Planning and Development Services Department. Except in the case of cultural items that fall within the scope of the Native American Grave Protection and Repatriation Act, the discovery of any cultural resource within the project area shall not be grounds for a "stop work" notice or otherwise interfere with the project's continuation except as set forth in this paragraph.

In the event of an unanticipated discovery of archaeological materials during construction, the applicant shall retain the services of a qualified professional archaeologist, meeting the Secretary of the Interior's Standards for a Qualified Archaeologist, to evaluate the significance of the materials prior to resuming any construction-related activities in the vicinity of the find. If the qualified archaeologist determines that the discovery constitutes a significant resource under CEQA and it cannot be avoided, the applicant shall implement an archaeological data recovery program.

c) Less than Significant Impact with Mitigation Incorporated. During the construction of the proposed project, grading, excavation and trenching will be required. Although the potential for encountering subsurface human remains within the project site is low, there remains a possibility that human remains are present beneath the ground surface, and that such remains could be exposed during construction. The potential to encounter human remains is considered a significant impact. Mitigation Measure CR-2 would ensure that the potential impact on previously unknown human remains does not rise to the level of significance pursuant to CEQA.

Mitigation Measure:

CR-2

If subsurface deposits believed to be human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist who meets the Secretary of the Interior's Standards for prehistoric and historic archaeology and is familiar with the resources of the region, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

If the find includes human remains, or remains that are potentially human, the professional archaeologist shall ensure reasonable protection measures are EEC ORIGINAL PKG taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Imperial County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented.

If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the Imperial County Planning and Development Services Department, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

VI. Energy

On the sales	nmental Issue Area: the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			⊠	
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			⊠	

Impact Analysis

- a) Less than Significant Impact. The proposed project would provide energy storage. The use of energy associated with the proposed project includes both construction and operational activities. Construction activities consume energy through the use of heavy construction equipment and truck and worker traffic. The proposed project will use energy-conserving construction equipment, including standard mitigation measures for construction combustion equipment recommended in the ICAPCD CEQA Air Quality Handbook. The use of better engine technology, in conjunction with the ICAPCD's standard mitigation measures will reduce the amount of energy used for the project. The proposed project would involve storage of power from the IID grid during non-peak electricity usage, so that it can be released back into the grid during peak periods, allowing for resiliency on the electrical grid. Based on these considerations, the proposed project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. This is considered a less than significant impact.
- b) Less than Significant Impact. As described above, the proposed project would involve purchase of power during off-peak energy use, and release of power back into the electrical grid during peak use periods, allowing for energy resiliency. The project's source of energy could be from traditional energy sources, as well as renewable if such electricity is a component of the electrical load on the IID K line. The proposed project would not conflict with or obstruct a state or local plan for renewable energy of energy efficiency. This is considered a less than significant impact.

VII. Geology and Soils

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:	r	Y		
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?				⊠
ii. Strong seismic ground shaking?			⊠	
iii. Seismic-related ground failure, including liquefaction?			⊠	
iv. Landslides?			\boxtimes	
b) Result in substantial soil erosion or the loss of topsoil?			⊠	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?			⊠	
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?				×
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		⊠		

Impact Analysis

- ai) **No Impact.** According to the DOC's California Earthquake Hazards Zone Application (EQ Zapp), the project site is not located within or adjacent to any earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Zoning Map (California DOC n.d.). However, an earthquake fault zone associated with the Rico Fault is located approximately 0.13-mile southwest of the project site. The proposed project would not result in the construction of any structure intended for human occupancy and all structures and onsite facilities would be designed in accordance with the most recent California Building Code (CBC). Therefore, no impact would occur.
- aii) Less than Significant Impact. Southern California is a seismically active region, therefore it is highly likely that regional earthquakes would occur that could affect the proposed project. As previously mentioned above, no active faults are underlaying the project site, however, the Rico Fault and its associated earthquake fault zone is located approximately 0.13-mile southwest of the project site. All structures and onsite facilities would be designed in accordance with the most recent CBC for peak site ground acceleration. Since the design and construction of the project would be required to conform to the specific mandated structural design requirements to protect against strong seismic shaking, the potential impacts due to strong seismic ground shaking are considered to be a less than significant impact.
- aiii) Less than Significant Impact. Four conditions are generally required for liquefaction to occur, including: 1) saturated soil, 2) loosely packed soil, 3) relatively cohesionless soil, and 4) groundshaking of sufficient intensity must occur to trigger the mechanism. All four conditions may exist to some degree at the project site; however, the project site is not located in an area susceptible to liquefaction hazards (California DOC n.d.). Additional geotechnical investigation would be required in order to assess the risk of liquefaction in the project area.
 - As required by the County and in accordance with local and state building code requirements, any proposed development would be required to complete a geotechnical evaluation of any onsite hazards. As a standard condition of project approval, the proposed project would be constructed in accordance with the most current CBC and Imperial County Building Code to minimize or avoid the potential hazard of liquefaction. A less than significant impact is identified for this issue area.
- aiv) Less than Significant Impact. The project site is located in a relatively flat portion of Imperial County and is not identified as an area at risk of landslide (County of Imperial 1997). Therefore, the impact associated with landslides is considered less than significant.
- b) Less than Significant Impact. Soil erosion and loss of topsoil could result during construction as grading and construction can loosen surface soils and make soils susceptible to wind and water movement across the surface. Construction activities are regulated under the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit) which covers stormwater runoff requirements for projects where the total amount of ground disturbance during construction exceeds 1 acre. The proposed project would be required to comply with the General Construction Permit because ground disturbance would exceed 1 acre. Coverage under a General Construction Permit requires the preparation of a SWPPP and submittal of a Notice of Intent (NOI) to comply with the General Construction Permit. The SWPPP would identify best management practices (BMPs) that would reduce any impacts associated with soil erosion or loss of topsoil. Therefore, this impact is considered less than significant.
- c) Less than Significant Impact.

Landslides. As described in Response VII. aiv) above, the project site is located in a relatively flat portion of Imperial County and is not identified as an area at risk of landslide. Therefore, the impact associated with landslides is considered less than significant.

Lateral Spreading. The potential for lateral spreading to occur on the project site has not yet been determined. Additional geotechnical investigation would be required in order to assess the risk of lateral spreading to occur on the project site. As required by the County and in accordance with local and state building code requirements, any proposed development would be required to complete a geotechnical evaluation of any onsite hazards. As a standard condition of project approval, the proposed project would be constructed in accordance with the most current CBC and Imperial County Building Code to minimize or avoid the potential hazard of lateral spreading. A less than significant impact is identified for this issue area.

Subsidence. The potential for subsidence to occur on the project site has not yet been determined. Additional geotechnical investigation would be required in order to assess the risk of subsidence to occur on the project site. As required by the County and in accordance with local and state building code requirements, any proposed development would be required to complete a geotechnical evaluation of any onsite hazards. As a standard condition of project approval, the proposed project would be constructed in accordance with the most current CBC and Imperial County Building Code to minimize or avoid the potential hazard of subsidence. A less than significant impact is identified for this issue area.

Liquefaction. As described in Response VII. aiii) above, the project site is not located in an area susceptible to liquefaction hazards (California DOC n.d.). Additional geotechnical investigation would be required in order to assess the risk of liquefaction in the project area. As required by the County and in accordance with local and state building code requirements, any proposed development would be required to complete a geotechnical evaluation of any onsite hazards. As a standard condition of project approval, the proposed project would be constructed in accordance with the most current CBC and Imperial County Building Code to minimize or avoid the potential hazard of liquefaction. A less than significant impact is identified for this issue area.

Collapse. The potential for collapse to occur on the project site has not yet been determined. Additional geotechnical investigation would be required in order to assess the risk of collapse to occur on the project site. As required by the County and in accordance with local and state building code requirements, any proposed development would be required to complete a geotechnical evaluation of any onsite hazards. As a standard condition of project approval, the proposed project would be constructed in accordance with the most current CBC and Imperial County Building Code to minimize or avoid the potential hazard of collapse. A less than significant impact is identified for this issue area.

d) Less than Significant Impact. According to the United States Department of Agriculture's Web Soil Survey, soils mapped on the project site include 115-Imperial Glenbar silty clay loams, wet, 0 to 2 percent slopes (USDA n.d.). In general, much of the near surface soils within the project site consist of silty clay and clays having a moderate to high expansion potential. Unless properly mitigated, shrink-swell soils could exert additional pressure on buried structures producing shrinkage cracks that could allow water infiltration and compromise the integrity of backfill material. These conditions could be worsened if structural facilities are constructed directly on expansive soil materials.

As required by the County and in accordance with local and state building code requirements, any proposed development would be required to complete a geotechnical evaluation of any onsite hazards. As a standard condition of project approval, the proposed project would be constructed in accordance with the most recent CBC and Imperial County Building Code to minimize or avoid the potential hazard of expansive soil. A less than significant impact is identified for this issue area.

- e) **No Impact.** The proposed project would not require the use of septic systems or alternative wastewater systems to accommodate wastewater needs. Therefore, no impact is identified for this issue area.
- f) Less than Significant Impact with Mitigation Incorporated. Many paleontological fossil sites are recorded in Imperial County and have been discovered during construction activities. Paleontological resources are typically impacted when earthwork activities, such EEC ORIGINAL PKG

as mass excavation cut into geological deposits (formations) with buried fossils. One area in which paleontological resources appear to be concentrated in this region is the shoreline of ancient Lake Cahuilla, which would have encompassed the present-day Salton Sea. The lake covered much of the Imperial Valley and created an extensive lacustrine environment. Lake Cahuilla experienced several fill recession episodes before it finally dried up about 300 years ago. In 1905, the Colorado River overflowed into the Salton Basin creating the present-day Salton Sea.

According to the Geologic Map of California – San Diego-El Centro Sheet, the project site is underlain by Quaternary lake deposits (QI) (Jennings, C.W. 1962). The project site is located in the Imperial Valley which is directly underlain by geologic units comprised of quaternary lake deposits of the ancient Lake Cahuilla. Lakebed deposits of ancient Lake Cahuilla have yielded fossil remains from numerous localities in Imperial Valley. These include extensive freshwater shell beds, fish, seeds, pollen, diatoms, foraminifera, sponges, and wood. Lake Cahuilla deposits have also yielded vertebrate fossils, including teeth and bones of birds, horses, bighorn sheep, and reptiles. Therefore, the paleontological sensitivity of these lakebed deposits within the project site are considered to be high.

Impacts on any surface or near-surface level paleontological resources may occur because of grading and disturbance of the area. Even relatively shallow excavations in the Lake Cahuilla beds exposed in the project site may encounter significant vertebrate fossil remains. Therefore, this potential impact is considered a significant impact. Mitigation Measure GEO-1 would ensure that the potential impacts on paleontological resources do not rise to the level of significance pursuant to CEQA. Implementation of Mitigation Measure GEO-1 would reduce the impact on paleontological resources to a level less than significant.

Mitigation Measure

GEO-1

In the event that unanticipated paleontological resources or unique geologic resources are encountered during ground-disturbing activities, work must cease within 50 feet of the discovery and a paleontologist shall be hired to assess the scientific significance of the find. The consulting paleontologist shall have knowledge of local paleontology and the minimum levels of experience and expertise as defined by the Society of Vertebrate Paleontology's Standard Procedures (2010) for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. If any paleontological resources or unique geologic features are encountered within the project site, the consulting paleontologist shall prepare a paleontological Treatment and Monitoring Plan to include the methods that will be used to protect paleontological resources that may exist within the project site, as well as procedures for monitoring, fossil preparation and identification, curation of specimens into an accredited repository, and preparation of a report at the conclusion of the monitoring program.

VIII. Greenhouse Gas Emissions

1 2 CO	nmental Issue Area: the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			⊠	
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			×	

Impact Analysis

The following information is summarized from the *Greenhouse Gas Analysis* prepared by RECON. This report is provided as Appendix D of this Initial Study.

a) Less than Significant Impact. Prominent greenhouse gases (GHGs) contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrogen oxide (N₂O). Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be 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.

The project site is located within the Salton Sea Air Basin, regulated by the ICAPCD. To date the ICAPCD has not adopted GHG emission significance thresholds applicable to potential development. Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)).

Due to the climate and land use patterns, the Antelope Valley AQMD and Mojave Desert APCD are air districts that are most similar to the ICAPCD's jurisdiction. As outlined in the Antelope Valley AQMD's 2016 California Environmental Quality Act (CEQA) and Federal Conformity Guidelines and Mojave Desert APCD's 2016 California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, the two air districts both recommend use of a GHG emissions significance threshold of 100,000 short tons of CO2e per year (90,718 CO2e). Projects with emissions that exceed this threshold are required to incorporate mitigation sufficient to reduce emissions to less than this significance threshold or must incorporate all feasible mitigation. In absence of adopted GHG significance thresholds, the threshold of 90,718 CO2e is an appropriate CEQA significance threshold for the assessment of GHG emissions for the purposes of this project.

The following analysis is broken out by a discussion of potential impacts during construction and operation of the project. The CalEEMod 2022.1 air quality model was used to calculate the GHG emissions associated with construction and operation of the proposed project. The CalEEMod worksheets are included in Appendix D of this Initial Study.

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., water trucks, cranes, tractors).

Table 3 summarizes the specific construction-generated GHG emissions that would result from construction of the project. Consistent with South Coast Air Quality Management (SCAQMD) recommendations, project construction GHG emissions have been amortized over the expected life of the project, which is considered to be 30 years.

Table 3. Construction Phases and Equipment

Equipment	Quantity	Daily Operation Time (hours)
Site Preparation (3 weeks)		
Rubber Tired Dozers	3	8
Tractors/Loaders/Backhoes	4	8
Grading/Trenching (10 weeks)		
Grader	1	8
Excavator	1	8
Rubber Tired Dozer	1	8
Tractors/Loaders/Backhoes	3	8
Foundations/Installation/Wiring/C	ommissioning (19 week	ks)
Crane	1	7
Forklifts	3	8
Generator Set	1	8
Tractors/Loaders/Backhoes	3	7
Welder	1	8

Source: Appendix D of this Initial Study

As shown in Table 4, the project would generate approximately 8 metric tons of CO₂e annualized over the lifetime of the project.

Table 4. Construction-Related GHG Emissions

Year	GHG Emissions (MT CO₂e)
2024	239
Amortized Over 30 Years	8

Source: Appendix D of this Initial Study

Operation

Once the BESS facility is operational, very few vehicular trips would be expected. The project would be an unmanned facility that would be operated remotely. Therefore, the project would not generate routine daily trips. Occasional maintenance trips would be required. To account for these trips, a total of one round trip (two one-way trips) was modeled per weekday with a default trip length of 20 miles.

As shown in Table 5, the project buildout operations including amortized construction emissions would generate approximately 417 metric tons of CO₂e per year, which is below the significance threshold of 90,718 metric tons of CO₂e per year. Therefore, the project's GHG impact would be less than significant.

Table 5. Total GHG Emissions

Source	GHG Emissions (MT CO₂e)
Mobile	4

Energy	402
Area	1
Water	0
Solid Waste	0
Refrigerants	2
Construction	8
Project Total GHG Emissions	417
Screening Threshold	90,718
Exceeds Screening Threshold of 90,718 MT of CO₂e / Year?	No

Source: Appendix D of this Initial Study

b) Less than Significant Impact. The proposed project would not conflict with any adopted plans, policies, or regulations adopted for the purpose of reducing GHG emissions. As discussed above in Response VIII. a), the project-generated GHG emissions would not exceed GHG significance thresholds. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for reducing the emissions of GHGs and a less than significant impact would occur.

IX. Hazards and Hazardous Materials

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

Impact Analysis

a) Less than Significant Impact. Vehicles and equipment used for construction would contain or require the temporary use of potentially hazardous substances, such as fuels, lubricating oils, and hydraulic fluid. Hazardous substances would be stored in transportable containment trailers at locations within the construction staging area to minimize potential for accidental releases and/or spills.

Transportation of hazardous materials relating to the battery system includes electrolyte and graphite and would occur during construction, operation (if replacement of batteries is needed)

and decommissioning (removal of the batteries). All of these various materials would be transported and handled in compliance with DTSC regulations. Therefore, likelihood of an accidental release during transport or residual contamination following accidental release is not anticipated.

Lithium-ion batteries used in the storage system contain cobalt oxide, manganese dioxide, nickel oxide, carbon, electrolyte, and polyvinylidene fluoride. Of these chemicals, only electrolyte should be considered hazardous, inflammable and could react dangerously when mixed with water. The U.S. Department of Transportation (DOT) regulates transport of lithium-ion batteries under the DOT's Hazardous Materials Regulations (HMR) (49 CFR Parts 171-180). The HMR apply to any material DOT determines is capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Lithium-ion batteries must conform to all applicable HMR requirements when offered for transportation or transported by air, highway, rail, or water. Additionally, carbon (as graphite) is flammable and could pose a fire hazard. Fire protection is achieved through project design features, such as monitoring, diagnostics and a fire suppression system. The project would be required to comply with state laws and county ordinance restrictions, which regulate and control hazardous materials handled on site.

Further, the proposed project would be required to comply with all applicable rules and regulations involving hazardous materials, including the State of California CCR Title 23 Health and Safety Regulations, the California Division of Occupational Safety and Health (Cal/OSHA) requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention (CalARP) Program, and the California Health and Safety Code. Compliance with these measures would reduce any potential risk or impact associated with the transport, use, or disposal of hazardous materials. This impact is considered less than significant.

b) Less than Significant Impact. As described in Response IX. a) above, the proposed BESS facility would require the storage of hazardous materials; however, hazardous substances would be stored in transportable containment trailers at locations within the construction staging area to minimize potential for accidental releases and/or spills. No other hazardous or potentially hazardous materials will be brought to the project site. Further, the proposed project would be required to comply with all applicable rules and regulations involving hazardous materials, including the State of California CCR Title 23 Health and Safety Regulations, Cal/OSHA requirements, the Hazardous Waste Control Act, the CalARP Program, and the California Health and Safety Code. Compliance with these measures would reduce any potential risk or impact associated with the release of hazardous materials into the environment.

Protection would be provided as part of the project design by housing the battery units in enclosed structures to provide containment should a fire break out or for potential spills. Any potential fire risk that the traditional lithium-ion cells have will most likely be caused by overcharging or through short circuit due to age. Fire protection systems for battery systems would be designed in accordance with standards and requirements for energy storage system including, but not limited to the following:

National Fire Protection Association

- 1 Fire Code
- 70 National Electrical Code
- 855 Standard for the installation of Energy Storage System
- 111 Stored Electrical Energy Emergency and Standby Power System
- 1710 Standard for Organization and Deployment of Fire Suppression Operations, Emergency Medial Operations, and Special Operations to the Public by Career Fire Departments.

Occupational Safety and Health Administration

29 CFR 1910.134(g)(4)

California Fire Code

Chapter 12 section 1206 Electrical Energy Storage System

Chapter 9 Fire Protection and Life Safety System

The general approach to fire mitigation at the project site would be prevention of an incident, followed by attempts to isolate and control the incident to the immediately affected equipment. The proposed project would use the TESLA or equal battery system. Due to the use of the TESLA or equal battery system, fire protection in the event of a fire will be to protect the surrounding areas. The TESLA system is designed to melt within their containers. Extinguishing the battery fires are not recommended as this would prolong the fire and smoke.

The project applicant will coordinate with the Imperial County Fire Department on conditions of approval as part of the CUP to ensure the proposed project would not result in extreme hazards to the public, firefighters, and emergency responders. Conditions of approval would include project plans review and inspections, installation of a water supply capable of supplying the required fire flow, development of an Emergency Operation Plan, and compliance with applicable standards and requirements of the National Fire Protection Association, Occupational Safety and Health Administration, and California Fire Code. With adherence of applicable standards and requirements and conditions of approval as part of the CUP, a less than significant impact would occur.

- c) Less than Significant Impact. The project site is located within 0.25 mile of Holtville High School and Sam Webb Continuation High. As described in Response IX. a) above, the proposed BESS facility would require the storage of hazardous materials; however, hazardous substances would be stored in transportable containment trailers at locations within the construction staging area to minimize potential for accidental releases and/or spills. No other hazardous or potentially hazardous materials will be brought to the project site. Further, the proposed project would be required to comply with all applicable rules and regulations involving hazardous materials, including the State of California CCR Title 23 Health and Safety Regulations, Cal/OSHA requirements, the Hazardous Waste Control Act, the CalARP Program, and the California Health and Safety Code. Compliance with these measures would reduce any potential risk or impact to nearby schools. This impact is considered less than significant.
- d) No Impact. Database searches were conducted on July 24, 2023 for potential hazardous sites located on, or within one-quarter mile of the project site using the California Department of Toxic Substances Control's EnviroStor Database and State Water Resources Control Board's Geotracker database. These databases are an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to further investigate. No reported cases were found on the project site and no active sites were located within one-quarter mile of the project site (California Department of Toxic Substances Control 2023; State Water Resources Control Board 2023). Therefore, implementation of the proposed project would result in no impact related to the project site being located on a listed hazardous materials site pursuant to Government Code Section 65962.5.
- e) **No Impact.** The project site is not located within 2 miles of a public airport. The nearest airport is the Holtville Airport located over 6 miles northeast of the project site. Therefore, implementation of the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area and no impact would occur.
- f) No Impact. The proposed project does not include any alteration to the existing public road network and would not involve blocking or restricting any access routes. The proposed access road would be designed in accordance with fire department standards. Therefore, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. No impact is identified for this issue area.
- g) **No Impact.** The project site is located in the unincorporated area of Imperial County and immediately west of the City of Holtville's city boundary. According to the Seismic and Public Safety Element of the General Plan, the potential for a major fire in the unincorporated areas of the County is generally low (County of Imperial 1997). Based on a review of the California Department of Forestry and Fire Protection's fire hazard severity zone map, the project site is not located within a fire hazard severity zone. The nearest fire hazard severity zone is classified

as moderate and located over 35 miles west to the project site (California Department of Forestry and Fire Protection 2022). The proposed project would not introduce features that directly or indirectly increase the risk of wildfire on the project site. No impact is identified for this issue area.

X. Hydrology and Water Quality

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				⊠
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;		а	⊠	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			⊠	
iv. impede or redirect flood flows?			⊠	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				×
e) Conflict with or obstruct . implementation of a water quality control plan or sustainable groundwater management plan?			⊠	

Impact Analysis

Less than Significant Impact. No known or reasonably expected surface water quality issues are anticipated to result from implementation of the proposed project. Construction activities are regulated under the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit) which covers stormwater runoff requirements for projects where the total amount of ground disturbance during construction exceeds 1 acre. The proposed project would be required to comply with

the General Construction Permit because ground disturbance would exceed 1 acre. Coverage under a General Construction Permit requires the preparation of a SWPPP and submittal of a NOI to comply with the General Construction Permit. The SWPPP will be implemented such that stormwater discharges would not adversely impact human health or the environment, nor contribute to any exceedances of any applicable water quality standards contained in the Colorado River Basin Plan. This impact is considered less than significant.

- b) **No Impact.** The proposed project will not involve the use of groundwater. Water to be used during project-related construction activities will be limited to the amount necessary to conduct dust control activities. During construction, construction water would be brought to the site for soil conditioning and dust suppression. Dewatering activities are not anticipated to be performed as part of the project. As a result, the proposed project would not impede groundwater recharge and no impact would occur.
- ci) Less than Significant Impact. As discussed in Response X. a) above, the construction of the proposed project would result in ground disturbing activities in an area greater than one acre. Therefore, SWPPP will be developed that implements BMPs that sufficiently avoid any onsite or offsite erosion and runoff from areas proposed for ground disturbance. This is considered a less than significant impact.
- cii) Less than Significant Impact. The proposed project would not involve the construction of substantial impervious surfaces that would increase the rate of run-off. Construction activities would be localized to the project site boundary and access road, and the surrounding pervious surface would remain similar to pre-project conditions. Water will continue to percolate through the ground, as a majority of the surfaces on the project site will remain pervious. In this context, the proposed project would not result in substantial increases in run-off. This is considered a less than significant impact.
- ciii) Less than Significant Impact. Water will continue to percolate through the ground, as a majority of the surfaces on the project site will remain pervious. The proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provided substantial additional sources of polluted runoff. This is considered a less than significant impact.
- civ) Less than Significant Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Map Number 06025C1734C), the project site is located within Zone X, which is an area determined to be outside of the 0.2 percent annual chance of a flood (FEMA 2021). The project site is located approximately 0.15 mile east of a Special Flood Hazard Area, Zone AE, which is an area subject to inundation by the 1% annual chance flood (100-year flood zone) (FEMA 2020).
 - The proposed access road would not involve the addition of structures which could impede or redirect flood flows. In addition, the proposed access road would be constructed with an all-weather surface allowing runoff to continue to percolate into the ground. Therefore, the proposed access road would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows, and impacts would be less than significant.
- d) **No Impact.** The project site is located over 100 miles inland from the Pacific Ocean. Therefore, the proposed project is not located in an area at risk of tsunamis.
 - According to the Seismic and Public Safety Element of the General Plan, the most likely location for a significant seiche to occur is the Salton Sea, which is located over 25 miles northwest of the project site. While there have been a number of seismic events since the formation of the Salton Sea, no significant seiches have occurred to date. A seiche could occur, however, in the Salton Sea under the appropriate seismic conditions. The Salton Sea is proximal to the San Andreas and San Jacinto faults and would be subject to significant seismic ground shaking that could generate a seiche (County of Imperial 1997). The likelihood of seismic activity producing waves large enough to affect the project site is low

and therefore, the risk of release of pollutants attributable to inundation is considered low based on no documented history of seiche-induced flooding of the project site. No substantial damage is expected from seiches on the project site, and implementation of the project would not increase the inherent risk of seiches on the project site. No impact would occur.

e) Less than Significant Impact. The proposed project will not involve the use of groundwater. Water to be used during project-related construction activities will be limited to the amount necessary to conduct dust control activities. During construction, construction water would be brought to the site for soil conditioning and dust suppression. Dewatering activities are not anticipated to be performed as part of the project. As discussed above, the proposed project would be compliant with all local, state, and federal regulations, including compliance with the NPDES permits with the implementation of BMPs. Compliance with the referenced regulations would reduce any potential impact associated with a water quality control plan to a less than significant impact.

XI. Land Use and Planning

Enviro	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				
a)	Physically divide an established community?			⊠	
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				⋈

Impact Analysis

- Less than Significant Impact. The project site is located on a vacant parcel within an urbanized area immediately west of the City of Holtville's city boundary, and within the City's Sphere of Influence. The project site is surrounded by residential development to the north, east, and west. Residential development located within the jurisdiction of the City of Holtville is located east of the project, east of Melon Road. The proposed project does not involve project components that could physically divide an established community. Therefore, implementation of the proposed project would not divide an established community and no impact would occur.
- No Impact. The project's consistency with applicable land use plans, policies, and regulations is evaluated below.

County of Imperial Land Use Ordinance. The project site is located on a vacant parcel within an urbanized area immediately west of the City of Holtville's city boundary, and within the City's Sphere of Influence, Until annexed, development within the Sphere of Influence is guided by the Urban Area land use classification of the 2008 Imperial County General Plan. The project site is zoned Light Industrial within Urban Area of Holtville (M-1 U). The proposed BESS facility will be conducted pursuant to Conditions of Approval of a CUP that has been applied for with Imperial County Planning and Development Services. According to Title 9, Division 5, Chapter 15, the following uses are permitted in the M-1 zone subject to approval of a CUP from Imperial County:

i) Battery Storage

jj) Major facilities relating to the generation and transmission of electrical energy, provided such facilities are not, under state or federal law, to be approved exclusively by an agency. or agencies of the state and/or federal governments, and provided that such facilities shall be approved subsequent to coordination and review with the Imperial Irrigation District for electrical matters. Such uses shall include, but not be limited to, the following:

- Electrical generation plants
- Facilities for the transmission of electrical energy (100-200 kV)
- Electrical substations in an electrical transmission system (500 kV/230kV/161kV)

Therefore, with approval of the CUP, the proposed project would not conflict with the County of Imperial Land Use Ordinance and no impact would occur.

XII. Mineral Resources

Enviro	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				⊠
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				×

Impact Analysis

- a) No Impact. Construction of the proposed project would not result in any impacts to known mineral resources or mineral resource recovery sites. The nearest active mines for mineral resources to the project site are construction sand and gravel (County of Imperial 1997). The project does not propose any extraction and thus loss of availability of these mineral resources. Additionally, the proposed project would not preclude future mineral resource exploration throughout the project site. No impact would occur.
- b) **No Impact.** As noted in Response XII. a), implementation of the proposed project would not result in any impacts to known mineral resources or mineral resource recovery sites. Additionally, the proposed project would not preclude future mineral resource exploration throughout the project site. No impact would occur.

XIII. Noise

Enviro	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project result in:				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			⊠	
b)	Generation of excessive groundborne vibration or groundborne noise levels?	0		×	
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				⊠

Impact Analysis

The following information is summarized from the *Noise Analysis* prepared by RECON. This report is provided as Appendix E of this Initial Study.

a) Less than Significant Impact.

Existing noise levels at the project site were measured on February 3, 2023. Measurement 1 was located at the northern project boundary, approximately 50 feet south of Alamo Road. The main source of noise at this location was vehicle traffic on Alamo Road. Secondary sources of noise included bird vocalizations, barking dogs, and a distant siren. Noise levels were measured for 15 minutes. The average measured noise level was 55.9 dB(A) Leq.

Measurement 2 was located at the western project boundary, approximately 50 feet east of the dirt road. The main source of noise at this location was vehicle traffic on Alamo Road. Secondary sources of noise included bird vocalizations, barking dogs, and roosters. Noise levels were measured for 15 minutes. The average measured noise level was 48.9 dB(A) Leq.

Measurement 3 was located at the eastern project boundary, approximately 50 feet west of Melon Road. The main source of noise at this location was vehicle traffic on Melon Road. Secondary sources of noise included vehicle traffic on Alamo Road, bird vocalizations, and hammering. Noise levels were measured for 15 minutes. The average measured noise level was 52.4 dB(A) Leq.

Construction

Construction activities associated with the project would include site preparation, grading, excavation, and foundation work for the placement of the BESS storage containers and inverters. Project construction noise would be generated by diesel engine-driven construction equipment. Noise impacts from construction are a function of the noise generated by equipment, the location and sensitivity of nearby land uses, and the timing and

duration of the noise-generating activities. The loudest activities associated with the proposed project would be those associated with site preparation and grading. Construction noise levels were calculated assuming the simultaneous use of the following three pieces of equipment: a grader, a loader, and a water truck. Water truck noise levels were assumed to be equivalent to a dump truck. Although more construction equipment would be present onsite, not all would be used at the same time. Simultaneous use of this equipment would generate an average hourly noise level of 84.3 dBA L_{eq} at 50 feet, which is equivalent to a sound power level of 115.9 dBA L_{pw} .

Noise associated with project construction would potentially result in short-term impacts to surrounding properties. The project is surrounded by residential and industrial uses. The nearest sensitive receptors are the residential uses located north, west, and east of the project site. Construction noise levels were calculated based on the simultaneous use of a grader, loader, and water truck. Noise levels were modeled at a series of 20 receivers located at the adjacent properties. The results are summarized in Table 6. Modeled receiver locations and construction noise contours are shown in Figure 7.

As shown, construction noise levels are not anticipated to exceed the County's construction noise level limit of 75 dB(A) Leq at the adjacent properties. Construction activities would only occur during the times allowable by the City and County Municipal Codes (7 a.m. to 7 p.m., Monday through Friday, and 9 a.m. to 5 p.m. Saturday). No construction activities that generate impulsive noise levels would be required. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Therefore, project construction would not exceed noise level limits established in the County's Municipal Code and would only occur during the daytime hours, and temporary increases in noise levels during construction would be less than significant.

Table 6. Construction Noise Levels

Receiver	Zoning/Jurisdiction	Construction Noise Level (dBA L _{eq})
1	R-1 (Single Family)/City	60
2	R-1 (Single Family)/City	61
3	R-1 (Single Family)/City	61
4	R-1 (Single Family)/City	59
5	A-1 U (Limited Agriculture Urban)/County	59
6	C-2 U (Medium Commercial Urban)/County	59
7	A-1 U (Limited Agriculture Urban)/County	60
8	A-1 U (Limited Agriculture Urban)/County	59
9	A-1 U (Limited Agriculture Urban)/County	61
10	A-1 U (Limited Agriculture Urban)/County	57
11	A-1 U (Limited Agriculture Urban)/County	56
12	A-1 U (Limited Agriculture Urban)/County	57
13	A-1 U (Limited Agriculture Urban)/County	58
14	A-1 U (Limited Agriculture Urban)/County	59
15	A-1 U (Limited Agriculture Urban)/County	58
16	M-1 U (Light Industrial Urban)/County	62
17	M-1 U (Light Industrial Urban)/County	69
18	M-1 U (Light Industrial Urban)/County	70
19	M-1 U (Light Industrial Urban)/County	70
20	M-1 U (Light Industrial Urban)/County	70

Source: Appendix E of this Initial Study

Initial Study Holtville Peaker Battery Energy Storage System Project

Figure 7. Construction Noise Contours



Source: Appendix E of this Initial Study

Operation

The County General Plan Noise Element identifies property line noise level limits that apply to noise generation from one property to an adjacent property (excluding construction noise). As stated in the Noise Element, the property line noise level limits imply the existence of a sensitive receptor on the adjacent, or receiving, property. In the absence of a sensitive receptor, an exception or variance to the standards may be appropriate.

County Code of Ordinances Title 9, Division 7: Noise Abatement and Control, specifies noise level limits. Noise level limits are summarized in Table 7. Noise level limits do not apply to construction equipment.

Table 7. Imperial County Property Line Noise Limits

Zone	Time	One-Hour Average Sound Level [dB(A) L _{eq}]
Residential: All R-1	7:00 a.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
Residential: All R-2, R-3, R-4 and all	7:00 a.m. to 10:00 p.m.	55
other residential	10:00 p.m. to 7:00 a.m.	50
All Commercial	7:00 a.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	55
Manufacturing, all other industrial, including agricultural and extraction industry	(anytime)	70
General Industrial Zones	(anytime)	75

Source: Appendix E of this Initial Study

The project site and the property to the south are zoned M-1 U (Light Industrial Urban), the properties to the west and north are zoned A-1 U (Limited Agriculture Urban) and C-2 U (Medium Commercial Urban), and the property to the northeast is zoned R-1 U (Low Density Residential Urban). The properties to the east are within City boundaries and have a City zoning designation of R-1 (Single Family). Note that for the purposes of this analysis, the County noise level limits for R-1 residential uses were applied to these City properties.

The primary noise sources onsite would be the inverters and the BESS containers. Noise levels for operations were modeled at a series of 20 receivers located at the adjacent properties similar to construction. Future projected noise levels are summarized in Table 8. Modeled receiver locations and operational noise contours are shown in Figure 8.

As shown in Table 8, operational noise levels would not exceed the applicable noise level limits at the adjacent properties. Further, Section 17.10.150 of the City's Municipal Code states noise levels shall not exceed five decibels above the ambient noise level of the area. As previously mentioned above, the ambient noise level on the project site ranged from 48.9 to 55.9 dB(A) Leq. Operational noise levels at the City properties (Receivers 1 through 4) would not exceed five decibels above the ambient noise level. Therefore, project operation would not result in noise levels that exceed City or County standards, and operational noise impacts would be less than significant.

Conclusion

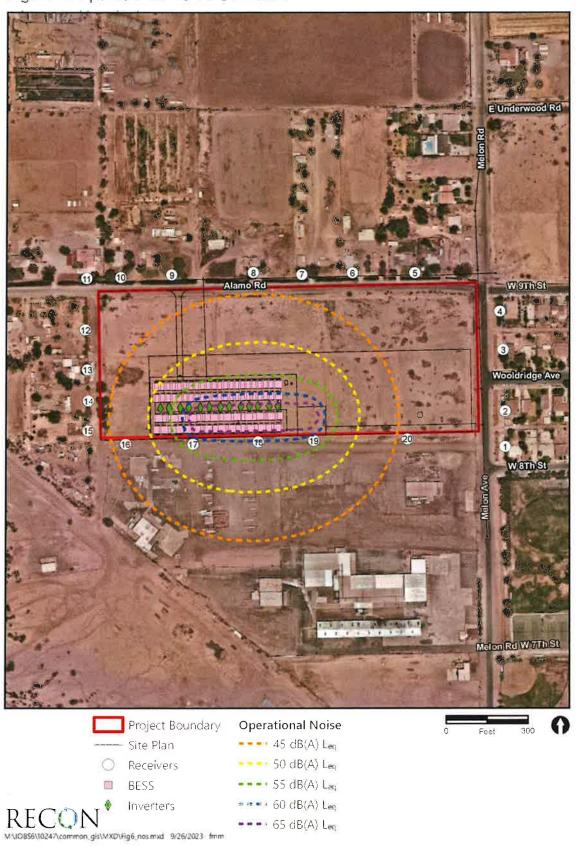
Based on the preceding analysis, the project is not anticipated to generate construction of operational noise levels that exceed the applicable noise limits. Therefore, the project's noise impact is considered less than significant.

Table 8. Operational Noise Levels

Receiver	Zoning/Jurisdiction	Noise Level Limit Daytime/Nighttime (dBA L _{eq})	Operational Noise Level (dBA L _{eq})
1	R-1 (Single Family)/City	50/45	38
2	R-1 (Single Family)/City	50/45	38
3	R-1 (Single Family)/City	50/45	38
4	R-1 (Single Family)/City	50/45	37
5	A-1 U (Limited Agriculture Urban)/County	70/70	39
6	C-2 U (Medium Commercial Urban)/County	60/55	42
7	A-1 U (Limited Agriculture Urban)/County	70/70	43
8	A-1 U (Limited Agriculture Urban)/County	70/70	43
9	A-1 U (Limited Agriculture Urban)/County	70/70	42
10	A-1 U (Limited Agriculture Urban)/County	70/70	41
11	A-1 U (Limited Agriculture Urban)/County	70/70	39
12	A-1 U (Limited Agriculture Urban)/County	70/70	41
13	A-1 U (Limited Agriculture Urban)/County	70/70	42
14	A-1 U (Limited Agriculture Urban)/County	70/70	43
15	A-1 U (Limited Agriculture Urban)/County	70/70	43
16	M-1 U (Light Industrial Urban)/County	70/70	51
17	M-1 U (Light Industrial Urban)/County	70/70	58
18	M-1 U (Light Industrial Urban)/County	70/70	58
19	M-1 U (Light Industrial Urban)/County	70/70	51
20	M-1 U (Light Industrial Urban)/County	70/70	43

Source: Appendix E of this Initial Study

Figure 8, Operational Noise Contours



Source: Appendix E of this Initial Study

- b) Less than Significant Impact. Groundbome vibration could originate from earth movement during the construction phase of the proposed project. However, significant vibration is typically associated with activities such as blasting or the use of pile drivers, neither of which would be required during project construction. The proposed project would be expected to comply with all applicable requirements for long-term operation, as well as with measures to reduce excessive groundborne vibration to ensure that the proposed project would not expose persons or structures to excessive groundborne vibration. Therefore, a less than significant impact has been identified for this issue area.
- c) **No Impact.** The project site is not located within 2 miles of a public airport. The nearest airport is the Holtville Airport located more than 6 miles northeast of the project site. Therefore, implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels and no impact would occur.

XIV. Population and Housing

Enviro	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				
a)	Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?				⊠
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				⊠

Impact Analysis

- a) No Impact. The proposed project would not induce unplanned population growth. The proposed project involves the construction and operation of a BESS facility on a vacant and disturbed parcel. No development of new roads or infrastructure is proposed that would introduce new populations to the project site. The proposed access road would be used only to access the proposed BESS facility. No impact would occur.
- b) **No Impact.** No residential units are on the project site that would require relocation. Therefore, the proposed project would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. No impact would occur.

XV. **Public Services**

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire Protection?				
ii. Police Protection?				\boxtimes
iii. Schools?				⊠
iv. Parks?				⊠
v. Other public facilities?				×

Impact Analysis

- No Impact. Fire protection and emergency medical services in the project area are provided by the Imperial County Fire Department. The project site would continue to be adequately supported by the existing fire protection services since the construction and operation of the project would not induce growth in the project area and the fire risk would not create the need for new or physically altered fire protection facilities. In addition, there will be a water storage tank to provide a minimum of 20,000 gallons of water for firefighting use onsite. Operation and maintenance would not affect the ability of fire personnel to respond to fires. Based on these considerations, the proposed project would not result in a need for fire facility expansion and no impact is identified.
- No Impact. Police protection services in the project area is provided by the Imperial County Sheriff's Department. The project site is approximately .67 miles from the Imperial County Sheriff's Office Holtville Station. The City of Holtville is a contract city for the Imperial County Sheriff's Office; however, the project site is not under the jurisdictional responsibility of the Holtville Station. The nearest station for a response to the project site is the El Centro Station, which is approximately 11 miles from the project site.

The proposed project would not require police services during construction or operation and maintenance beyond routine patrols and response. Construction and operation of the proposed project would not induce growth in the project area that would result in the permanent, and increased need of police protection services.

The project applicant will coordinate with the Imperial County Sheriff's Department on conditions of approval as part of the CUP to ensure the proposed project would not result in a significant impact on police protection services. Conditions of approval could include the preparation of a detailed/safety plan, installation of adequate lighting, fencing, and safety measure to prevent or deter criminal activity, and installation of surveillance cameras at the project site. With adherence to the conditions of approval as part of the CUP, no impact would occur.

- aiii) **No Impact.** The proposed project does not include the development of residential land uses that would result in an increase in population or student generation. Construction is estimated to take approximately 8 months. The number of construction workers is not expected to require a substantial number of workers. Construction of the proposed project would not result in an increase in student population within the Imperial County's School District since it is anticipated that construction workers would commute in during construction operations. Furthermore, no full-time employees are required to operate the project. It is anticipated that maintenance of the project will be minimal to perform periodic visual inspections for security, maintenance, and system monitoring. The proposed project would not result in an increase in student population within the Imperial County's School District. Therefore, the proposed project would have no impact on Imperial County schools.
- aiv) **No Impact.** Construction is estimated to take approximately 8 months. The number of construction workers is not expected to require a substantial number of workers. Furthermore, no full-time employees are required to operate the project. It is anticipated that maintenance of the project will be minimal to perform periodic visual inspections for security, maintenance, and system monitoring. Substantial permanent increases in population that would adversely affect local parks is not anticipated. Therefore, the proposed project would have no impact on parks.
- av) No Impact. Construction is estimated to take approximately 8 months. The number of construction workers is not expected to require a substantial number of workers. Furthermore, no full-time employees are required to operate the project. It is anticipated that maintenance of the project will be minimal to perform periodic visual inspections for security, maintenance, and system monitoring. Substantial permanent increases in population that would adversely affect libraries and other public facilities (such as post offices) is not anticipated. Therefore, the proposed project would have no impact on other public facilities such as post offices and libraries.

XVI. Recreation

Enviro	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				⊠
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				⊠

Impact Analysis

- a) No Impact. The proposed project would not increase the use of existing neighborhood parks and regional parks or other recreational facilities. The proposed project would not induce new populations that would result in the substantial physical deterioration of recreational facilities. No impact would occur.
- b) **No Impact.** The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. The proposed project would not induce new populations that would require new recreational facilities. No impact would occur.

XVII. **Transportation**

Enviro	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			⊠	
b)	Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				
с)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			⊠	
d)	Result in inadequate emergency access?				

Impact Analysis

Less than Significant Impact. Interstate 8 provides regional access to the project site and is located approximately 8 miles north of the project. Adjacent roadways providing local vehicular access to the project site include East Alamo Road to the north and Melon Road to the east. Construction of the project would be temporary, and the traffic volumes generated by construction would be minor. Once the proposed BESS facility is operational, there would be no increase in automobile trips to the area. While it is anticipated that the proposed BESS facility would require periodic maintenance, maintenance would be minimal requiring a negligible amount of traffic trips on an annual basis. Therefore, the potential for the proposed project to cause an increase in traffic to the existing traffic load and capacity of the street system would be negligible and this is considered a less than significant impact.

The project site is located immediately west of the City of Holtville city boundary in Imperial County, According to the Imperial County Transportation Commission (ICTC) Regional Active Transportation Plan, the City of Holtville is currently proposing an active transportation project (ATP) to implement bicycle infrastructure improvements in accordance with the City of Holtville's Complete Streets Plan, City of Holtville Bicycle Master Plan, and Imperial County's Bicycle Master Plan Update (ICTC 2022).

New bicycle facilities in the ATP for the City of Holtville are proposed along Melon Road, adjacent to the project parcel. However, the ATP has no determined schedule and is not funded (ICTC 2023). Furthermore, the proposed project would not require any roadway modifications to Melon Road and would not preclude future bicycle facilities from being constructed.

In addition, there are no existing public transportation facilities or pedestrian facilities in close proximity to the project site. Therefore, the proposed project would result in a less than significant impact related to a conflict with a program plan, ordinance or policy addressing transit, bicycle, and pedestrian facilities.

Less than Significant Impact. Section 15064.3(b) of the CEQA Guidelines provides guidance on determining the significance of transportation impacts and focuses on the use of vehicle miles traveled (VMT), which is defined as the amount and distance of automobile

travel associated with a project. Construction of the project would be temporary, and the traffic volumes generated by construction would be minor. Given the nature of the project, after construction, there would be a nominal amount of vehicle trips generated by the project. Once the proposed BESS facility is operational, there would be no increase in automobile trips to the area. While it is anticipated that the proposed BESS facility would require periodic maintenance, maintenance would be minimal requiring a negligible amount of traffic trips on an annual basis. Therefore, the proposed project would result in a less than significant VMT impact.

- c) Less than Significant Impact. The proposed project does not include any alteration to the existing public road network. The proposed access road would be designed to accommodate trucks delivering heavy equipment and ingress and egress for maintenance vehicles for the BESS facility. The proposed access road would not be open to the public and would be maintained as long as the proposed project is being constructed or in use. Once the BESS facility is retired or abandoned, the access road would be returned to pre-project conditions. This impact is considered less than significant.
- d) Less than Significant Impact. The proposed project does not include any alteration to the existing public road network and would not involve blocking or restricting any access routes. The proposed access road would be designed in accordance with fire department standards. Therefore, the proposed project would not result in inadequate emergency access and this impact is considered less than significant.

XVIII. Tribal Cultural Resources

Enviror	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	
defined geogra	Would the project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				⊠	
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 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?					

Impact Analysis

a-b) Less than Significant Impact. Assembly Bill 52 was passed in 2014 and took effect July 1, 2015. It established a new category of environmental resources that must be considered under CEQA called tribal cultural resources (Public Resources Code 21074) and established a process for consulting with Native American tribes and groups regarding those resources. Assembly Bill 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.

In accordance with AB 52, the County provided notification of the proposed project to the Campo Band of Mission Indians and Quechan Indian Tribe on June 1, 2023. The County requested for tribes to provide any information regarding any Traditional Cultural Properties, Sacred Sites, resource collecting areas, or any other areas of concern known to occur in the project area. On June 1, 2023, the Quechan Indian Tribe responded via e-mail that they do not wish to comment on the proposed project. The Campo Band of Mission Indians did not provide a response within the 30-day review period. Therefore, the project is not anticipated to cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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 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 PRC Section 5024.1, and, per the criteria set forth in Section 5024.1, considering the significance of the resource to a California Native American tribe. Therefore, no impact would occur.

XIX. Utilities and Service Systems

Enviror	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				Collection of the Collection o
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			⊠	
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			⊠	
с)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				⊠
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			×	
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			⊠	

Impact Analysis

- a) Less than Significant Impact. The proposed project does not currently contain any public utilities or services. The proposed project would not require the construction of any water, wastewater, stormwater, or energy facilities to accommodate the demand of the project. The project's water use would be limited to the construction phase, and no infrastructure would be required to provide water to the project site. Water will be obtained from IID canals in conformance with IID construction water acquisition requirements. Water will be picked up from the source and delivered to the project site by a water truck which will be capable of carrying approximately 4,000 gallons. The proposed BESS facility would not generate wastewater that would need to be treated by a wastewater treatment facility. Storm water control would be implemented for the project site and access road. Due to the lack of public utilities and services available within the project, impacts are considered less than significant.
- b) Less than Significant Impact. The project's water use would be limited to grading and dust control during the construction phase. Water will be obtained from IID canals in conformance

EEC ORIGINAL PKG

- with IID construction water acquisition requirements. Water will be picked up from the source and delivered to the project site by a water truck which will be capable of carrying approximately 4,000 gallons. Operation of the BESS facility would not require significant amount of water and would be limited to general maintenance activities. Therefore, this impact is considered less than significant.
- c) No Impact. The proposed project would not generate wastewater that would need to be treated by a wastewater treatment facility. Onsite wastewater needs will be accommodated by the use of portable toilets that would be removed from the project site once construction is complete. No impact would occur.
- d) Less than Significant Impact. Solid waste generation would be minor for the construction and operation of the proposed project. There are several solid waste facilities within Imperial County and solid waste will be disposed of using a locally-licensed waste hauling service, most likely Allied Waste. Trash would likely be hauled to the Calexico Solid Waste Site (13-AA-0004) located in Calexico. The Calexico Solid Waste Site has approximately 1,561,235 cubic yards of remaining capacity and is estimated to remain in operation through 2179. (CalRecycle 2023). Therefore, there is ample landfill capacity in the County to receive the minor amount of solid waste generated by construction and operation of the proposed project. A less than significant impact is identified for this issue area.
- e) Less than Significant Impact. The proposed project would comply with all applicable statutes and regulations related to solid waste. As discussed in Response XIX. d) above, solid waste generated by the proposed well is expected to be minimal. This impact is considered less than significant.

XX. Wildfire

Enviro	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	ed in or near state responsibility ar the project:	eas or lands clas	sified as very hi	gh fire hazard sev	erity zones,
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?				⊠
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				⊠
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				⊠
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				⊠

Impact Analysis

No Impact. Based on a review of the California Department of Forestry and Fire Protection's fire hazard severity zone map, the project site is not located within a fire hazard severity zone. The nearest fire hazard severity zone is classified as moderate and located over 35 miles west to the project site (California Department of Forestry and Fire Protection 2022). The proposed project would not involve blocking or restricting any emergency access routes and would not interfere with emergency response plans or operations near the project area. The proposed project would not involve the development of structures that would introduce new populations to the project area that could result in impacts involving wildfires. The proposed project would not exacerbate wildfire risks and no impact is identified.

XXI. Mandatory Findings of Significance

	nmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would	the project:				
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b)	Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		⊠		
с)	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			⊠	

Impact Analysis

a) Less than Significant Impact with Mitigation Incorporated.

Biological Resources

As described in Response IV. a) above, burrowing owls were not present on the project site during the field survey; however suitable nesting and foraging habitat is present and they may be present at the start of project construction. If burrowing owls are present, project construction could result in take or other direct impacts. Indirect impacts to burrowing owls could also result if they are present in the lands surrounding the project site and project construction produces dust, noise, or other disturbances to this species. Mitigation Measure BIO-1 would avoid take and reduce potential impacts to this species to below a level of significance by requiring pre-construction surveys and establishing avoidance buffers. The loss of burrowing owl foraging habitat would be less than significant given the abundance of suitable foraging habitat in the lands surrounding the project site and throughout the region.

As described in Response IV. b) above, migratory and nesting birds have potential to occur within the project area due to suitable nesting grounds within ornamental vegetation. If migratory and nesting birds are present, project construction could result in direct impacts during the Colorado Desert nesting season (January 15 to July 15). Indirect impacts to EEC ORIGINAL PKG

migratory and nesting birds could also result if they are present in the lands surrounding the project site and project construction produces dust, noise, or other disturbances to this species. Mitigation Measure BIO-2 would avoid take and reduce potential impacts to this species to below a level of significance by requiring pre-construction surveys and establishing buffer zones.

Cultural Resources

As described in Response V. b) above, the potential of finding a buried archaeological site during construction is considered low. However, like all construction projects in the state, the possibility exists. This potential impact is considered significant. Implementation of Mitigation Measure CR-1 would reduce the potential impact associated with the inadvertent discovery of archaeological resources to a level less than significant.

As described in Response V. c) above, the potential for encountering subsurface human remains within the project site is low, there remains a possibility that human remains are present beneath the ground surface, and that such remains could be exposed during construction. This potential impact is considered significant. Implementation of Mitigation Measure CR-2 would ensure that the potential impact on previously unknown human remains does not rise to a level of significance pursuant to CEQA.

Geology and Soils

As described in Response I. f) above, the project site is located within an area where paleontological sensitivity is considered to be high. Impacts on any surface or near-surface level paleontological resources may occur because of grading and disturbance of the area. Even relatively shallow excavations in the Lake Cahuilla beds exposed in the project site may encounter significant vertebrate fossil remains. Implementation of Mitigation Measure GEO-1 would ensure that the potential impacts on paleontological resources do not rise to the level of significance pursuant to CEQA.

b) Less than Significant Impact with Mitigation Incorporated. Based on the analysis contained in this Initial Study, the proposed project would not result in significant impacts to aesthetics, agricultural and forestry resources, air quality, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

The proposed project would have potential impacts that are significant on the following resources areas: biological resources, cultural resources and geology and soils. However, implementation of mitigation measures would ensure potential impacts are reduced to less than significant levels. The proposed project would incrementally contribute to cumulative impacts for projects occurring within the vicinity of the project. However, compliance with the mitigation measures would ensure that no residually significant impacts would result with implementation of the project either directly or indirectly. In the absence of residually significant impacts, the incremental accumulation of effects would not be cumulatively considerable. Therefore, a finding of less than significant is identified for this issue area.

c) Less than Significant Impact. Based on the analysis contained in this Initial Study, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly. Any effects related to construction of the project would be temporary and short-termand would not result in any long-termor permanent effects on human beings. This is considered a less than significant impact.

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List of Preparers

This Initial Study was prepared for the Imperial County Planning and Development Services Department by HDR. The following professionals participated in its preparation:

Imperial County Planning and Development Services Department

Jim Minnick, Planning and Development Services Director

Michael Abraham, AICP, Assistant Planning and Development Services Director

Gerardo Quero, Planner I

HDR

Tim Gnibus, Principal

Sharyn Del Rosario Hidalgo, Project Manager

Regan Del Rosario, Environmental Planner

Benjamino Volta, Cultural Resources Project Manager

Daniel Leonard, Senior Cultural Resources Specialist

Aaron Newton, Biologist 2

Sharon Jacob, Geographic Information Systems Analyst

Katherine Turner, Document Production Administrator

Technical Report Preparers

RECON Environmental, Inc.

- Air Quality Analysis
- Biological Resources Survey
- Cultural Resources Report
- Greenhouse Gas Analysis
- Noise Analysis

Findings

This is to advise that the County of Imperial, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this Negative Declaration based upon the following findings:

The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

The Initial Study identifies potentially significant effects but:

- (1) Proposals made or agreed to by the applicant before this proposed Mitigated Negative Declaration was released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.
- (2) There is no substantial evidence before the agency that the project may have a significant effect on the environment.
- (3) Mitigation measures are required to ensure all potentially significant impacts are reduced to levels of insignificance.

A MITIGATED NEGATIVE DECLARATION will be prepared.

If adopted, the Negative Declaration means that an Environmental Impact Report will not be required. Reasons to support this finding are included in the attached Initial Study. The project file and all related documents are available for review at the County of Imperial, Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 (442) 265-1736.

NOTICE

The public is invited to comment on the proposed Negative Declaration during the review period.

Date of Determination

Jim Minnick, Director of Planning & Development Services

The Applicant hereby acknowledges and accepts the results of the Environmental Evaluation Committee (EEC) and hereby agrees to implement all Mitigation Measures, if applicable, as outlined in the MMRP.

Applicant Signature

Date

Holtville Peaker Battery Energy Storage System Project

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COMMENT LETTERS

Gerardo Quero

From: Aimee Trujillo

Sent: Thursday, 1 June, 2023 2:03 PM

To: Jill McCormick
Cc: Gerardo Quero

Subject: RE: [EXTERNAL]:CUP22-0029 Request for Comments

Good afternoon,

Thank You for your response.

Aimee Trujillo

Office Assistant III Imperial County Planning & Development Services 801 Main Street El Centro, CA 92243 (442) 265-1736 (442) 265-1735 (Fax) aimeetrujillo@co.imperial.ca.us



From: Jill McCormick < historic preservation@quechantribe.com >

Sent: Thursday, June 1, 2023 12:17 PM

To: Aimee Trujillo <aimeetrujillo@co.imperial.ca.us>

Subject: RE: [EXTERNAL]:CUP22-0029 Request for Comments

CAUTION: This email originated outside our organization; please use caution.

This email is to inform you that we do not wish to comment on this project.

Thank you, H. Jill McCormick, M.A.

Quechan Indian Tribe Historic Preservation Officer P.O. Box 1899 Yuma, AZ 85366-1899

Office: 760-572-2423 Cell: 928-261-0254

E-mail: historicpreservation@quechantribe.com



From: Aimee Trujillo <aimeetrujillo@co.imperial.ca.us>

Sent: Thursday, June 01, 2023 11:47 AM

To: Rachel Garewal < RachelGarewal@co.imperial.ca.us >; Sandra Mendivil < SandraMendivil@co.imperial.ca.us >; Jolene

Dessert < <u>JoleneDessert@co.imperial.ca.us</u>>; Belen Leon < <u>BelenLeon@co.imperial.ca.us</u>>; Ana L Gomez < <u>analgomez@co.imperial.ca.us</u>>; Margo Sanchez < <u>MargoSanchez@co.imperial.ca.us</u>>; Monica Soucier

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Gabby Emerson <tribalsecretary@quechantribe.com>; holtvillenews@aol.com

Cc: Jim Minnick < JimMinnick@co.imperial.ca.us >; Michael Abraham < Michael Abraham@co.imperial.ca.us >; Diana

Robinson < DianaRobinson@co.imperial.ca.us >; Gerardo Quero < gerardoquero@co.imperial.ca.us >; Aimee Trujillo

laryssaalvarado@co.imperial.ca.us; Rosa Soto

< RosaSoto@co.imperial.ca.us >; Valerie Grijalva < ValerieGrijalva@co.imperial.ca.us >; Kamika Mitchell

<kamikamitchell@co.imperial.ca.us>

Subject: [EXTERNAL]:CUP22-0029 Request for Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please see attached Request for Comments packet for CUP22-0029, APN 045-570-087 {2275 Melon Rd., Holtville CA 92250} Holtville Peaker BESS Facility.

Comments are due by June 30th 2023 at 5:00PM.

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments packet is being sent to you via this email.

Should you have any questions, please feel free to contact Gerardo Quero at (442) 265-1736, or submit your comment letters to ICPDScommentletters@co.imperial.ca.us.

Thank you,

Aimee Trujillo

Office Assistant III
Imperial County Planning & Development Services
801 Main Street
El Centro, CA 92243
(442) 265-1736
(442) 265-1735 (Fax)
aimeetrujillo@co.imperial.ca.us





Office of the Agricultural Commissioner Sealer of Weights and Measures 852 Broadway, El Centro CA 92243

Jolene Dessert Commissioner / Sealer Rachel Garewal Asst, Commissioner / Sealer

June 27, 2023

Gerardo Quero, Planner I I.C. Planning & Development Services Department 801 Main Street El Centro, CA 92243

Re: CUP#22-0029 Holtville Peaker BESS Facility

RECEIVED

JUN 27 2023

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Dear Mr. Quero,

Our department received and reviewed documents pertaining to Conditional Use Permit #22-0029 for applicant Holtville Peaker BESS Facility. The applicant proposes to construct a 100 MW energy storage facility (Peaker Plant) using Battery Energy Storage Systems (BESS) to be situated on a 17-acre Light Industrial (M-1-U) zoned lot at 2275 Melon Rd., Holtville, CA 92250.

Should the project require movement of plant material into Imperial County, the applicant must follow the requirements for movement of plant material into Imperial County from other counties or from out of state. The applicant can contact our Pest Detection and Eradication Division for any questions regarding the quarantines of movement of plant material, as there are several quarantines that must be observed. Please contact CDFA Nursery Services Program for requirements regarding movement of cannabis nursery stock and nursery license. Please refer to the handouts attached to find about quarantine requirements and failure to comply penalties.

If you or the applicant has any question, please contact me at 442-265-1500.

Respectfully

Rachel Garewal



Office of the Agricultural Commissioner Sealer of Weights and Measures 852 Broadway, El Centro CA 92243

Jolene Dessert
Commissioner / Sealer

Rachel Garewal
Asst. Commissioner / Sealer

June 21, 2023

Landscaper/Nursery

This letter is to remind you of the requirements you must follow for movement of plant material into Imperial County. There are many quarantines which must be observed. The most complex is for the glassy-winged sharpshooter and detailed directions for compliance follow. However, there are a few other quarantines that you should be aware of and they are listed at the end of this letter.

There is a State Interior Quarantine in place to prevent artificial movement of the glassy-winged sharpshooter (GWSS). The GWSS is a hardy insect which feeds on many common landscape plants and crops. It carries and spreads *Xylella fastidiosa*, a bacterium which is deadly to many plants. Imperial County is the only Southern California County that is not infested with the glassy-winged sharpshooter, and is designated as an enforcing county.

A summary of the quarantine requirements for entry of GWSS-host nursery stock from infested countles:

- Nursery stock must be purchased from a nursery that is under Compliance Agreement with the
 Agricultural Commissioner's office in that County. The plants should enter Imperial County with
 paperwork that includes the GWSS Compliance Agreement Number stamp, the required blue tag
 (see below), and Certificate of Quarantine Compliance (CQC) If applicable.
- Every shipment of nursery stock from an infested county must be accompanied by a Warning Hold for inspection Certificate also known as a blue tag. As stated on the blue tag, this requires the receiver to hold the shipment off sale upon arrival and call our office for an inspection. It is very important that we be notified immediately upon arrival of the plant shipment. You must not commingle the new shipment with previously-released nursery stock until released by our office. Our office hours are Monday through Friday, 8:00 AM to 5:00 PM. Please call as early as possible. If you intend to bring in plants on a Saturday or Holiday, you must notify our office in advance.
- Landscapers that have their own growing ground or holding yard where they store nursery stock
 are required to be licensed as a nursery. Landscapers that do not hold or store that stock prior
 to its delivery to the planting site do not need a license.
- All landscapers must comply with the requirements listed above for every shipment brought into the County. You also must hold the stock at its destination (preferably away from other plants) and call our office for an inspection you may not plant any of the nursery stock until the plants have been inspected and released by our office. If you are buying and transporting nursery stock into Imperial County, it is your responsibility to obtain the required documents from the origin nursery and call for the inspection upon arrival.
- For every shipment, you must have a proof of ownership document for the nursery stock.

Penalties for failure to comply with the quarantine requirements listed above:

- Any violation of quarantine requirements is an infraction punishable by a fine of \$1,000 for the first offense. For a second or subsequent offense within three years, the violation is punishable as a misdemeanor (Food and Ag Code, Section 5309).
- In lieu of any civil action, the Agricultural Commissioner may levy a civil penalty for up to \$2,500 for each violation (Food and Ag Code, Section 5311).
- In addition to any other action taken, any violation of these requirements may be liable civilly in an amount not to exceed \$10,000 for each violation (Food and Ag Code, Section 5310).
- Anyone that negligently or intentionally violates <u>any</u> quarantine regulation and imports a GWSS-infested plant that results in an infestation, or the spread of an infestation, may be civilly liable in an amount up to \$25,000 for each violation (Food and Ag Code, Section 5028(c)).

Other restricted plant materials (if you intend to bring in any of the following commodities from outside imperial County please contact us before the shipment date):

- Citrus species All Citrus species are restricted from most locations within California.
- Phoenix palms All palms of the Phoenix genus (this includes Phoenix roebelinii, a common landscape plant) originating in California are prohibited, unless it is from certain portions of Riverside County.
- Florida nursery stock- Must comply with California State Interior Quarantine CCR. 3271 Burrowing and Reniform Nematodes, RIFA federal Quarantine and other quarantines may apply.
- Arizona nursery stock- Must comply with California State Interior Quarantine CCR. 3261 Ozonium Root Rot.
- Also, if you intend to remove any plants from the soil and ship them out of imperial County you
 must be certified free from Ozonium Root Rot. To do so you must be part of our program and
 you should contact our office.

If you have any questions please contact our office at (442) 265-1500.

Sincerely,

Nelson Perez

Deputy Agricultural Commissioner Pest Detection and Eradication

COUNTY EXECUTIVE OFFICE

Miguel Figueroa
County Executive Officer
miguelfigueroa@co.imperial.ca.us
www.co.imperial.ca.us



County Administration Center 940 Main Street, Suite 208 El Centro, CA 92243 Tel: 442-265-1001

Fax: 442-265-1010

RECEIVED

June 29, 2023

JUN 29 2023

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

TO:

FROM:

Gerardo Quero, Planning and Development Services Department PLANNING & DEVELOPMENT SERVICES

Rosa Lopez, Executive Office

SUBJECT:

Request for Comments - Holtville Peaker BESS Facility Project / CUP22-0029, APN 045-570-

087

The County of Imperial Executive Office is responding to a request for comments: Holtville Peaker BESS Facility Project / CUP22-0029, APN 045-570-087. The Executive Office would like to inform the developer of conditions and responsibilities of the applicant seeking a Conditional Use Permit (CUP). The conditions commence prior to the approval of an initial grading permit and subsequently continue throughout the permitting process. This includes, but not limited to:

- Sales Tax Guarantee. The permittee is required to have a Construction Site Permit reflecting the project site address, allowing all eligible sales tax payments are allocated to the County of Imperial, Jurisdictional Code 13998. The permittee will provide the County of Imperial a copy of the CDTFA account number and sub-permit for its contractor and subcontractors (if any) related to the jobsite. Permittee shall provide in written verification to the County Executive Office that the necessary sales and use tax permits have been obtained, prior to the issuance of any grading permits.
- Construction/Material Budget: The permittee will provide the County Executive Office a construction materials budget: an official construction materials budget or detailed budget outlining the construction and materials cost for the processing facility on permittee letterhead.
- At developers cost, the County Executive Office shall hire a third party consultant to produce a Fiscal and Economic Impact Analysis & Job and Employment Analysis (FEIA & JEIA) prior to project being placed on Planning Commission meeting.
- Public Service Agreement. The developer shall enter into a Public Service Agreement with the County of Imperial.

Should there be any concerns and/or questions, do not hesitate to contact me.

"Gablishing Objection, Creating Opportunity"
AN EOUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER



June 30, 2023

RECEIVED

JUN 30 2023

Jim Minnick
Planning & Development Services Director
801 Main Street
El Centro, CA 92243

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

SUBJECT: Conditional Use Permit (CUP) 22-0029 Holtville Peaker BESS Facility

Dear Mr. Minnick:

First and foremost, the Imperial County Air Pollution Control District (Air District) appreciates the opportunity to review and comment on the application for Conditional Use Permit (CUP) #22-0029 regarding the construction of a 100-megawatt (MW) Energy Storage Facility (Project). The Project as proposed is a Battery Energy Storage System (BESS) intended to provide power during peak usage by buying power off an existing grid and selling it back into the grid. While there is some evidence that energy storage systems provide a more resilient energy infrastructure the expectation of the transition from fossil fuels to renewable energy is still unclear. Case in point the Project analyzed here.

There are some concerns that the Air District has and the following comments are meant to address the concerns.

- 1) The location of the BESS is surrounded by sensitive receptors
- 2) While the Air Quality analysis (including the Green House Gas (GHG) analysis) mentioned the sensitive receptors there was not attempt to address worst case scenarios

Thus, the following comments are broken down into two categories, construction and operations.

For construction emissions the Air District noted that the CalEEMod analysis made changes to defaults that did not provide a sufficient buffer should the analyzed schedule for construction shorten or the equipment fleet increase.

Therefore, the Air District is requesting that the Project, in addition to adhering to all the standard and enhanced mitigation measures found in the Imperial County Air Pollution Control District CEQA Handbook (Handbook), adhere to the following conditions for the protection of the surrounding community.

- 1) Submit a construction equipment list by Make, Model, Horsepower and actual usage to the Air District on a monthly basis to determine the level of NOx emissions. Should NOx emissions exceed the construction NOx emissions then the applicant will need to abide by Policy 5.
- 2) An Enhanced Dust Control Plan must be submitted for approval by the Air District to assure that fugitive emissions do not cross property lines.

For operational emissions, the Air District has noted that other BESS have encountered circumstances where the entire facility or portions of the facility are disconnected from transmission systems. In these instances, the BESS has had no other option but to engage in the use of emergency back-up generators to supply auxiliary power to the facility operations itself. Neither the GHG analysis nor the Air Quality analysis took into account the possibility for these events and the use of back-up power to serve control room systems and HVAC systems.

Therefore, the Air District is requesting that the Project, adhere to the following conditions for the protection of the surrounding community.

- 1) Should the need for back-up power become necessary, the Project will submit an Authority to Construct Permit to the Air Pollution Control District.
- 2) The Project will include a Health Risk Assessment as part of the ATC submittal.
- 3) A buffer should be established to keep emergency fugitive emissions from impacting the surrounding community

Finally, the Air District notes that the Project is purchasing power from the IID grid not from a renewable source, i.e. a solar farm. Section 4.2.2 of the GHG analysis correctly describes the type of power the BESS will be storing, both fossil fuel derived power and renewable power. Unless the Project intends to connect directly to a renewable source, then the Project, at best, is simply a storage facility allowing for resiliency as opposed to providing "renewable" energy.

For your convenience, the Air District's rules and regulations can be accessed online at https://apcd.imperialcounty.org/rules-and-regulations. Should you have any questions or concerns please feel free to contact the Air District for assistance at (442) 265-1800.

Respectfully,

Monica N Soucier APC Division Manager





June 30, 2023

Mr. Gerardo Quero Planner I Planning & Development Services Department County of Imperial 801 Main Street El Centro, CA 92243 RECEIVED

JUN 30 2023

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

SUBJECT: Holtville Peaker, LLC BESS Project; CUP22-0029

Dear Mr. Quero:

On June 1, 2023, the Imperial Irrigation District received from the Imperial County Planning & Development Services Department, a request for agency comments on the Holtville Peaker, LLC BESS Project; Conditional Use Permit No. 22-0029. The applicant, Apex Solutions, LLC, proposes to develop a 100MW battery energy storage facility on a 17-acre site located at the southwest corner of Alamo Road and Melon Road in Holtville, CA (APN 045-570-087-000). The project proposes to interconnect to the IID system via an existing power line.

The IID has reviewed the application and has the following comments:

- 1. The project is in the early stages of the interconnection process, and as of this date the district has yet to perform any transmission planning studies, consequently impacts to IID infrastructure or any new or upgraded IID facilities that may be necessary to accommodate the project's interconnection to the electrical grid have not been identified.
- 2. CUP application document shows some discrepancies with the information provide to the district: the project is proposing a 60MW BESS yet the application mentions 100MW, the proposed interconnection point is at IID's 92kV "E" line and the application alludes to an IID xxx line.
- 3. However, assuming there are no issues identified in the planning studies with the point of interconnection at IID's 92kV "E" line, the project would require, at minimum, a new switching station to loop in-and-out of the "E" line (most likely at the project site), or a 92kV gen-tie into Holtville substation if there is adequate space.

- 4. For Distribution-rated electrical service to the project, the applicant should be advised to contact Joel Lopez, IID project development service planner, at (760) 482-3444 or e-mail Mr. Lopez at iflopez@lid.com to initiate the customer service application process. In addition to submitting a formal application (available for download at http://www.lid.com/home/showdocument?id=12923), the applicant will be required to submit an AutoCAD file of site plan, complete set of approved electrical plans stamped by engineers who are registered in the State of California, which should include electrical panel size and panel location, operating voltage and electrical loads; project schedule, and the applicable fees, permits, easements and environmental compliance documentation pertaining to the provision of electrical service to the project. The applicant shall be responsible for all costs and mitigation measures related to providing electrical service to the project.
- Electrical capacity is limited in the project area. A circuit study may be required.
 Any system improvements or mitigation identified in the circuit study to enable the provision of electrical service to the project shall be the financial responsibility of the applicant.
- 6. Applicant shall provide a surveyed legal description and an associated exhibit certified by a licensed surveyor for all rights of way deemed by IID as necessary to accommodate the project electrical infrastructure. Rights-of-Way and easements shall be in a form acceptable to and at no cost to IID for installation, operation, and maintenance of all electrical facilities.
- 7. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at https://www.lid.com/about-lid/department_directory/real-estate. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements. No foundations or buildings will be allowed within IID's right of way.
- 8. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, water deliveries, canals, drains, etc.) need to be included as part of the project's California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA) documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully

analyzed. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at dvargas@ild.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas

Compliance Administrator II



IMPERIAL COUNTY SHERIFF'S OFFICE FRED MIRAMONTES





Chief Deputy Ryan Kelley 328 Applestill Road El Centro, Ca. 92243 (442) 265-2003 rkelley@icso.org

July 6, 2023

Imperial County Planning & Development Services 801 Main Street El Centro, Ca. 92243 (442) 265-1736

Planning & Development Services,

The Imperial County Sheriff's Office is the Chief Law Enforcement agency in Imperial County. The Sheriff's Office provides general law enforcement, detention and court services for the residents, business owners and visitors of Imperial County.

The proposed project site is located within the Imperial County Sheriff's Office jurisdiction. The project is located at 2275 Melon Road in Holtville, California (APN 045-570-087). The site is approximately .67 miles from the Imperial County Sheriff's Office Holtville Station. The City of Holtville is a contract city for the Imperial County Sheriff's Office, however, the project site is not the jurisdictional responsibility of the Holtville Station. The nearest station for a response to the project site is the El Centro Station, which is approximately 11 miles from the project site.

The applicant is proposing to construct a 100MW Energy Storage Facility (Peaker Plant) using Battery Energy Storage Systems (BESS) to be situated on a 17-acre Industrial (M-1-U) zoned lot. The lot is approximately 1,000 feet from the Holtville High School.

The Imperial County Sheriff's Office provides services to similar facilities. Calls for service can vary from burglaries, vandalisms, thefts and trespassing. Calls can result in arrests of offenders for felony property crimes. Some investigations require extensive follow up from our criminal investigations division and our scientific investigations unit. The Imperial County Sheriff's Office is committed to facilities operating in our area of responsibility and will deploy every resource available to assist in the apprehension and prosecution of those responsible for these crimes.

The Imperial County Sheriff's Office requests that the below conditions be incorporated onto the Holtville Peaker BESS Facility Conditional Use Permit #22-0029. This request is in consideration of the potential hazards to the Imperial County Sheriff's Office employees associated with responding to calls for service originating at this facility:

- 1. The Imperial County Sheriff's Office request that a detailed security/safety plan and diagram be included and approved by the county prior to any activity on the premises.
- 2. Provide training to ICSO employees on safety procedures and emergency response protocols to ensure the safety of our employees in response to an event or unforeseen emergency at an energy storage facility. Procedures shall be detailed in the safety/security plan for the project site.
- 3. Install adequate lighting, fencing and safety measures to prevent or deter criminal activity.
- 4. Install license plate reading cameras at all ingress and regress locations at the project site and grant access to the Imperial County Sheriff's Office to review the data collected. It is requested that these cameras be included in the security plan.
- 5. Install surveillance cameras at the project site to allow for 24/7, three hundred and sixty degree remote viewing capabilities and recording of activity on the 17-acre lot. It is requested that the surveillance cameras be included in the security plan.

The Sheriff's Office feels that this project would create a significant impact and there are safety concerns for Sheriff's Office personnel and members of our community. As first responders to emergency situations, the Sheriff's Office would deploy our resources from the Holtville Station in the event of a threat to public safety. If there is an increase for calls for service as a result of this project and the Sheriff's Office maintains its current personnel allocations, funding and equipment, service levels may drop below acceptable levels or industry standards for the residents of the County and the City of Holtville.

The Imperial County Sheriff's Office is available to discuss our concerns with the advancement of CUP #22-0029. If you have any questions, please contact the Imperial County Sheriff's Office at (442)265-2002.

Sincerely,

Chief Deputy Ryan Kelley

Valerie Grijalva

From: Krug, Robert@DTSC <Robert.Krug@dtsc.ca.gov>

Sent: Monday, July 10, 2023 1:57 PM
To: Aimee Trujillo; celso@husd.net

Cc: Michael Abraham; Gerardo Quero; Diana Robinson; John Robb; Kamika Mitchell; Laryssa

Alvarado; Rosa Soto; Valerie Grijalva

Subject: RE: CUP22-0029 Request for Comments

CAUTION: This email originated outside our organization; please use caution.

My comments:

Do they have any Hazardous Materials over the regulated threshold?

Will they generate Hazardous Waste?

Will they have petroleum Aboveground Storage Tank(s) greater than regulated threshold? Example, a diesel generator.

Will they have any petroleum Underground Storage Tanks?

Will they be a CalARP facility?

Basically, will they be in the CUPA program? If so, then they must create a CERS account prior to operating.

Also, are they next to or near a school, housing, or any other sensitive areas?

If the batteries catch fire, will they need to evacuate nearby areas due to the toxic chemicals being released into the air and then potentially deposited on the surrounding land?

What is their response, mitigation, and remediation plans for this potential scenario?

If it is unmanned, how will this facility be secure and any needed response actions be immediately communicated and responded to?

Bob

Robert Krug
Supervisor / Senior Environmental Scientist
Department of Toxic Substances Control
Imperial CUPA
627 Wake Avenue
El Centro, CA 92243
Robert.Krug@dtsc.ca.gov

(760) 336-8919 Work (760) 457-7376 Cell PLANNING & DEVELOPMENT SERVICES

From: Aimee Trujillo <aimeetrujillo@co.imperial.ca.us>

Sent: Monday, July 10, 2023 10:19 AM

To: celso@husd.net; Krug, Robert@DTSC <Robert.Krug@dtsc.ca.gov>

Cc: Michael Abraham < Michael Abraham@co.imperial.ca.us>; Gerardo Quero < gerardoquero@co.imperial.ca.us>; Diana

Robinson < DianaRobinson@co.imperial.ca.us>; Aimee Trujillo < aimeetrujillo@co.imperial.ca.us>; John Robb < JohnRobb@co.imperial.ca.us>; Kamika Mitchell < kamikamitchell@co.imperial.ca.us>; Laryssa Alvarado

<laryssaalvarado@co.imperial.ca.us>; Rosa Soto <RosaSoto@co.imperial.ca.us>; Valerie Grijalva

<ValerieGrijalva@co.imperial.ca.us>

Subject: CUP22-0029 Request for Comments

Good morning,

Please see attached Request for Comments packet for CUP22-0029, APN 045-570-087 {2275 Melon Rd., Holtville CA 92250} Holtville Peaker BESS Facility.

Please feel free to submit any comments.

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments packet is being sent to you via this email.

Should you have any questions, please feel free to contact Gerardo Quero at (442) 265-1736, or submit your comment letters to ICPDScommentletters@co.imperial.ca.us.

Thank you,

Aimee Trujillo

Office Assistant III
Imperial County Planning & Development Services
801 Main Street
El Centro, CA 92243
(442) 265-1736
(442) 265-1735 (Fax)
aimeetrujillo@co.imperial.ca.us



From: Aimee Trujillo

Sent: Thursday, June 1, 2023 11:47 AM

To: Rachel Garewal < RachelGarewal@co.imperial.ca.us >; Sandra Mendivil < SandraMendivil@co.imperial.ca.us >; Jolene

Dessert < Jolene Dessert @co.imperial.ca.us>; Belen Leon < Belen Leon @co.imperial.ca.us>; Ana L Gomez

<analgomez@co.imperial.ca.us>; Margo Sanchez < MargoSanchez@co.imperial.ca.us>; Monica Soucier

<MonicaSoucier@co.imperial.ca.us>; Jesus Ramirez <<u>JesusRamirez@co.imperial.ca.us</u>>; Rosa Lopez

<RosaLopez@co.imperial.ca.us>; John Hawk <johnhawk@co.imperial.ca.us>; Rosa Lopez

<RosaLopez@co.imperial.ca.us>; Vanessa Ramirez <VanessaRamirez@co.imperial.ca.us>; Jeff Lamoure

<JeffLamoure@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Jorge Perez

<JorgePerez@co.imperial.ca.us>; Alphonso Andrade <AlphonsoAndrade@co.imperial.ca.us>; Salvador Flores

<<u>SalvadorFlores@co.imperial.ca.us</u>>; Robert Malek <<u>RobertMalek@co.imperial.ca.us</u>>; Guillermo Mendoza

<GuillermoMendoza@co.imperial.ca.us>; rbenavidez@icso.org; rkelley@icso.org; Andrew Loper

<a href="mailto:AndrewLoper@co.imperial.ca.us; John Gay < JohnGay@co.imperial.ca.us; Fred Miramontes

<<u>fmiramontes@icso.org</u>>; Donald Vargas - IID <<u>DVargas@IID.com</u>>; <u>nwells@holtville.ca.gov</u>; <u>celso@husd.net</u>; Robert

 $Krug < \underline{Robert.Krug@dtsc.ca.gov}; \underline{jmesa@campo-nsn.gov}; Jill \ McCormick < \underline{historicpreservation@quechantribe.com} >; \underline{jmesa@campo-nsn.gov}; Jill \ McCormick < \underline{historicpreservation@quechantribe.com} >; \underline{jmesa@campo-nsn.gov}; \underline{jmesa@cam$

Jordan D. Joaquin < tribalsecretary@quechantribe.com >; holtvillenews@aol.com

Cc: Jim Minnick < JimMinnick@co.imperial.ca.us>; Michael Abraham < MichaelAbraham@co.imperial.ca.us>; Diana

Robinson < DianaRobinson@co.imperial.ca.us>; Gerardo Quero < gerardo quero @co.imperial.ca.us>; Aimee Trujillo

<aimeetrujillo@co.imperial.ca.us>; John Robb < JohnRobb@co.imperial.ca.us>; Laryssa Alvarado

<a href="mailto:saalva

< RosaSoto@co.imperial.ca.us>; Valerie Grijalva < ValerieGrijalva@co.imperial.ca.us>; Kamika Mitchell

<kamikamitchell@co.imperial.ca.us>

Subject: CUP22-0029 Request for Comments

Good morning,

Please see attached Request for Comments packet for CUP22-0029, APN 045-570-087 {2275 Melon Rd., Holtville CA 92250} Holtville Peaker BESS Facility.

Comments are due by June 30th 2023 at 5:00PM.

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments packet is being sent to you via this email.

Should you have any questions, please feel free to contact Gerardo Quero at (442) 265-1736, or submit your comment letters to ICPDScommentletters@co.imperial.ca.us.

Thank you,

Aimee Trujillo

Office Assistant III Imperial County Planning & Development Services 801 Main Street El Centro, CA 92243 (442) 265-1736 (442) 265-1735 (Fax) aimeetrujillo@co.imperial.ca.us





Public Works works for the Public



RECEIVED

JUL 12 2023

IMPERIAL COUNTY

COUNTY OF IMPERIAL

DEPARTMENT OF PUBLIC WORKS

155 S 11th Street El Centro, CA 92243

Tel: (442) 265-1818 Fax: (442) 265-1858

Fallow Us:



www.facebook.com/ Imperiall ountyDPW



uttps://tw/uture.ora/

July 12, 2023

Mr. Jim Minnick, Director Planning & Development Services Department 801 Main Street El Centro, CA 92243

Attention: Gerardo Quero, Planner I

SUBJECT: CUP 22-0029 Holtville Peaker BESS Farthying & DEVELOPMENT SERVICES

APN's 058-180-001

Dear Mr. Minnick:

This letter is in response to your submittal received by this department on June 1, 2023 for the above mentioned project. The applicant proposes to construct a 100 MW Energy Storage Facility (Peaker Plant) using Battery Energy Storage Systems (BESS) to be situated on a 17-acre Light Industrial (M-1-U) zoned lot adjacent to city limits of the City of Holtville.

Department staff has reviewed the package information and the following comments shall be Conditions of Approval:

- 1. The Developer is to provide a full half width ROW along Alamo Road. Any power poles along Alamo need to be placed outside the future ROW, north of Alamo. Alamo Road is classified as Major Collector - four (4) lanes, requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline. It is required that sufficient right of way be provided to meet this road classification. (As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).
- 2. Melon Road is classified as Local Road / Residential two (2) lanes, requiring sixty feet (60) of right of way, being thirty (30) feet from existing centerline. It is required that sufficient right of way be provided to meet this road classification. (As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).
- 3. A Drainage and Grading Plan shall be prepared by a California Licensed Civil Engineer in the State of California to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. Said plan shall be completed per the Engineering Design Guidelines Manual for the Preparation and Checking of Street Improvement, Drainage, and Grading Plans within Imperial County. The Drainage and Grading Plan shall be submitted to this department for review and approval. The applicant shall implement

the approved plan. Employment of the appropriate Best Management Practices (BMP's) shall be included.

- 4. A Commercial driveway from Alamo Rd to existing edge of pavement to County Right-of-Way / Property Line will be required per County of Imperial Department of Public Works Engineering Design Guidelines Manual Rural Concrete Driveway for street with no curb Dwg. No. 410B.
- 5. The Site Plan shall be revised per County of Imperial standards. The one provided is difficult to determine the full scope of work. The guidelines can be found at: https://publicworks.imperialcounty.org/forms-and-guidelines/
- 6. The property lines shall be accurately depicted on the site plan by a person properly licensed by the State of California to practice Land Surveying. Per section 8762(b) of the Professional Land Surveyors' Act, it may be necessary to file a record of survey with the County Recorder of Imperial County.
- 7. The Developer shall be responsible for the rehabilitation of Alamo Road along the frontage of the site. Such rehabilitation shall include a 1" grind and 1" A.C. pavement overlay across the full width of Alamo Road from the existing Holtville City Limits at Melon Road to an approximate distance of 1,360 feet west of the city limits. The Developer shall prepare engineering plans for the rehabilitation of the road. Such plans shall be prepared by a Civil Engineer registered in the State of California and be submitted to this Department for review and approval. Any other improvements associated with this project (e.g., access driveway) shall be included in the plans.

Should you have any questions, please do not hesitate to contact this office. Thank you for the opportunity to review and comment on this project.

Respectfully,

David Dale, PE, PLS

By: Dur Da

Assistant Public Works Director, County Surveyor

Gerardo Quero

From: Krug, Robert@DTSC <Robert.Krug@dtsc.ca.gov>

Sent: Monday, 14 August, 2023 4:36 PM

To: Gerardo Quero

Cc: Diana Robinson; Michael Abraham

Subject: RE: CUP22-0029 Request for Comments

CAUTION: This email originated outside our organization; please use caution.

Hi Gerardo.

I'm interested in the materials in the batteries that will be used on-site. What potential dangers they pose, if any, especially since there are sensitive populations nearby. Any potential dangers will need to be addressed in their site management plan, have emergency response equipment, and what actions to take to mitigate any toxic release. They say they will do this once the permit is issued to Planning.

For the CUPA, they must be in our program if they meet certain program element criteria, then we will inspect them for regulatory compliance for the program elements we manage. They state they will not be in the CUPA program, so they will not be inspected by us. However, we may visit them to verify that once they are operating.

Bob

Robert Krug
Supervisor / Senior Environmental Scientist
Department of Toxic Substances Control
Imperial CUPA
627 Wake Avenue
El Centro, CA 92243
Robert.Krug@dtsc.ca.gov
(760) 336-8919 Work
(760) 457-7376 Cell

From: Gerardo Quero <gerardoquero@co.imperial.ca.us>

Sent: Monday, August 14, 2023 2:03 PM

To: Krug, Robert@DTSC <Robert.Krug@dtsc.ca.gov>

Cc: Diana Robinson < DianaRobinson@co.imperial.ca.us>; Michael Abraham < MichaelAbraham@co.imperial.ca.us>

Subject: RE: CUP22-0029 Request for Comments

Good afternoon Mr. Krug,

Checking if your agency was going to have any comments in reference to this particular project in order to incorporate them as part of the Initial Study?

Any questions, please let me know.

Regards and thanks in advance.



Gerardo A. Quero

Planner I Imperial County Planning & Development Services 801 Main Street E1 Centro, CA 92243 Phone (442) 265-1736

From: Krug, Robert@DTSC < Robert.Krug@dtsc.ca.gov>

Sent: Thursday, 3 August, 2023 12:20 PM

To: Gerardo Quero <gerardoquero@co.imperial.ca.us>

Cc: Diana Robinson < DianaRobinson@co.imperial.ca.us>; Michael Abraham < MichaelAbraham@co.imperial.ca.us>

Subject: RE: CUP22-0029 Request for Comments

CAUTION: This email originated outside our organization; please use caution.

Ok thanks, Bob

Robert Krug
Supervisor / Senior Environmental Scientist
Department of Toxic Substances Control
Imperial CUPA
627 Wake Avenue
El Centro, CA 92243
Robert.Krug@dtsc.ca.gov
(760) 336-8919 Work
(760) 457-7376 Cell

From: Gerardo Quero <gerardoquero@co.imperial.ca.us>

Sent: Wednesday, August 2, 2023 11:42 AM

To: Krug, Robert@DTSC < Robert.Krug@dtsc.ca.gov>

Cc: Diana Robinson < DianaRobinson@co.imperial.ca.us>; Michael Abraham < MichaelAbraham@co.imperial.ca.us>

Subject: FW: CUP22-0029 Request for Comments

Good morning Mr. Krug,

Below you will find answers provided from the applicant to the set of questions CUPA had for the applicant in reference to this project.

Hopefully this answers will give you a clearer picture of the project itself to generate CUPA comments Should you have any questions, please feel free to contact us.

Regards and thanks in advance



Gerardo A. Quero

Planner I Imperial County Planning & Development Services 801 Main Street E1 Centro, CA 92243 Phone (442) 265-1736

From: jurgheuberger@gmail.com <jurgheuberger@gmail.com>

Sent: Wednesday, 2 August, 2023 11:36 AM

To: Gerardo Quero < gerardo quero @co.imperial.ca.us >

Cc: Diana Robinson < DianaRobinson@co.imperial.ca.us>; David Black < DavidBlack@co.imperial.ca.us>

Subject: RE: CUP22-0029 Request for Comments

CAUTION: This email originated outside our organization; please use caution.

Gerardo

Please see my response below.....for both

Jurg

From: Gerardo Quero < gerardo quero @co.imperial.ca.us >

Sent: Wednesday, August 2, 2023 11:26 AM

To: jurgheuberger@gmail.com

Cc: Diana Robinson < <u>DianaRobinson@co.imperial.ca.us</u>>; David Black < <u>DavidBlack@co.imperial.ca.us</u>>; Michael

Abraham < <u>MichaelAbraham@co.imperial.ca.us</u>> **Subject:** FW: CUP22-0029 Request for Comments

Good morning Mr. Jurg,

Below you will find a set of questions that Imperial CUPA has prior to providing any comments in reference to this project.

Also, I would like to know if you could contact RECON to check if a response (letter) from NAHC was ever received for positive or negative results on the project's APN as part of the Cultural Study performed.

Any questions, please feel free to contact me. We have put in a request to RECON and should have an answer for you later today or tomorrow....

Regards and thanks in advance



Gerardo A. Quero

Planner I
Imperial County Planning
& Development Services
801 Main Street
E1 Centro, CA 92243
Phone (442) 265-1736

From: Krug, Robert@DTSC < Robert.Krug@dtsc.ca.gov>

Sent: Monday, 10 July, 2023 1:57 PM

To: Aimee Trujillo <aimeetrujillo@co.imperial.ca.us>; celso@husd.net

Cc: Michael Abraham < Michael Abraham@co.imperial.ca.us >; Gerardo Quero < gerardo quero @co.imperial.ca.us >; Diana

Robinson < DianaRobinson@co.imperial.ca.us>; John Robb < JohnRobb@co.imperial.ca.us>; Kamika Mitchell

<kamikamitchell@co.imperial.ca.us>; Laryssa Alvarado <laryssaalvarado@co.imperial.ca.us>; Rosa Soto

< RosaSoto@co.imperial.ca.us >; Valerie Grijalva < ValerieGrijalva@co.imperial.ca.us >

Subject: RE: CUP22-0029 Request for Comments

CAUTION: This email originated outside our organization; please use caution.

My comments:

Do they have any Hazardous Materials over the regulated threshold? NO

Will they generate Hazardous Waste? NO

Will they have petroleum Aboveground Storage Tank(s) greater than regulated threshold? Example, a diesel

generator. NO

Will they have any petroleum Underground Storage Tanks?

NO

Will they be a CalARP facility?

NO

Basically, will they be in the CUPA program? If so, then they must create a CERS account prior to operating.

To our

knowledge we will not be a CUPA regulated facility

Also, are they next to or near a school, housing, or any other sensitive areas? about two blocks to the southeast.

The high school is

If the batteries catch fire, will they need to evacuate nearby areas due to the toxic chemicals being released into the air and then potentially deposited on the surrounding land? These batteries melt down but comment noted What is their response, mitigation, and remediation plans for this potential scenario? If and when the permit

is approved and prior to construction we generally have to submit such a plan and will do so

If it is unmanned, how will this facility be secure and any needed response actions be immediately communicated and responded to? This site is remotely controlled, monitored and operated at 24/7. It is also fully secured via fencing. Bob

Robert Krug Supervisor / Senior Environmental Scientist Department of Toxic Substances Control Imperial CUPA 627 Wake Avenue El Centro, CA 92243 Robert.Krug@dtsc.ca.gov (760) 336-8919 Work (760) 457-7376 Cell

From: Aimee Trujillo <aimeetrujillo@co.imperial.ca.us>

Sent: Monday, July 10, 2023 10:19 AM

To: celso@husd.net; Krug, Robert@DTSC < Robert.Krug@dtsc.ca.gov >

Cc: Michael Abraham < Michael Abraham@co.imperial.ca.us>; Gerardo Quero < gerardo quero @co.imperial.ca.us>; Diana

Robinson < DianaRobinson@co.imperial.ca.us>; Aimee Trujillo <aimeetrujillo@co.imperial.ca.us>; John Robb

<JohnRobb@co.imperial.ca.us>; Kamika Mitchell <kamikamitchell@co.imperial.ca.us>; Laryssa Alvarado

<a href="mailto:<a href="mailto: (laryssaalvarado@co.imperial.ca.us">; Valerie Grijalva

<ValerieGrijalva@co.imperial.ca.us>

Subject: CUP22-0029 Request for Comments

Good morning,

Please see attached Request for Comments packet for **CUP22-0029**, APN **045-570-087** {2275 Melon Rd., Holtville CA 92250} **Holtville Peaker BESS Facility.**

Please feel free to submit any comments.

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments packet is being sent to you via this email.

Should you have any questions, please feel free to contact Gerardo Quero at (442) 265-1736, or submit your comment letters to ICPDScommentletters@co.imperial.ca.us.

Thank you,

Aimee Trujillo

Office Assistant III
Imperial County Planning & Development Services
801 Main Street
El Centro, CA 92243
(442) 265-1736
(442) 265-1735 (Fax)
aimeetrujillo@co.imperial.ca.us



From: Aimee Trujillo

Sent: Thursday, June 1, 2023 11:47 AM

To: Rachel Garewal < Rachel Garewal@co.imperial.ca.us>; Sandra Mendivil < Sandra Mendivil@co.imperial.ca.us>; Jolene

Dessert < <u>Jolene Dessert@co.imperial.ca.us</u>>; Belen Leon < <u>Belen Leon@co.imperial.ca.us</u>>; Ana L Gomez

<analgomez@co.imperial.ca.us>; Margo Sanchez < MargoSanchez@co.imperial.ca.us>; Monica Soucier

< MonicaSoucier@co.imperial.ca.us >; Jesus Ramirez < JesusRamirez@co.imperial.ca.us >; Rosa Lopez

<RosaLopez@co.imperial.ca.us>; John Hawk <johnhawk@co.imperial.ca.us>; Rosa Lopez

<RosaLopez@co.imperial.ca.us>; Vanessa Ramirez <VanessaRamirez@co.imperial.ca.us>; Jeff Lamoure

<<u>JeffLamoure@co.imperial.ca.us</u>>; Mario Salinas <<u>MarioSalinas@co.imperial.ca.us</u>>; Jorge Perez

<<u>JorgePerez@co.imperial.ca.us</u>>; Alphonso Andrade <<u>AlphonsoAndrade@co.imperial.ca.us</u>>; Salvador Flores

<SalvadorFlores@co.imperial.ca.us>; Robert Malek <RobertMalek@co.imperial.ca.us>; Guillermo Mendoza

<GuillermoMendoza@co.imperial.ca.us>; rbenavidez@icso.org; rkelley@icso.org; Andrew Loper

<u>AndrewLoper@co.imperial.ca.us</u>; John Gay < <u>JohnGay@co.imperial.ca.us</u>; Fred Miramontes

<fmiramontes@icso.org>; Donald Vargas - IID <<u>DVargas@IID.com</u>>; nwells@holtville.ca.gov; celso@husd.net; Robert

Krug <Robert.Krug@dtsc.ca.gov>; jmesa@campo-nsn.gov; Jill McCormick <historicpreservation@quechantribe.com>;

Jordan D. Joaquin < tribalsecretary@quechantribe.com; holtvillenews@aol.com

Cc: Jim Minnick <
JimMinnick@co.imperial.ca.us; Michael Abraham < MichaelAbraham@co.imperial.ca.us; Diana

Robinson < DianaRobinson@co.imperial.ca.us>; Gerardo Quero < gerardoquero@co.imperial.ca.us>; Aimee Trujillo

<aimeetrujillo@co.imperial.ca.us>; John Robb < JohnRobb@co.imperial.ca.us>; Laryssa Alvarado

<laryssaalvarado@co.imperial.ca.us>; Melina Rizo <melinarizo@co.imperial.ca.us>; Rosa Soto

< RosaSoto@co.imperial.ca.us>; Valerie Grijalva < Valerie Grijalva @co.imperial.ca.us>; Kamika Mitchell

<kamikamitchell@co.imperial.ca.us>

Subject: CUP22-0029 Request for Comments

Good morning,

Please see attached Request for Comments packet for CUP22-0029, APN 045-570-087 {2275 Melon Rd., Holtville CA 92250} Holtville Peaker BESS Facility.

Comments are due by June 30th 2023 at 5:00PM.

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments packet is being sent to you via this email.

Should you have any questions, please feel free to contact Gerardo Quero at (442) 265-1736, or submit your comment letters to ICPDScommentletters@co.imperial.ca.us.

Thank you,

Aimee Trujillo

Office Assistant III
Imperial County Planning & Development Services
801 Main Street
El Centro, CA 92243
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(442) 265-1735 (Fax)
aimeetrujillo@co.imperial.ca.us





CITY OF HOLTVILLE

121 West Fifth Street Civic Center · Holtville, California 92250 · (760) 356-2912 "The Carrot Capitol of the World"

August 15, 2023

Imperial County
Planning & Development Services
801 Main Street
El Centro, CA 92243

SUBJECT: Proposed 100 MW Energy Storage Facility (Peaker Plant) using Battery Energy Storage Systems (BESS) at 2275 Melon Road (APN: 045-570-087)

To whom it may concern:

On August 2, 2023, the City of Holtville received from the Imperial County Planning & Development Services, a request for agency comments on a proposed 100 MW Energy Storage Facility (Peaker Plant) using Battery Energy Storage Systems (BESS) at 2275 Melon Road, outside of the City of Holtville limits (APN: 045-570-087)

The City has reviewed the application and has the following comments:

1. The proposed project site is located within the Sphere of Influence of the City of Holtville. The Land Use Element of the City of Holtville General Plan classifies the project site as (LDR) Low-Density Residential. Thus, the proposed project is not consistent with the General Plan, as the LDR zone is designated for the development of low-density single-family dwellings, accessory buildings, and other uses compatible with and oriented toward serving low density single-family neighborhoods.

Likewise, the surrounding properties are zoned (R-1) Single-Family by the City of Holtville Zoning Code and (LDR) Low-Density Residential by the General Plan. The development of the energy storage system should be analyzed by the County and appropriate Conditions of Approval be instituted to ensure compatibility with existing and planned uses. Appropriate Conditions of Approval should include requirements to minimize visual impacts by providing sufficient screening through landscaping. Additional Conditions of Approval should also include space buffering so that the battery systems and overhead lines are located as far away from existing and planned uses.

It should also be noted that the property on the northeast corner of Melon and Alamo Roads was recently annexed into the City of Holtville. The project includes the development of 152 multi-family residential units. Again, appropriate Conditions of Approval shall be instituted to ensure compatibility.

Further, the City recently approved a 50MW Battery Energy Storage System (BESS) at the southwestern corner of Melon Road and 6th Street. The City understands the need for Battery Energy Storage Systems and approved the 6th Street BESS because the surrounding land uses are industrial and are appropriate in that location. The site at Melon and Alamo is not appropriate because of the surrounding residential land uses. The project proponent should examine other more appropriate

sites. If the project is to be approved at this location, Conditions of Approval shall be incorporated as previously mentioned to ensure compatibility.

- 2. The Circulation Element of the City of Holtville General Plan classifies Melon Road and East Alamo Road as arterial roadways. Figure C-4 depicts complete arterial street cross sections containing two (2) 8' vehicle parking spaces, two (2) 4' bike lanes, and four (4) 10' vehicle lanes. Thus, the total curb-to-curb distance must be 64'. Additionally, a minimum of 10' sidewalk is required on both sides of the road. Melon Road and East Alamo Road currently contain a 25' street cross section with no paved sidewalks. The Applicant shall need to dedicate the necessary property along the north and east boundary of the subject site to comply with the required 84' arterial complete street cross section of Melon Road and East Alamo Road.
- 3. Approximately 75% of stormwater runs to the northwest portion of the City of Holtville and Sphere of Influence, where East Alamo Road and Melon Road intersect, northeast of the project site. The accumulation of stormwater within the project site may be detrimental to the energy storage facility and surrounding neighborhoods. The applicant shall not release stormwater to the City streets if a buildup of stormwater develops on-site during a significant storm event. Elevating the property can be recommended to prevent stormwater runoff into the neighboring single-family homes. In addition, the applicant may need to elevate the battery containers to prevent any on-site hazards.
- 4. The Imperial County Fire Department and the Holtville Fire Department participate in the California Fire Service and Rescue Emergency Mutual Aid System. Per section IX.13 of the Mutual Aid Plan, the appropriate local Fire and Rescue Administrator shall provide mutual aid resources when requested by the Operational (County) Area Fire and Rescue coordinator to the extent of their availability without unreasonably depleting their own resources. The nearest County Fire Station is located in Heber which is approximately 14 miles from the project site. Thus, the Holtville Fire Department will be the primary first responder due to its proximity being approximately 1 mile from the site.

Points of access such as gates and entrances at the project site shall comply with the Holtville Fire Department Standards. Additional requirements regarding safety and medical first responders may be implemented by the City of Holtville Fire Department. Insufficient data has been provided per the submitted site plans to address any more specific comments regarding fire or medical issues. Medical emergency issues may become a point of concern if a medical emergency employee is required to work/respond at the energy storage facility. A Fire and Emergency Response plan must be reviewed, approved, and filed with the Holtville Fire Department.

It appears that domestic water and sanitary sewer services are not required for this project, but should they be needed, there is an existing 10" water line and 8" sewer line on Melon Road. If the project is to connect to City services, City standards shall apply. Additional requirements for the Imperial County Local Area Formation Commission (ICLAFCO) may apply.

Should you have any questions, please do not hesitate to contact me at (760) 337-3883 or at mamarillas@theholtgroup.net. Thank you for the opportunity to comment on this matter.

Sincerely,

Melany Amarillas Assistant Planner The Holt Group, Inc

Melanyll

Reviewed by

Jeorge Galvan, AICP Consultant City Planner

1078 Dogwood Road Heber, CA 92249

Administration

Phone: (442) 265-6000 Fax: (760) 482-2427

Training

Phone: (442) 265-6011



RECEIVED

OPERATIONS/PREVENTION

2514 La Brucherie Road Imperial, CA 92251

Operations

Phone: (442) 265-3000 Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

By Imperial County Planning & Development Services at 2:10 pm, Sep 07, 2023

August 25, 2023

RE: Conditional Use Permit #22-0029

Holtville Peaker BESS (Battery Energy Storage Systems)

2275 Melon Rd., Holtville, CA 92250

APN: 045-570-087

Imperial County Fire Department Fire Prevention Bureau would like to thank you for the opportunity to review and comment on the Holtville Peaker BESS Facility, CUP#22-0029.

The project description is to construct a 100 MW Energy Storage Facility using Battery Energy Storage Systems (BESS) on 17 Acres lot adjacent to the city limits of the City of Holtville CA 92250.

Imperial County Fire Department has the following comments in regards to the application:

Project Description notes: There will be water storage pond or tank to provide a minimum of 20,000 gallons of water for firefighting use. Additional storage may be provided if so, required by the County Fire Dept. The water storage and flow requirements will be determined by the Imperial County Fire Department and appendix B in the California Fire Code. Onsite private fire service mains and appurtenance shall be install installed with NFPA 20, 22, and 24.

The operations description notes: "Due to the use of TESLA or equal battery systems, fire protection in the event of a fire will be to simply protect the surrounding areas but not to extinguisher the battery fires as that would only prolong the fire and smoke. TESLA system are designed to essentially "melt" within their containers and therefore attempting to extinguish a fire would only make the problem worse" This comment for fire operations does not address the public hazards associated with thermal runaway of battery systems and the effects of batteries fires of the surrounding public. Limited data is provided on the effects of toxic smoke produce and possible explosive blast by fire of BESS. Mitigation analysis shall be prepared to address toxic smoke, explosion blast and other hazards related to BESS that will affect the neighboring residential zoning. This should also include possible public evacuations of the surrounding residential and commercial zones.

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Administration

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OPERATIONS/PREVENTION

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Prevention

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BESS facilities involved in fire has the potential to create extreme hazards for firefighters, emergency responders and the public with possibility of explosions, flammable gases, toxic fumes, water-reactive materials, electrical shock, corrosives, chemical burns. The hazards listed can create a potential significant impact on Imperial County Fire Department, Holtville Fire Department (Contracted with Imperial County Fire Department) in regards to staffing, equipment, and knowledge to safely perform firefighting operations and hazardous material response for a utility-scale energy storage facility. The location of the project will lead to possible large scale evacuations of the public. This and other conditions can create difficulties in incident stabilization, response, recovery, and mitigation. Utility-scale energy storage will require specialized and reliable equipment to perform firefighting operations safely and effectively to NFPA, OSHA and ICFD standards and requirements.

Standards and requirements for energy storage system includes but not limited to: NFPA:

1 Fire Code

70 National Electrical Code

855 Standard for the installation of Energy Storage System

111 Stored Electrical Energy Emergency and Standby Power System

1710 Standard for Organization and Deployment of Fire Suppression Operations, Emergency Medial Operations, and Special Operations to the Public by Career Fire Departments.

OSHA:

29 CFR 1910.134(g)(4)

CFC:

Chapter 12 section 1206 Electrical Energy Storage System Chapter 9 Fire Protection and Life Safety System

Imperial County Fire Department requirement for CUP22-0029 are as followed:

- 1. Holtville Peaker BESS Facility plans review and inspections will be done by a third-party consultant determined by the Fire Department at the applicant's expense as per California Fire Code Chapter 1 [A] 104.7.2 Technical Assistance. This will be at the discretion of the Fire Department.
- 2. Holtville Peaker BESS shall enter into a development agreement with Imperial County Fire Department and the County of Imperial for the purchase of a fire apparatus (Type 1) and equipment required for emergency operational services of the project. Final cost, conditions, and equipment associated with the fire apparatus and fire department

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Prevention

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operations shall be determined prior to the issuance of the initial grading permit. The fire engine and equipment cost estimate will be at current market value for the as determined by the Fire Chief. The fire engine will be fair shared cost with other BESS projects on the southeast portion of the Imperial County.

- 3. An approved water supply capable of supplying the required fire flow determined by appendix B in the California Fire Code shall be installed and maintained. Private fire service mains and appurtenance shall be installed in accordance with NFPA 20, 22, 24.
- 4. Developer shall pay County Fire/OES two hundred and fifty dollars (\$250) per megawatt of capacity to provide additional training, equipment, and operational needs of County Fire/OES for the life of the Project. The training, equipment, and operational needs shall be at the discretion of County Fire/OES.
- 5. This payment shall be made before issuance of the first building permit for the Project, or for each phase of the Project, whichever is applicable.
- 6. Owners and operators of ESS must develop an Emergency Operation Plan in conjunction with local fire service personnel and the AHJ and hold a comprehensive understanding of the hazards associated with lithium-ion battery technology. Will included Lithium-ion battery ESSs must incorporate adequate explosion prevention protection as required in NFPA 855 or International Fire Code Chapter 12.
- 7. Signage that identifies the contents of an ESS is required on all ESS installations to alert first responders to the potential hazards associated with the installation.
- 8. Fire department access roads and gates will be in accordance with the current adopted fire code and the facility will maintain a Knox Box/lock for access on site
- 9. Fire suppression systems required as per Chapter 12 section 1207.5.5 of the California Fire Code
- 10. Shall comply with all applicable sections of the California Fire Code
- 11. Other impacts from this project shall be evaluated by Imperial County Fire Department Fire Chief and Fire Code Official in determining any impacts of the project can or will

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Administration

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Training

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OPERATIONS/PREVENTION

2514 La Brucherie Road Imperial, CA 92251

Operations

Phone: (442) 265-3000 Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

cause a negative effect on Imperial County Fire Department and/or County of Imperial. Any impacts will be address between Imperial County Fire Department official, County of Imperial officials, applicants and/or developers which may include but not limited to:

- Capital purchases which may be required in providing services to this project
- Hazmat Operational Equipment
- Training
- Fiscal and operational costs

Imperial County Fire Department reserves the right to comment and request additional requirements pertaining to this project regarding fire and life safety measures, California Building and Fire Code, and National Fire Protection Association standards at a later time as we see necessary.

If you have any questions, please contact the Imperial County Fire Prevention Bureau at 442-265-3020 or 442-265-3021.

Sincerely Andrew Loper

Lieutenant/Fire Prevention Specialist Imperial County Fire Department

Fire Prevention Bureau

David Lantzer
Fire Chief
Imperial County Fire Department

Robert Malek Deputy Chief Imperial County Fire Department Fire Prevention Bureau

1078 Dogwood Road Heber, CA 92249

Administration

Phone: (442) 265-6000 Fax: (760) 482-2427

Training

Phone: (442) 265-6011



OPERATIONS/PREVENTION

2514 La Brucherie Road Imperial, CA 92251

Operations

Phone: (442) 265-3000 Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

November 15, 2023

RE: Conditional Use Permit #22-0029 IS#22-0048 Holtville Peaker BESS (Battery Energy Storage Systems) 2275 Melon Rd., Holtville, CA 92250

APN: 045-570-087

To: Michael Abraham, Assistant Director Gerardo Quero, Planner I

Imperial County Fire Department Fire Prevention Bureau would like to thank you for the opportunity to review and comment on the Holtville Peaker BESS Facility, CUP#22-0029 and IS#22-0048.

The project description is to construct a 100 MW Energy Storage Facility using Battery Energy Storage Systems (BESS) on 17 Acres lot adjacent to the city limits of the City of Holtville CA 92250.

Imperial County Fire Department has the following comments in regard to the IS#22-0048 Environmental packet:

Project Description notes: There will be water storage pond or tank to provide a minimum of 20,000 gallons of water for firefighting use. Additional storage may be provided if so, required by the County Fire Dept. The water storage and flow requirements will be determined by the Imperial County Fire Department and appendix B in the California Fire Code. Onsite private fire service mains and appurtenance shall be installed with NFPA 20, 22, and 24.

Please note Imperial County Fire Department would like to request the 20,000 gallons of water for firefighting use be removed from the description as Imperial County Fire Department will determine the amount of water required onsite for fire protection.



NOV 15 2023

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

1078 Dogwood Road Heber, CA 92249

Administration

Phone: (442) 265-6000 Fax: (760) 482-2427

Training

Phone: (442) 265-6011



OPERATIONS/PREVENTION

2514 La Brucherie Road Imperial, CA 92251

Operations

Phone: (442) 265-3000 Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

Enviror	unental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, on construction of which could cause construction of which could cause in order to maintain acceptable sorvice ratios, response fines or other performance objectives for entry of the public services:				
	I. Fire Protection?	0	o l		8
	ii. Police Protection?	0		u u	8
	II. Schools?				3
	v. Parks?	0	0		8
	v. Other public facilities?		0		

Impact Analysis

Imperial County Fire Department is requesting the language of minimum 20,000 gallons of water be removed from the document, XV. Public Services part (ai) as Imperial County Fire Department will determine the capacity of water needed for the project.

The operations description notes: "Due to the use of TESLA or equal battery systems, fire protection in the event of a fire will be to simply protect the surrounding areas but not to extinguisher the battery fires as that would only prolong the fire and smoke. TESLA system are designed to essentially "melt" within their containers and therefore attempting to extinguish a fire would only make the problem worse" This comment for fire operations does not address the public hazards associated with thermal runaway of battery systems and the effects of batteries fires of the surrounding public. Limited data is provided on the effects of toxic smoke produce and possible explosive blast by fire of BESS. Mitigation analysis shall be prepared to address toxic smoke, explosion blast and other hazards related to BESS that will affect the neighboring residential zoning. This should also include possible public evacuations of the surrounding residential and commercial zones.

Imperial County Fire Department is requesting further information and evaluation of toxic smoke produced by BESS fires be studied and provided for review. The toxic smoke produced from a fire of this BESS facility will have impacts on the surrounding residentials zoning and Holtville High School located within .25 miles of the project site.

Imperial County Fire Department reserves the right to comment and request additional requirements pertaining to this project regarding fire and life safety measures, California

a) No Impact, Fire protection and emergency modical services in the project area are provided by the Imporial County Fire Department. The project site would continue to be adequately supported by the existing life protection services since the construction and operation of the project would not induce growth in the project area and the fire risk would not create the need for new or physically aftered fire protection facilities. In addition, there will be a water storage tank to provide a minimum of 20,000 galens of water for firefighting use onsite. Operation and maintenance would not affect the ability of fire personnel to respond to fires. Based on these considerations, the proposed project would not result in a need for fire facility expansion and no impact is identified.

APPLICATION

1078 Dogwood Road Heber, CA 92249

Administration

Phone: (442) 265-6000 Fax: (760) 482-2427

Training

Phone: (442) 265-6011



OPERATIONS/PREVENTION

2514 La Brucherie Road Imperial, CA 92251

Operations

Phone: (442) 265-3000 Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

Building and Fire Code, and National Fire Protection Association standards at a later time as we see necessary.

If you have any questions, please contact the Imperial County Fire Prevention Bureau at 442-265-3020 or 442-265-3021.

Sincerely

Andrew Loper

Lieutenant/Fire Prevention Specialist

Imperial County Fire Department

Fire Prevention Bureau

David Lantzer

Fire Chief

Imperial County Fire Department

Robert Malek

Deputy Chief

Imperial County Fire Department

Fire Prevention Bureau

CONDITIONAL USE PERMIT I.C. PLANNING & DEVELOPMENT SERVICES DEPT. 801 Main Street, El Centro, CA 92243 (760) 482-4236

- APPLICANT MUST COMPLETE ALL NUMBERED (black) SPACES - Please type or print -

PROPERTY OWNER'S NAME	EMAIL ADDRESS							
Apex Energy Solutions, LLC	c/o jurgheuberger@gmail.com							
 MAILING ADDRESS (Street / P O Box, City, State) 750 W. Main St., El Centro, Ca. 	ZIP CODE PHONE NUMBER c/o 760-996-0313							
APPLICANT'S NAME Holtville Peaker	EMAIL ADDRESS							
MAILING ADDRESS (Street / P O Box, City, State) same as owner	ZIP CODE PHONE NUMBER							
4. ENGINEER'S NAME CA. LICENSE NO N A	EMAIL ADDRESS							
5. MAILING ADDRESS (Street / P O Box, City, State)	ZIP CODE PHONE NUMBER							
6. ASSESSOR'S PARCEL NO. 045-570-087	SIZE OF PROPERTY (in acres or square foot) Approx 17 ac. ZONING (existing)							
7. PROPERTY (site) ADDRESS pending assignment by ICPDS								
GENERAL LOCATION (i.e. city, town, cross street) S-W corner of Alamo Rd and Melon Rd, Holvtille, Ca								
LEGAL DESCRIPTION see attached PTR for detailed leg	gal							
(
DI EASE DROVIDE OF EAR & CONCICE INFORMATI	ON							
PLEASE PROVIDE CLEAR & CONCISE INFORMATION. 10. DESCRIBE PROPOSED USE OF PROPERTY (list and describe in de								
•	the project is the development of a 100 MW							
BESS (battery storage system) using the Tesla system								
14 DESCRIPE CURRENT USE OF PROPERTY								
11. DESCRIBE CURRENT USE OF PROPERTY vacant 12. DESCRIBE PROPOSED SEWER SYSTEM None								
	7							
110110								
Oli Si	te water storage meeting county standards							
15. IS PROPOSED USE A BUSINESS? IF ☐ Yes ☐ No	YES, HOW MANY EMPLOYEES WILL BE AT THIS SITE?							
I / WE THE LEGAL OWNER (S) OF THE ABOVE PROPERTY CERTIFY THAT THE INFORMATION SHOWN OR STATED HEREIN								
IS TRUE AND CORRECT.	A. SITE PLAN							
Ziad Alaywan Dec 8, 2022	B. FEE							
Print Name, Date								
Signature	C. OTHER							
Print Name Date	D. OTHER							
Signature								
APPLICATION RECEIVED BY:	DATE REVIEW / APPROVAL BY OTHER DEPT'S required.							
APPLICATION DEEMED COMPLETE BY:	DATE P.W.							
APPLICATION REJECTED BY:	DATE D. A. P. C. D.							
TENTATIVE HEARING BY:	DATE 0. E. S							
FINAL ACTION: APPROVED DENIED	DATE							

Holtville Peaker Plant

Location:

Southwest corner of Alamo Rd. and Melon Rd., Holtville, Ca.

APN:

045-570-087

Battery Type:

Tesla Power Packs or equal

Capacity:

100 MW

Owner:

Apex Energy Solutions, LLC

Project Name:

Holtville Peaker, LLC

PROJECT DESCRIPITION:

Apex Energy Solutions LLC is proposing to develop a 100 MW Battery (BESS) energy storage facility just west of the City Limits of the City of Holtville. The system will connect to the IID xxx line which interconnection will allow the BESS to purchase and sell power.

The BESS system will be located along the southern property boundary, and interconnected to the IID line along Melon Rd. The site will have access from Alamo Rd. Since the BESS will utilize less than 1/5 of the overall site, the balance of the property will be undeveloped for some time, but the site will be maintained to minimize unwanted vegetation or dust.

There will be a water storage pond or tank to provide a minimum of 20,000 gallons of water for fire fighting use. Additional storage may be provided if so, required by the County Fire Dept.

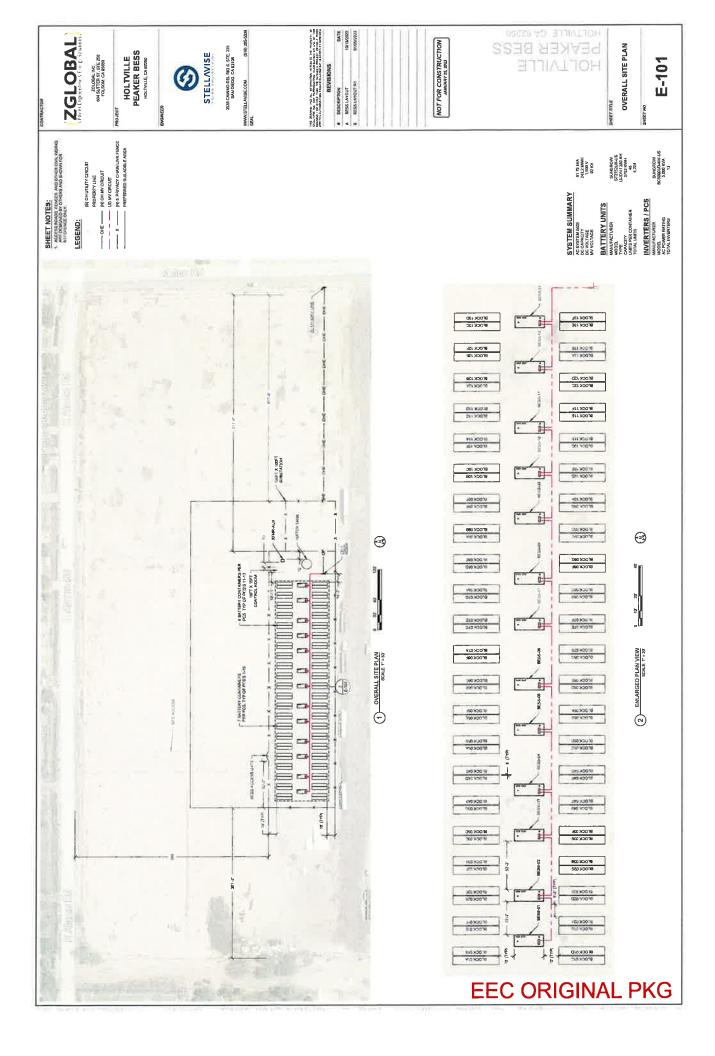
The entire site will be fenced and have video surveillance security. The project once built will not have on-site employees except for routine maintenance or repairs.

OPERATION:

The system will be operated by purchasing power from the grid when there is a surplus or the costs are low and then sell the power to the grid when the demand requires it.

The system is entirely remotely operated and monitored with extensive video and intrusion surveillance.

Due to the use of the TESLA or equal battery system, fire protection in the event of a fire will be to simply protect the surrounding areas but not to extinguish the battery fires as that would only prolong the fire and smoke. TESLA system are designed to essentially "melt" within their containers and therefore attempting to extinguish a fire would only make the problem worse.





An Employee-Owned Company

October 27, 2022

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro, CA 92243

Reference: Biological Resources Survey for the Holtville BESS Project (RECON Number 10247)

Dear Mr. Gonzalez:

This letter details the results of a biological resources survey conducted for the Holtville Battery Energy Storage Site (BESS) Project (project). This biological study letter has been prepared to provide necessary information to Z Global for environmental analysis of the project.

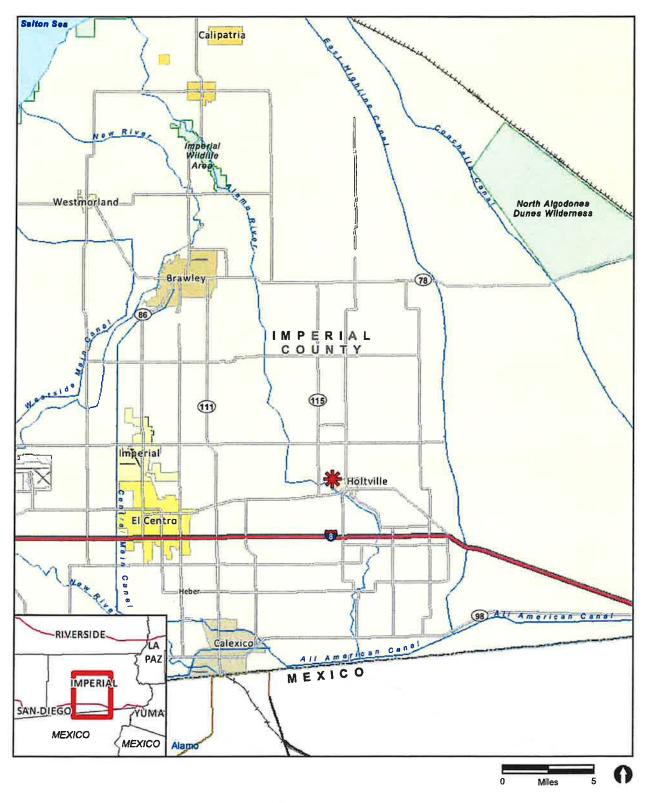
1.0 Project Description and Location

The proposed project would include development of a BESS that would connect to an existing 92 kilovolt gen-tie line. The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

The 17.2-acre project site is comprised of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the city of Holtville, California (Figures 1 and 2). Access to the site is regionally provided by Interstate 8 (I-8). Local access is provided from I-8 by Orchard Road to East Alamo Road. The project site is located approximately 8.2 miles from I-8. The project site is in the U.S. Geological Survey Holtville West quadrangle, Township 15 South, Range 15 East (see Figure 2). The project site is comprised of an undeveloped lot and is surrounded by residential development with scattered commercial development (Figure 3).

2.0 Methods

RECON Environmental, Inc. (RECON) biologist Alex Fromer conducted a general biological survey on October 19, 2022, to evaluate the resources within the project site. The 17.2-acre survey area was evaluated to determine the current condition of the biological resources present within and adjacent to the project (see Figure 3). During the general biological survey, Mr. Fromer mapped vegetation communities, recorded vegetation and habitat characteristics, and noted wildlife and plant species apparent at the time of the survey. Vegetation communities were mapped in the field on a 1:600 scale aerial photograph of the survey area. Plants were visually identified in the field and wildlife species were identified visually with the aid of binoculars, based on identification of calls, scat, tracks, or burrows.



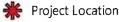




FIGURE 1 Regional Location

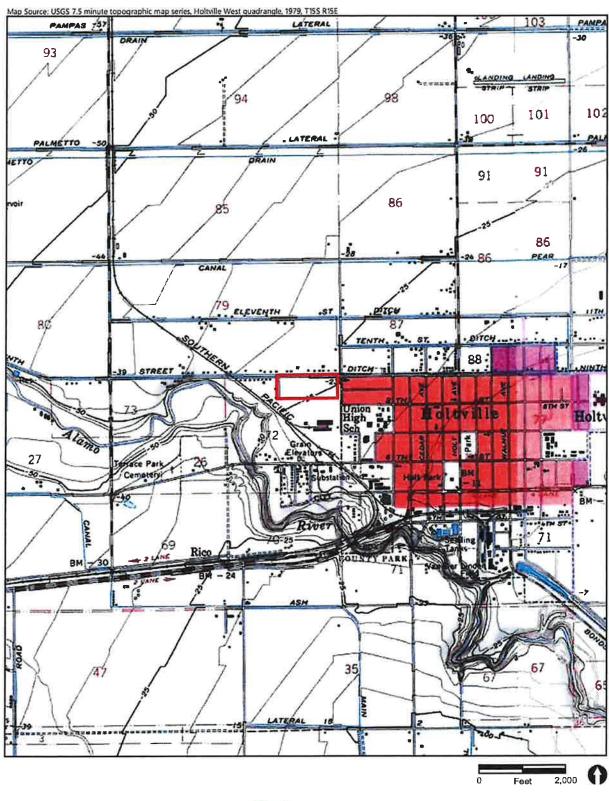






FIGURE 2 Project Location on USGS Map







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3.0 Background Research

Prior to conducting field surveys, RECON conducted a search of existing biological data for the project site, including a review of biological databases for sensitive plant and animal species reported within two miles of the project site, and a review of the site's physical characteristics (e.g., location, elevation, soils/substrate, topography). Databases consulted included the California Natural Diversity Database (California Department of Fish and Wildlife [CDFW] 2022) and the U.S. Fish and Wildlife Service (USFWS) All Species Occurrences Database (USFWS 2022a). In addition, a review of the National Wetlands Inventory was conducted to identify any potential wetlands or water resources present in the vicinity of the project site (USFWS 2022b).

Based on the database search, there are four sensitive wildlife species and no sensitive plant species known from a 2-mile radius surrounding the project site; however, there are no known recent occurrences of sensitive species closer than 0.5 mile. The survey area is bounded by residential development to the north, west, and east, and commercial development to the south. Thus, the potential for many species to occur is evaluated based on the habitats within the project site. Two sensitive species, burrowing owl (*Athene cunicularia*) and flat-tailed horned lizard (*Phrynosoma mcalli*), were determined to have low potential to occur within the project vicinity and are discussed further in this report.

4.0 Existing Biological Resources

4.1 Vegetation Communities and Land Cover Types

The survey area supports two vegetation communities/land cover types: disturbed land and urban/developed land (Figure 4). The acreages of these vegetation communities and land cover types are listed in Table 1 and described below.

Table 1 Vegetation Communities within Survey Area (Acres)					
Vegetation Communities	Survey Area				
Disturbed land	15.6				
Urban/developed land	1.6				
TOTAL	17.2				

The urban/developed land consists of paved and unpaved roads, shoulders, and ornamental vegetation consisting primarily of Mexican palo verde (*Parkinsonia aculeata*) and honey mesquite (*Prosopis glandulosa* var. *torreyana*).

The disturbed land is comprised of undeveloped land throughout the entirety of the survey area. The disturbed land is dominated by Palmer amaranth (*Amaranthus palmeri*) and appears to undergo frequent disturbance. Puncture vine (*Tribulus terrestris*) and allscale saltbush (*Atriplex polycarpa*) are also found throughout, with Russian thistle (*Salsola tragus*) also present. This area of disturbed land also includes open areas with little to no vegetation cover and a few soil and debris piles.



Project Boundary

0 Feet 30



Vegetation Communities/Land Cover Types



Disturbed Land



Urban/Developed Land

FIGURE 4 Existing Biological Resources



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4.2 Plant and Wildlife Species Observed

A total of ten plant species were observed within the survey area: Mexican palo verde, honey mesquite, Palmer amaranth, puncture vine, allscale saltbush, Russian thistle, Australian tumbleweed (*Salsola australis*), white horse-nettle (*Solanum elaeagnifolium*), bush seepweed (*Suaeda nigra*), hairy crab grass (*Digitaria sanguinalis*), and Sonoran sandmat (*Euphorbia micromera*).

A total of ten wildlife species were observed within or adjacent to the survey area. This included eight bird species: mourning dove (*Zenaida macroura*), rock dove (*Columba livia*), Cooper's hawk (*Accipiter cooperii*), red-tailed hawk (*Buteo jamaicensis*), northern mockingbird (*Mimus polyglottos*), Eurasian collared dove (*Streptopelia decaocto*), white-crowned sparrow (*Zonotrichia leucophrys*), Amazon parrots (*Amazona sp.*); and two butterfly species, western pygmy blue (*Brephidium exilis*) and unidentified sulfur (*Colias sp.*).

4.3 Sensitive Plants

No sensitive plants were detected at the time of the survey, and none are expected to occur given the disturbed nature of the project site and soils. In addition, the lack of adjacent or nearby native habitat further reduces the likelihood of sensitive plants occurring within the survey area.

4.4 Sensitive Wildlife

Two sensitive wildlife species have some potential to occur within the survey area based on the presence of suitable habitat characteristics and previous occurrence data. In addition to these two species, migratory and nesting birds have potential to occur within the survey area. Historical observation records within two miles of the survey area exist for Sonoran Desert toad (*Bufo alvarius*), flat-tailed horned lizard (*Phrynosoma mcallii*), Yuma Ridgway's rail (*Rallus obsoletus yumanensis*), and western yellow bat (*Lasiurus xanthinus*). However, none of these species are expected to occur within the survey area due to high levels of disturbance and lack of suitable habitat with connectivity to open space. A brief description of sensitive wildlife with potential to occur is presented below.

Burrowing Owl. No burrowing owl individuals or any sign of burrowing owl activity were detected within or adjacent to the survey area. In addition, no potential burrows or burrowing owl sign were detected within the survey area. While the survey area contains flat, open habitat suitable for foraging, the project site lacks burrows and burrow surrogates for nesting. The potential for this species to occur is low given the level of dense residential development in the immediate vicinity to the survey area, lack of potentially suitable burrows, and intermittent patches of tall, and sometimes dense, vegetation.

Migratory and Nesting Birds. The majority of the survey area, including the bare ground and ornamental vegetation found within the urban/developed lands and disturbed land, has potential to support migratory and nesting bird species. Urban adapted species, in particular, have been known to nest within ornamental vegetation, while several ground nesting species have the potential to nest within the open areas found within the disturbed land and urban/developed lands within the survey area.

4.5 Aquatic Resources

No potential jurisdictional wetlands or waters, including riparian/riverine areas or vernal pools, were observed within or adjacent to the project site.



5.0 Avoidance, Minimization, and Mitigation for Project Impacts

As discussed above, project impacts to disturbed land and urban/developed lands would be less than significant and would not require mitigation. The project would also not impact any sensitive plant species or potential jurisdictional wetlands/waters; therefore, no mitigation would be required. Flat-tailed horned lizard is not expected to occur within the survey area and would not require mitigation measures. Potential direct and/or indirect impacts to burrowing owl and migratory and nesting birds would be addressed through the following avoidance, minimization, and mitigation measures below.

5.1 Vegetation Communities and Land Cover Types

The project would result in a total of up to 15.6 acres of direct impacts to disturbed land and 1.6 acres of urban/developed land (see Figure 4). Impacts to disturbed land and urban/developed land are not considered significant as these land cover types are not considered sensitive. Thus, no mitigation would be required for impacts to vegetation communities as a result of the project.

5.2 Sensitive Wildlife

Burrowing Owl. Burrowing owl was not detected on-site and is considered to have a low potential to occur within the project impact area based on current site conditions, which lack suitable burrows for nesting. However, this species is known to occur within the Imperial Valley area and portions of the project site contain suitable low-lying vegetation. Were this species to subsequently colonize the site, potential direct impacts to this species would be significant and require avoidance and/or mitigation measures (BIO-1).

BIO-1: Western burrowing owl. Prior to any vegetation clearing, grading, or construction, a pre-construction survey, a pre-construction take avoidance survey shall be conducted within the project footprint, plus 500 feet. Per the Staff Report on Burrowing Owl Mitigation (CDFW 2012), take avoidance surveys require an initial survey no less than 14 days prior to the start of ground disturbance activities and a final survey conducted within 24 hours of ground disturbance. If burrowing owls are detected, the CDFW must be notified within 48 hours and avoidance measures and/or mitigation would be required.

If active burrowing owl burrows are identified within the potential impact area, the project shall avoid disturbing active burrowing owl burrows (nesting sites) and burrowing owl individuals. Buffers shall be established around occupied burrows in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012) based on the proposed level of disturbance. For low disturbance projects, initial setback distances for avoidance of active burrows shall be 200 meters (approximately 656 feet) from April 1 to October 15 and 50 meters (164 feet) from October 16 to March 31. Exceptions can be made to the avoidance distance for areas with natural (hills, trees) or artificial (buildings, walls) barriers in place. The final avoidance buffer shall be at the discretion of the biologist. If, after consideration of a reduced buffer, an adequate avoidance buffer cannot be provided between an occupied burrow and required ground-disturbing activities, then passive relocation activities during the non-breeding season (September 1 through January 31) may be authorized in consultation with CDFW, which would include preparation, approval, and implementation of a Burrowing Owl Exclusion Plan in accordance with protocol described in the CDFW Staff Report on Burrowing Owl Mitigation.

Migratory & Nesting Birds. Migratory and nesting birds are covered under the California Fish and Game Code 3503 and 3503.5 and the Migratory Bird Treaty Act and have the potential to be directly impacted by the project if

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construction activities (i.e., clearing, grubbing, grading) occur during the Colorado Desert nesting season of January 15 to July 15. Direct impacts to nesting birds would be considered significant and require avoidance measures (BIO-2),

BIO-2: Migratory & Nesting Birds. Prior to any vegetation clearing, grading, or construction, a pre-construction survey for nesting birds shall be conducted if the project is initiated during the Colorado Desert nesting season, which is generally defined as January 15 to July 15. The nesting bird survey shall be conducted by a qualified biologist occur no more than seven days prior to vegetation removal. If active bird nests are confirmed to be present during the pre-construction survey, a buffer zone will be established by a qualified biologist until a qualified biologist has verified that the young have fledged or the nest has otherwise become inactive.

If you have any questions or concerns about this project, please call me at (619) 308-9333, extension 193.

Sincerely,

Alexander Fromer

Biologist

APF:jg

References Cited

California Department of Fish and Wildlife (CDFW)

2012 Staff Report on Burrowing Owl Mitigation. March 7.

Natural Diversity Data Base. RareFind Version 5. Commercial Version – Dated May 1, 2021 – Biogeographic Data Branch; accessed May 26, 2021.

RECON Environmental, Inc. (RECON)

2022 Habitat Assessment and Burrowing Owl Focused Survey Results at Steeplechase Booster Pump Station Project. May 11.

U.S. Fish and Wildlife Service (USFWS)

2022a All Species Occurrences GIS Database. Carlsbad Fish and Wildlife Office. Accessed May.

2022b National Wetlands Inventory website. U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. http://www.fws.gov/wetlands/

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According to CEQA Section 15064.5(a), a historical resource includes the following:

- 1. A resource listed in, or determined to be eligible for listing on, the California Register of Historical Resources.
- 2. A resource included in the local register.
- 3. A resource which an agency determines to be historically significant. Generally, a resource shall be considered to be "historically significant," if the resource meets the criteria for listing on the California Register of Historical Places (Public Resources Code Section 5024.1 Title 14 California Code of Regulations, Section 4852) including the following:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history or cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of an important creative individual, or possesses high artistic values; or
 - D. Has yielded, or maybe likely to yield, information important to prehistory or history.
- 4. The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources or a local register does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

A resource must meet one of the above criteria and must have integrity; that is, it must evoke the resource's period of significance or, in the case of criterion D, it may be disturbed, but it must retain enough intact and undisturbed deposits to make a meaningful data contribution to regional research issues.

MANAGEMENT RECOMMENDATIONS

No significant or potentially significant prehistoric or historic cultural resources were observed during the survey of the APE. The SCIC records search was negative for the project APE and returned only historic-era resources within the requested search area. The possibility of intact buried significant cultural resources being present within the APE is considered low due to past agriculture. RECON recommends no additional cultural resource work for this project.

Please call Ms. Zepeda-Herman at (619) 308-9333 ext. 133 if you have any questions or concerns about this project.

Project Archaeologist

Carmen Zepida Harnan Carmen Zepeda-Herman, M.A., RPA

Principal Investigator

REFERENCE CITED

Nationwide Environmental Title Research

Historic Aerials. http://www.historicaerials.com/. Accessed on October 27,



An Employee-Owned Company

October 28, 2022

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro CA 92243

Reference: Cultural Resources Report for the Holtville BESS Project, Holtville, California (RECON Number 10247)

Dear Mr. Gonzalez:

This report details the results of a cultural resources survey conducted for the Holtville Battery Energy Storage Site (BESS) Project (project). This report has been prepared to provide necessary information to identify the effects of the project on historic properties per Section 106 of the National Historic Preservation Act.

PROJECT LOCATION AND DESCRIPTION

The proposed project would include development of a BESS that would connect to an existing 92 kilovolt gen-tie line. The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

The 17.2-acre project site is comprised of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the city of Holtville, California (Figure 1) within Section 72, Township 15 South, Range 15 East of the U.S. Geological Survey 7.5-minute topographic map, Holtville West (Figure 2). Access to the site is regionally provided by Interstate 8 (I-8). Local access is provided from I-8 by Orchard Road to East Alamo Road. The project site is located approximately 8.2 miles north of I-8. The project site is comprised of an undeveloped lot and is surrounded by residential development with scattered commercial development (Figure 3). The entire 17.2-acre project site is considered the area of potential effect (APE).

METHODS

To determine if the project will adversely impact historic properties, background research, review of topographic maps and historic aerial photographs, and an on-foot survey were completed. Prior to the survey, a records search was requested from the California Historical Resources Information System, South Coastal Information Center (SCIC) to identify any previously recorded cultural resources within a one-mile radius of the project area. On October 20, 2022, RECON Environmental, Inc. (RECON) archaeologist Nathanial Yerka accompanied by Caesar Welch, a Native American monitor from Red Tail Environmental, conducted a pedestrian survey of the project area using 15-meter transects. Carmen Zepeda-Herman served as principal investigator. Ms. Zepeda-Herman is a member of the Register of Professional Archaeologists and meets the Secretary of the Interior Standards for Archaeology and Historic Preservation.

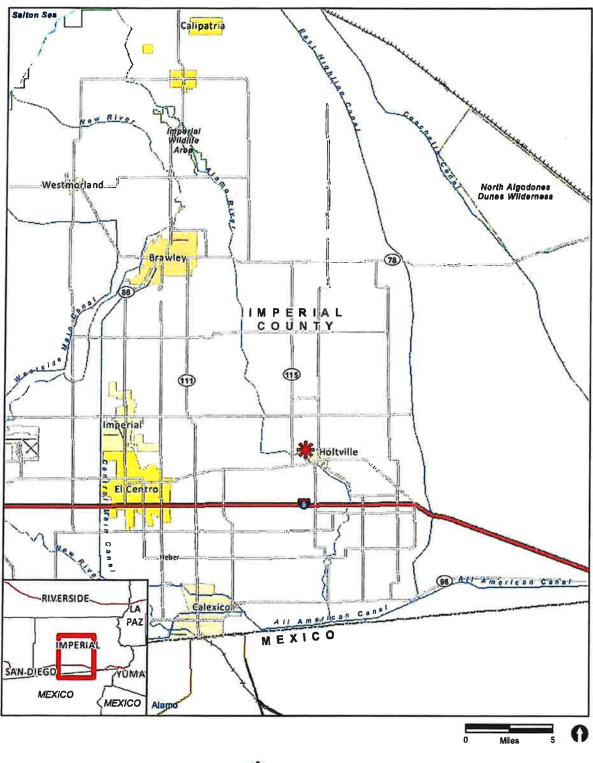
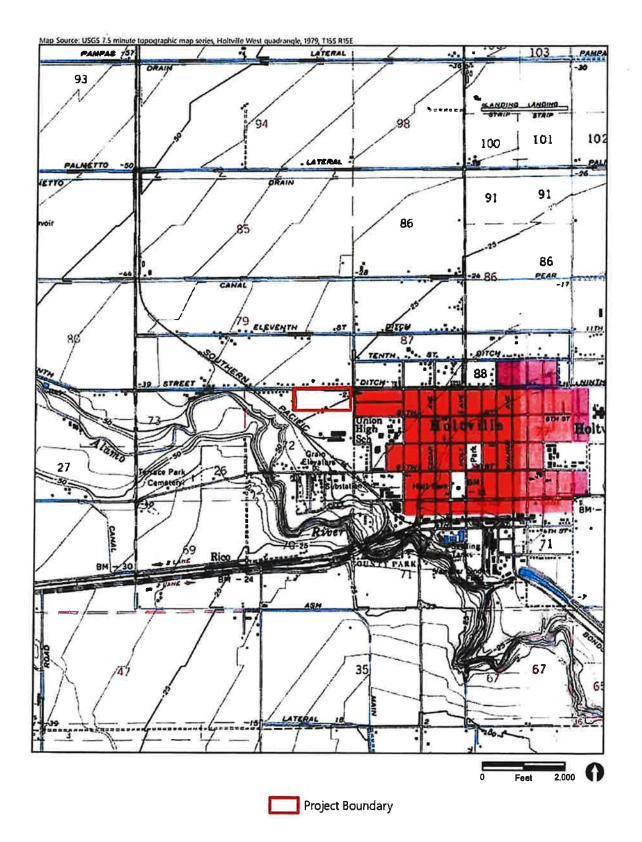




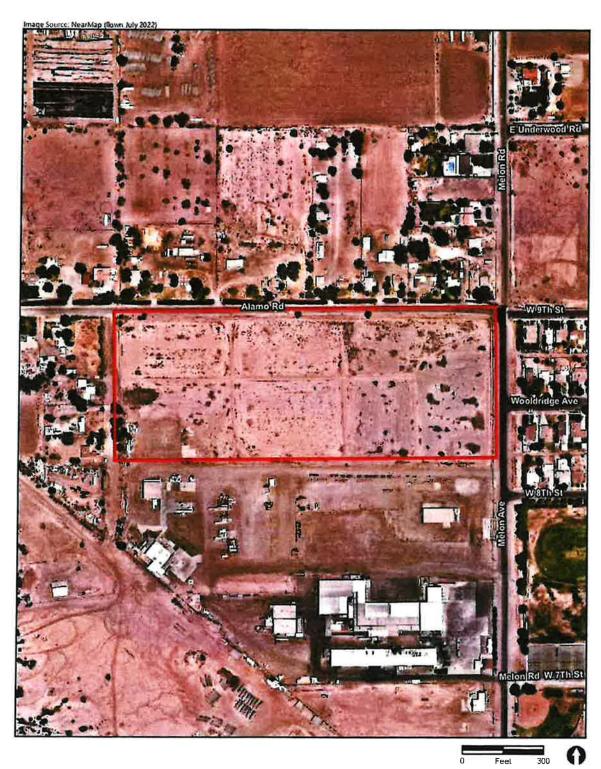


FIGURE 1 Regional Location



RECON
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FIGURE 2 Project Location on USGS Map







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The primary goal of this survey was to determine (1) if there are previously unrecorded cultural resources present, and if so, document the resources' locations and what they consist of and (2) to update conditions of previously recorded cultural resources. The project area was inspected for evidence of archaeological materials such as flaked and ground stone tools or fragments, ceramics, milling features, and human remains. Photographs were taken to document the environmental setting and general conditions. RECON used an Apple iPad running ESRI's ArcGIS Collector application paired with a Trible R1 sub-meter global positioning system (GPS) containing shapefiles and aerial photography to pinpoint our location in real-time, which was used to navigate the survey area.

NATIVE AMERICAN CONSULTATION

A letter was sent on October 17, 2022, to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands File (SLF) to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals that may have concerns or interests regarding cultural resources potentially occurring within the APE. The NAHC sent a reply on October 20, 2022, notifying RECON of the expected time of arrival of their SLF search (Attachment 1).

As of the writing of this report, a NAHC SLF search results response has not been received.

BACKGROUND RESEARCH

The SCIC records search indicated that there have been 16 cultural investigations conducted within one mile of the project site, one of which includes the project site (Confidential Attachment 1). The record search also indicated 12 historic-era cultural resources situated within one mile of the project site (Table 1). These cultural resources are comprised of a park with associated community center, a canal, a government building, a single-family property, a bridge, three concrete foundations, and four trash scatters. None of the previously recorded cultural resources were mapped within the project APE.

Table 1 Cultural Resources within a One-Mile Radius of the APE							
Primary #	Trinomial	Period	Site Type	Recording Events			
P-13-007363	CA-IMP-007363	Historic	Canal/ aqueduct	1995, 2009 (LSA Associates, Inc.); 2005 (EDAW, Inc.)			
P-13-007422	3-2	Historic	Government building; Community center/social hall	1995 (E. Collins; IVC Field Class); 2006 (EDAW, Inc.); 2009 (IVC Museum)			
P-13-008650		Historic	Single family property	2001 (IVC Field Class)			
P-13-008980		Historic	Landscape architecture; Trees/ vegetation; Urban open space; Monument/mural/gravestone; Community center/social hall	2006, 2009 (EDAW)			
P-13-014985	CA-IMP-012447	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)			
P-13-014986	CA-IMP-012448	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)			
P-13-014987	CA-IMP-012449	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)			
P-13-014988	CA-IMP-012450	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)			
P-13-014989		Historic	Bridge	2016 (Brian F. Smith & Associates, Inc.)			
P-13-018457		Historic	Foundation/structure pad	2020 (ECORP Consulting, Inc.)			
P-13-018458		Historic	Foundation/structure pad	2020 (ECORP Consulting, Inc.)			
P-13-018459		Historic	Foundation/structure pad	2020 (ECORP Consulting, Inc.)			

A review of topographic maps from 1945 and 1956 exhibit two buildings fronting East Alamo Road in the northwest corner of the project APE. The 1958 topographic map represents that the buildings are removed and no subsequent

Mr. Ramon Gonzalez Page 6 October 28, 2022

buildings appear thereafter. The first available aerial photograph is from 1953 and shows the entire project site has been subjected to agricultural disturbance. No buildings appear in the photographs even though the photograph predates the 1956 topographic map. The next available photograph dates to 1984, where a large concrete ramp is present along the southern project boundary, near the southwest project corner. Between 1985 and 1996, a small farm pond is constructed along the southern project boundary, centrally located, and is subsequently removed between 2002 and 2005. No apparent changes occur within the project APE other than windrows from agricultural use in subsequent photographs dating to 2009, 2010, 2012, 2014, 2016, 2019 and 2020 (Nationwide Environmental Title Research LLC 2022).

RESULTS OF SURVEY

No significant or potentially significant prehistoric or historic cultural resources were observed during the survey of the APE. RECON and Red Tail Environmental completed the survey under sunny and warm conditions. The survey commenced in the northeast corner utilizing north-south transects and translated east to west across the APE. The entirety of the APE has been subject to ground disturbance from past agricultural activity. Ground visibility averaged approximately 60 percent across the project APE with areas of dense ground cover composed of non-native weeds and bushes, vegetation waste piling and dumping, and imported materials dumping (a considerable portion of the eastern half of the APE has a surface layer of imported base material; Photograph 1), the remainder is open soil with remnant furrows and windrows (Photographs 2 through 4). The main portion of the APE is situated approximately 1.5 feet below the adjacent road grades of East Alamo Road and Melon Road. The APE is fenced on the western, northern, and eastern sides, with the southern project boundary represented by a mix of shallow troughs and deflated soil berms. A north-south utility pole alignment crosses the western third of the APE. The dominant feature of the APE is a 53-foot (east/west) by 46-foot (north/south) concrete ramp that graduates to a loading platform on the west side. The ramp feature has three tiers with the highest at 4.5 feet on the south side, the middle at 4 feet in height, and the northern and shortest ramp at 3 feet in height. Along the western edge, the concrete finish is handscrawled with a maker's date and mark of "1979 BR" (Photographs 5 and 6). The southwest corner is marked by a cleared area utilized for materials storage, which includes railroad rails, wooden utility poles, assorted metal beams and fixtures, piles of 2-inch minus gravel base, several concrete-filled and dilapidated 60-gallon drums, numerous stacked wooden pallets, roofing materials, stacked dimensional lumber, and a two-wheeled automobile utility trailer (Photograph 7). Other surface disturbances include assorted metal pipes, concrete and asphalt fragments, dimensional lumber, corrugated fiberglass sheet fragments, and modern rubbish comprised of assorted paper, plastic, and consumer bottle glass.

REGULATORY CONTEXT

The project is subject to state and City of Holtville (City) environmental regulations. The City is the lead agency for the California Environmental Quality Act (CEQA) guidelines and regulations.

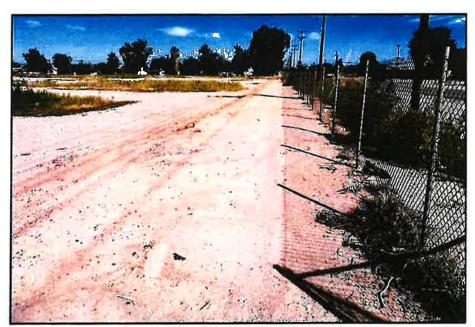
California Environmental Quality Act

The regulatory framework and methods for determining impacts on cultural resources include compliance with CEQA requirements as defined in Section 15064.5 of the CEQA Guidelines, Determining the Significance of impacts to Archaeological and Historical Resources. These guidelines require the identification of cultural resources that could be affected by the proposed project, the evaluation of the significance of such resources, an assessment of the proposed project impacts on significant resources, and a development of a research design and data recovery program to avoid or address adverse effects to significant resources. Significant resources, also called historical resources, are those cultural resources (whether prehistoric or historic) that have been evaluated and determined to be eligible for listing in the California Register of Historical Resources.





PHOTOGRAPH 1
Overview of Eastern Project APE, Looking Southwest



PHOTOGRAPH 2
Overview of Eastern APE Boundary from Southeast Corner, Looking North





PHOTOGRAPH 3 Overview of Southern APE Boundary, Looking East

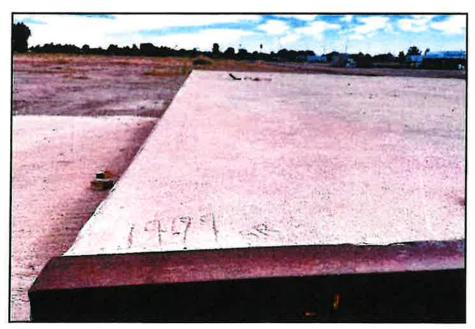


PHOTOGRAPH 4 Overview of Northern APE Boundary from Northwest Corner, Looking East





PHOTOGRAPH 5 Overview of Ramp Feature Near Southwest Corner, Looking West



PHOTOGRAPH 6
Maker's Date and Mark on Ramp Feature, Looking East

RECON

Mr. Ramon Gonzalez Page 10 October 28, 2022

According to CEQA Section 15064.5(a), a historical resource includes the following:

- 1. A resource listed in, or determined to be eligible for listing on, the California Register of Historical Resources.
- 2. A resource included in the local register.
- 3. A resource which an agency determines to be historically significant. Generally, a resource shall be considered to be "historically significant," if the resource meets the criteria for listing on the California Register of Historical Places (Public Resources Code Section 5024.1 Title 14 California Code of Regulations, Section 4852) including the following:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history or cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of an important creative individual, or possesses high artistic values; or
 - D. Has yielded, or maybe likely to yield, information important to prehistory or history.
- 4. The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources or a local register does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

A resource must meet one of the above criteria and must have integrity; that is, it must evoke the resource's period of significance or, in the case of criterion D, it may be disturbed, but it must retain enough intact and undisturbed deposits to make a meaningful data contribution to regional research issues.

MANAGEMENT RECOMMENDATIONS

No significant or potentially significant prehistoric or historic cultural resources were observed during the survey of the APE. The SCIC records search was negative for the project APE and returned only historic-era resources within the requested search area. The possibility of intact buried significant cultural resources being present within the APE is considered low due to past agriculture. RECON recommends no additional cultural resource work for this project.

Please call Ms. Zepeda-Herman at (619) 308-9333 ext. 133 if you have any questions or concerns about this project,

Project Archaeologist

Carmen Zepeda-Herman, M.A., RPA

Carmen Tepida Harnan

Principal Investigator

REFERENCE CITED

Nationwide Environmental Title Research

Historic Aerials. http://www.historicaerials.com/. Accessed on October 27.

ATTACHMENT 1

Native American Heritage Commission Correspondence

Nathanial Yerka

From:

NAHC@NAHC <NAHC@nahc.ca.gov>

Sent:

Thursday, October 20, 2022 2:49 PM

To:

Nathanial Yerka

Cc:

Green, Andrew@NAHC

Subject:

[External] RE: Sacred Lands Search - Imperial County, R-10247

Attachments:

NAHC_Form_10247.pdf; fig2.pdf

Hello,

Thank you for your message. We're in receipt of your request. We have recently hired new staff, and this change in our office is creating some delays. We estimate a turn-around time of 6-8 weeks and don't anticipate responding sooner than the end of that time frame. Please let us know if you have any questions.

Kind regards,

Native American Heritage Commission

1550 Harbor Blvd. Suite 100 West Sacramento, CA 95691 (916) 373-3710

From: Nathanial Yerka <nyerka@reconenvironmental.com>

Sent: Monday, October 17, 2022 4:07 PM To: NAHC@NAHC <NAHC@nahc.ca.gov>

Cc: Carmen Zepeda-Herman <czepeda@reconenvironmental.com>

Subject: Sacred Lands Search - Imperial County, R-10247

Hello,

Recon Environmental, Inc. is requesting a search of the Sacred Lands File for Imperial County.

Please see attached Search Form and Project Figure.

Thank you,

Nate

Nathanial Yerka Project Archaeologist

RECON Environmental, Inc. 3111 Camino del Rio North, Suite 600 San Diego, CA 92108-5726 (619) 308-9333

CA SB | SBA SB

Website | Instagram | Twitter | Facebook | Linkedin



DIRECTOR

Imperial County Planning & Development Services Planning / Building

August 17, 2023 REQUEST FOR REVIEW AND COMMENTS

The attached project and materials are being sent to you for your review and as an early notification that the following project is being requested and being processed by the County's Planning & Development Services Department. Please review the proposed project based on your agency/department area of interest, expertise, and/or jurisdiction.

Native American Heritage Commission Contact List

To:

JR\GQ\S:\AllUsers\APN\045\570\087\CUP22-0029\CUP22-0029 Request for Comments 08.17.23 .docx

☑ Barona Group of the Raymond Welch	e Capitan Grande -	Ewilaapaayp Band of Kumeyaay Indians - Michael Garcia/Robert Pinto	Manzanita Band of Kumeyaay Nation - Angela Elliott Santos/
 ☑ Inaja-Cosmit Band of Osuna ☑ Campo Band of Die Ralph Goff 	of Indians - Rebecca gueno Mission Indians -	 ⊠ Kwaaymii Laguna Band of Mission Indians - Carmen Lucas ☑ Iipay Nation of Santa Ysabel - Virgil Perez/Clint Linton 	 ✓ San Pasqual Band of Diegueno Mission Indians - Allen Lawson ✓ Mesa Grande Band of Diegueno Mission Indians - Michael Linton
⊠Jamul Indian Village Cumper	- Erica Pinto/Lisa	La Posta Band of Diegueno Mission Indians - Javaughn Miller/Gwendolyn Parada	Sycuan Band of the Kumeyaay Nation - Cody Martinez/Kristie Orosco
Quechan Tribe of th - Manfred Scott/Jill McC	e Fort Yuma Reservation Cormick	☑ Viejas Band of Kumeyaay Indians - John Christman/Ernest Pingleton	San Pasqual Band of Diegueno Mission Indians - John Flores
From:	Gerardo Quero Planner	I - (442) 265-1736 or gerardoguero@c	o.imperial.ca.us
Project ID:	Conditional Use Permit		
Project Location:	2275 Melon Rd., Holtville	e, CA 92250 APN 045-570-087	
Project Description:		to construct a 100 MW Energy Storage s (BESS) to be situated on a 17-acre Li the City of Holtville.	
Applicants:	Apex Solutions, LLC		
Comments due by:	September 1st, 2023 at	t 5:00PM	
COMMENTS: (attach a s	eparate sheet if necessary) (if	no comments, please state below and mail, fax, o	or e-mail this sheet to Case Planner)
Name:	Signature:	Title:	
Date:	Telephone No.:	E-mail:	



NATIVE AMERICAN HERITAGE COMMISSION

December 12, 2022

Nathaial Yerka RECON Environmental, Inc.

Via Email to: nyerka@reconenvironmetal.com

Re: Holtville BESS RECON #10247 Project, Imperial County

Dear Mr. Yerka:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were <u>positive</u>. Please contact the tribes on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: <u>Pricilla.Torres-Fuentes@nahc.ca.gov</u>.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes Cultural Resources Analyst

Attachment

CHAIRPERSON **Laura Miranda** *Luiseño*

VICE CHAIRPERSON Reginald Pagaling Chumash

SECRETARY

Sara Dutschke

Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER **Buffy McQuillen**Yokayo Pomo, Yuki,

Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER [VAVANT]

COMMISSIONER [VACANT]

EXECUTIVE SECRETARY
Raymond C.
Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS

1550 Harbor Boulevard Suite 100 West Sacramento, California 95691 (916) 373-3710 nahc@nahc.ca.gov NAHC.ca.gov

Native American Heritage Commission Native American Contact List Imperial County 12/12/2022

Barona Group of the Capitan Grande

Raymond Welch, Chairperson

1095 Barona Road

Diegueno

Lakeside, CA, 92040 Phone: (619) 443 - 6612 Fax: (619) 443-0681

counciloffice@barona-nsn.gov

Campo Band of Diegueno Mission Indians

Ralph Goff, Chairperson 36190 Church Road, Suite 1

Diegueno

Diegueno

Diegueno

Diegueno

Campo, CA, 91906 Phone: (619) 478 - 9046 Fax: (619) 478-5818 rgoff@campo-nsn.gov

Ewilaapaayp Band of Kumeyaay Indians

Michael Garcia, Vice Chairperson

4054 Willows Road Diegueno

Alpine, CA, 91901 Phone: (619) 933 - 2200 Fax: (619) 445-9126 michaelg@leaningrock.net

Ewilaapaayp Band of Kumeyaay Indians

Robert Pinto, Chairperson

4054 Willows Road

Alpine, CA, 91901

Phone: (619) 368 - 4382

Fax: (619) 445-9126 ceo@ebki-nsn.gov

lipay Nation of Santa Ysabel

Virgil Perez, Chairperson

P.O. Box 130

Santa Ysabel, CA, 92070

Phone: (760) 765 - 0845

Fax: (760) 765-0320

lipay Nation of Santa Ysabel

Clint Linton, Director of Cultural

Resources P.O. Box 507

Santa Ysabel, CA, 92070

Phone: (760) 803 - 5694

clint@redtailenvironmental.com

Inaja-Cosmit Band of Indians

Diegueno

Diegueno

Diegueno

Kwaaymii

Diegueno

Diegueno

Diegueno

Rebecca Osuna, Chairperson

2005 S. Escondido Blvd.

Escondido, CA, 92025 Phone: (760) 737 - 7628 Fax: (760) 747-8568

Jamul Indian Village

Erica Pinto, Chairperson

P.O. Box 612

Jamul, CA, 91935

Phone: (619) 669 - 4785 Fax: (619) 669-4817

epinto@jiv-nsn.gov Jamul Indian Village

Lisa Cumper, Tribal Historic

Preservation Officer

P.O. Box 612

Jamul, CA, 91935

Phone: (619) 669 - 4855

lcumper@jiv-nsn.gov

Kwaavmii Laguna Band of

Mission Indians Carmen Lucas.

P.O. Box 775

Pine Valley, CA, 91962

Phone: (619) 709 - 4207

La Posta Band of Diegueno

Mission Indians

Javaughn Miller, Tribal

Administrator

8 Crestwood Road

Boulevard, CA, 91905

Phone: (619) 478 - 2113

Fax: (619) 478-2125

imiller@LPtribe.net

La Posta Band of Diegueno Mission Indians

Gwendolyn Parada, Chairperson

8 Crestwood Road

Boulevard, CA, 91905

Phone: (619) 478 - 2113

Fax: (619) 478-2125 LP13boots@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Holtville BESS RECON #10247 Project, Imperial County

Native American Heritage Commission Native American Contact List Imperial County 12/12/2022

Manzanita Band of Kumeyaay Nation

Angela Elliott Santos, Chairperson

P.O. Box 1302

Diegueno

Boulevard, CA, 91905 Phone: (619) 766 - 4930 Fax: (619) 766-4957

Mesa Grande Band of Diegueno Mission Indians

Michael Linton, Chairperson

P.O Box 270

Diegueno

Santa Ysabel, CA, 92070 Phone: (760) 782 - 3818 Fax: (760) 782-9092

mesagrandeband@msn.com

Quechan Tribe of the Fort Yuma Reservation

Manfred Scott, Acting Chairman Kw'ts'an Cultural Committee

P.O. Box 1899

Yuma, AZ, 85366

Quechan

Quechan

Phone: (928) 750 - 2516 scottmanfred@yahoo.com

Quechan Tribe of the Fort Yuma Reservation

Jill McCormick, Historic Preservation Officer

P.O. Box 1899

Yuma, AZ, 85366

Phone: (760) 572 - 2423

historicpreservation@quechantrib

e.com

San Pasqual Band of Diegueno Mission Indians

John Flores, Environmental

Coordinator

P. O. Box 365

Diegueno

Valley Center, CA, 92082 Phone: (760) 749 - 3200 Fax: (760) 749-3876 johnf@sanpasqualtribe.org San Pasqual Band of Diegueno

Mission Indians
Allen Lawson, Chairperson

P.O. Box 365

Valley Center, CA, 92082

Phone: (760) 749 - 3200 Fax: (760) 749-3876

allenl@sanpasqualtribe.org

Sycuan Band of the Kumeyaay Nation

Cody Martinez, Chairperson

1 Kwaaypaay Court El Cajon, CA, 92019

Phone: (619) 445 - 2613 Fax: (619) 445-1927

ssilva@sycuan-nsn.gov

Sycuan Band of the Kumeyaay Nation

Kristie Orosco, Kumeyaay

Resource Specialist
1 Kwaaypaay Court

El Cajon, CA, 92019 Phone: (619) 445 - 6917

Viejas Band of Kumeyaay Indians

John Christman, Chairperson

1 Viejas Grade Road Alpine, CA, 91901

Phone: (619) 445 - 3810 Fax: (619) 445-5337

Viejas Band of Kumeyaay Indians

Ernest Pingleton, Tribal Historic Officer, Resource Management

1 Viejas Grade Road

Alpine, CA, 91901 Phone: (619) 659 - 2314

epingleton@viejas-nsn.gov

Kumeyaay

Kumeyaay

Diegueno

Diegueno

Diegueno

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resource Section 5097.99 of the Public Resource Section 5097

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Holtville BESS RECON #10247 Project, Imperial County.

CONDITIONAL USE PERMIT I.C. PLANNING & DEVELOPMENT SERVICES DEPT. 801 Main Street. FL Centro. CA 92243 (760) 482-4236

801 Main Street, El Centro, CA 92243 (760) 482-4236

APPLICANT MUST COMPLETE ALL NUMBERED (black) SPACES - Please type or print -PROPERTY OWNER'S NAME **EMAIL ADDRESS** Apex Energy Solutions, LLC c/o jurgheuberger@gmail.com MAILING ADDRESS (Street / P O Box, City, State) 750 W. Main St., El Centro, Ca. PHONE NUMBER c/o 760-996-0313 ZIP CODE 92243 APPLICANT'S NAME **EMAIL ADDRESS** Holtville Peaker MAILING ADDRESS (Street / P O Box, City, State) same as owner ZIP CODE PHONE NUMBER **ENGINEER'S NAME** CA. LICENSE NO. **EMAIL ADDRESS** NA MAILING ADDRESS (Street / P O Box, City, State) ZIP CODE PHONE NUMBER ASSESSOR'S PARCEL NO. SIZE OF PROPERTY (in acres or square foot) ZONING (existing) 045-570-087 approx 17 ac. PROPERTY (site) ADDRESS pending assignment by ICPDS GENERAL LOCATION (i.e. city, town, cross street)
S-W corner of Alamo Rd and Melon Rd, Holvtille, Ca LEGAL DESCRIPTION see attached PTR for detailed legal PLEASE PROVIDE CLEAR & CONCISE INFORMATION (ATTACH SEPARATE SHEET IF NEEDED) DESCRIBE PROPOSED USE OF PROPERTY (list and describe in detail) the project is the development of a 100 MW BESS (battery storage system) using the Tesla system DESCRIBE CURRENT USE OF PROPERTY vacant DESCRIBE PROPOSED SEWER SYSTEM None 13. DESCRIBE PROPOSED WATER SYSTEM None DESCRIBE PROPOSED FIRE PROTECTION SYSTEM on site water storage meeting county standards IS PROPOSED USE A BUSINESS? IF YES, HOW MANY EMPLOYEES WILL BE AT THIS SITE? X Yes ☐ No I / WE THE LEGAL OWNER (S) OF THE ABOVE PROPERTY CERTIFY THAT THE INFORMATION SHOWN OR STATED HEREIN IS TRUE AND CORRECT. required support documents SITE PLAN Ziad Alaywan Dec 8, 2022 FEE Print Name una lauwan OTHER nature Jura Heuberger for applicant OTHER **Print Name** Date Signature APPLICATION RECEIVED BY: DATE REVIEW / APPROVAL BY OTHER DEPT'S required. APPLICATION DEEMED COMPLETE BY: DATE T FHS APPLICATION REJECTED BY: DATE A. P. C. D. O. E. S. TENTATIVE HEARING BY: DATE FINAL ACTION: ☐ APPROVED DENIED DATE

Holtville Peaker Plant

Location:

Southwest corner of Alamo Rd. and Melon Rd., Holtville, Ca.

APN:

045-570-087

Battery Type:

Tesla Power Packs or equal

Capacity:

100 MW

Owner:

Apex Energy Solutions, LLC

Project Name:

Holtville Peaker, LLC

PROJECT DESCRIPITION:

Apex Energy Solutions LLC is proposing to develop a 100 MW Battery (BESS) energy storage facility just west of the City Limits of the City of Holtville. The system will connect to the IID xxx line which interconnection will allow the BESS to purchase and sell power.

The BESS system will be located along the southern property boundary, and interconnected to the IID line along Melon Rd. The site will have access from Alamo Rd. Since the BESS will utilize less than 1/5 of the overall site, the balance of the property will be undeveloped for some time, but the site will be maintained to minimize unwanted vegetation or dust.

There will be a water storage pond or tank to provide a minimum of 20,000 gallons of water for fire fighting use. Additional storage may be provided if so, required by the County Fire Dept.

The entire site will be fenced and have video surveillance security. The project once built will not have on-site employees except for routine maintenance or repairs.

OPERATION:

The system will be operated by purchasing power from the grid when there is a surplus or the costs are low and then sell the power to the grid when the demand requires it.

The system is entirely remotely operated and monitored with extensive video and intrusion surveillance.

Due to the use of the TESLA or equal battery system, fire protection in the event of a fire will be to simply protect the surrounding areas but not to extinguish the battery fires as that would only prolong the fire and smoke. TESLA system are designed to essentially "melt" within their containers and therefore attempting to extinguish a fire would only make the problem worse.



An Employee-Owned Company

February 15, 2023

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro, CA 92243

Reference: Air Quality Analysis for the Holtville Peaker BESS Project, Holtville, California (RECON Number 10247)

Dear Mr. Gonzalez:

The purpose of this report is to assess potential short-term local and regional air quality impacts resulting from development of the Holtville Peaker Battery Energy Storage Site (BESS) Project (project). The analysis of impacts is based on state and federal Ambient Air Quality Standards (AAQS) and assessed in accordance with the regional guidelines, policies, and standards and the Imperial County Air Pollution Control District (ICAPCD).

1.0 Project Description

The 17.2-acre project site consists of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road, in the City of Holtville's (City's) sphere of influence (SOI) within Imperial County, California (Figure 1). The project site is surrounded by residential development with scattered commercial and industrial development (Figure 2).

The project would include development of a BESS facility that would connect to an existing 92-kilovolt gen-tie line (Figure 3). The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

2.0 Environmental Setting

2.1 Regulatory Setting

2.1.1 Federal Regulations

AAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 (42 U.S. Code [U.S.C.] 7401) for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 U.S.C. 7409], the U.S. Environmental Protection Agency (U.S. EPA) developed primary and secondary National AAQS (NAAQS).

Six pollutants of primary concern were designated: ozone, carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead (Pb), particulate matter with a diameter of 10 microns and less (PM₁₀), and particulate matter with a diameter of 2.5 microns and less (PM_{2.5}). The primary NAAQS "in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health" and the secondary standards ". . . protect the public welfare from any known or anticipated adverse effects associated with the presence

Mr. Ramon Gonzalez Page 2 February 15, 2023

of such air pollutant in the ambient air" [42 U.S.C. 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 1 (California Air Resources Board [CARB] 2016).

If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as non-attainment area for that pollutant. The project is located within the Salton Sea Air Basin (SSAB). The County is classified as a federal moderate non-attainment area for the 2008 8-hour ozone standards, marginal non-attainment area for the 2015 8-hour ozone standards, and a partial moderate non-attainment area for the $PM_{2.5}$ standards.

2.1.2 State Regulations

Criteria Pollutants

The CARB has developed the California AAQS (CAAQS) and generally has set more stringent limits on the criteria pollutants than the NAAQS (see Table 1). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Similar to the federal CAA, the state classifies either "attainment" or "non-attainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The County is a non-attainment area for the state ozone standards and the state PM₁₀ standard. The California CAA, which became effective on January 1, 1989, requires all areas of the state to attain the CAAQS at the earliest practicable date. The California CAA has specific air quality management strategies that must be adopted by the agency responsible for the non-attainment area. In the case of the SSAB, the responsible agency is the ICAPCD.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. Diesel particulate matter (DPM) emissions have been identified as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The California Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air.

The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

			Table 1 Ambient Air Quality S	tandards		
STATE OF THE PARTY OF	Averaging	Californi	a Standards ¹		lational Standar	ds ²
Pollutant	Time	Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet		Same as Primary	Ultraviolet
Ozone-	8 Hour	0.07 ppm (137 µg/m³)	Photometry	0.070 ppm (137 µg/m³)	Standard	Photometry
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour Annual Arithmetic Mean	50 μg/m³ 20 μg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
Fine Particulate	24 Hour	No Separate State	Standard	35 µg/m³	Same as Primary Standard	Inertial Separation
Matter (PM _{2.5}) ⁹	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 μg/m³	15 μg/m³	and Gravimetric Analysis
	1 Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)	=	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	Non-dispersive Infrared Photometry	9 ppm (10 mg/m³)	#:	Non-dispersive Infrared Photometry
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		277	=	
NUL	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemi-	100 ppb (188 µg/m³)	e	Gas Phase Chemi-
Nitrogen Dioxide (NO ₂) ¹⁰	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	luminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	luminescence
	1 Hour	0.25 ppm (655 μg/m³)		75 ppb (196 μg/m³)	-	Ultraviolet
Sulfur Dioxide	3 Hour	-	Ultraviolet	-	0.5 ppm (1,300 μg/m³)	Fluorescence; Spectro-
(SO ₂) ¹¹	24 Hour	0.04 ppm (105 µg/m³)	Fluorescence	0.14 ppm (for certain areas) ¹¹	-	photometry (Pararosaniline
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) ¹¹	_	Method)
	30 Day Average	1.5 µg/m³		-		
Lead ^{12,13}	Calendar Quarter	. -	Atomic Absorption	1.5 µg/m³ (for certain areas) ¹²	Same as	High Volume Sampler and Atomi
	Rolling 3-Month Average	-		0.15 µg/m³	Primary Standard	Absorption
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape			
Sulfates	24 Hour	25 μg/m³	Ion Chroma- tography	N	o National Standa	ards
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m³)	Gas Chroma- tography			

Table 1 Ambient Air Quality Standards

NOTES:

ppm = parts per million; ppb = parts per billion; μ g/m³ = micrograms per cubic meter; – = not applicable.

- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM₁₀, PM₂₅, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- Oncentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
- ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁹ On December 14, 2012, the national annual PM₂₅ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour PM₂₅ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standards of 15 μg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 μg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
 - Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 μg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016.

Mr. Ramon Gonzalez Page 6 February 15, 2023

California Environmental Quality Act

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires discussion of any inconsistencies between the project and applicable general plans and regional plans, including the applicable air quality attainment or maintenance plan (or SIP).

2.1.3 Local Regulations

CEQA Air Quality Handbook

The ICAPCD adopted its CEQA Air Quality Handbook: Guidelines for the Implementation of the California Environmental Quality Act of 1970 in 2007 and amended the handbook in December 2017 (ICAPCD 2017a). The ICAPCD CEQA Air Quality Handbook provides guidance on how to determine the significance of impacts, including air pollutant emissions, related to the development of residential, commercial, and industrial projects. Where impacts are determined to be significant, the ICAPCD CEQA Air Quality Handbook provides guidance to mitigate adverse impacts to air quality from development projects.

Stationary Source Permitting

Pursuant to ICAPCD Rule 207 (New & Modified Stationary Source Review) and associated rules such as Rule 201 (Permits Required) and Rule 208 (Permit to Operate), the construction, installation, modification, replacement, and operation of any equipment which may emit air contaminants requires ICAPCD permits. The ICAPCD requires that all such equipment be assessed for the potential to result in health risk impacts, and permits to operate equipment must be renewed each year equipment is in use or upon the modification of equipment.

Policy Number 5-Off-site Mitigation/In-Lieu Fee

The ICAPCD issued Policy Number 5, Off-site Mitigation/In-lieu Fee in April 2014. The policy references the ICAPCD CEQA Air Quality Handbook and discusses how project proponents may achieve additional mitigation by either proposing an off-site mitigation project or paying an in-lieu mitigation fee. Mitigation fees collected by the ICAPCD are used to fund the emissions offsets projects through the ICAPCD Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program). Specific projects funded by the program achieve emissions reductions by replacing old, highly polluting equipment with newer, cleaner equipment earlier than required by regulation or through normal attrition. As outlined in Policy Number 5, total in-lieu fees for mitigation of construction emissions are calculated based on the quantity and duration of the project's construction emissions and the cost-effectiveness of the Carl Moyer Program for offsetting oxides of nitrogen (NO_X) and PM₁₀ emissions.

Operational Development Fee Mitigation Program

Adopted in November 2007, Rule 310, Operational Development Fee Mitigation Program, is designed to assist in the reduction of excess air emissions resulting from new residential and commercial development (warehousing is considered a commercial use under the program) in Imperial County. Funds collected by the program are used to offset NO_X and PM_{10} emissions through a local emission reduction projects such as paving unpaved roadways to reduce fugitive dust.

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The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the ICAPCD Regulation X. Of particular concern statewide are DPM emissions. DPM was established as a TAC in 1998, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of DPM as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). Sensitive land uses include but are not limited to, schools, hospitals, residences, resident care facilities, and day-care centers. The handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles/day should be avoided when possible.

As an ongoing process, CARB will continue to establish new programs and regulations for the control of DPM and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM and other TACs will continue to decline.

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as air quality management plans, monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The ICAPCD is the air district responsible for the project area. Applicable ICAPCD SIPs include:

- Imperial County 2009 State Implementation Plan for Particulate Matter Less than 10 Microns in Aerodynamic Diameter;
- Imperial County 2013 State Implementation Plan for the 2006 24-Hour PM_{2.5} Moderate Non-attainment Area;
 and
- Imperial County 2017 State Implementation Plan for the 2008 8-Hour Ozone Standard.



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Fugitive Dust Control

The ICAPCD Regulation VIII regulates emissions of fugitive dust. Fugitive dust is:

Particulate Matter entrained in the ambient air which is caused from man-made and natural activities such as, but not limited to, movement of soil, vehicles, equipment, blasting, and wind. This excludes Particulate Matter emitted directly in the exhaust of motor vehicles or other fuel combustion devices, from portable brazing, soldering, or welding equipment, pile drivers, and stack emissions from stationary sources (ICAPCD, Rule 800 (c)(18)).

Regulation VIII includes the following specific rules:

- Rule 800–Fugitive Dust Requirements for Control of PM_{2.5}
- Rule 801–Construction and Earthmoving Activities
- Rule 802–Bulk Materials
- Rule 803–Carry Out and Track Out
- Rule 804–Open Areas
- Rule 805–Paved and Unpaved Roads
- Rule 806–Conservation Management Practices

ICAPCD Rule 428

Adopted on September 11, 2018, Rule 428, Wood Burning Appliances, is to limit emissions of particulate matter from wood burning appliances. This rule applies to any person who manufactures, sells, offers for sale, or operates a permanently installed, indoor or outdoor, wood burning appliance within the Imperial County PM_{2.5} nonattainment area. This rule also applies to any person who installs a wood burning appliance in any residential or commercial, single- or multi-building unit within the Imperial County PM_{2.5} nonattainment area.

2.2 Existing Air Quality

2.2.1 Climate and Meteorology

Climate conditions at the project site, like the rest of Imperial County, are governed by the large-scale sinking and warming of air in the semi-permanent tropical high-pressure center of the Pacific Ocean. The high-pressure ridge blocks out most storms except in winter when it is weakest and farthest south. The coastal mountains prevent the intrusion of any cool, damp air found in California coastal environs. Because of the barrier and weakened storms, Imperial County experiences clear skies, extremely hot summers, mild winters, and little rainfall (ICAPCD 2017b).

Winters are mild and dry with daily average temperatures ranging between 65 and 75 degrees Fahrenheit. Summers are extremely hot with daily average temperatures ranging between 104 and 115 degrees Fahrenheit. The flat terrain and the strong temperature differentials created by intense solar heating result in moderate winds and deep thermal convection. The combination of subsiding air, protective mountains, and distance from the ocean all combine to severely limit precipitation (ICAPCD 2017b).

Imperial County experiences surface inversions almost every day of the year. Due to strong surface heating, these inversions are usually broken and allow pollutants to be more easily dispersed. In some circumstances, the presence of the Pacific high-pressure cell can cause the air to warm to a temperature higher than the air below. This highly stable atmospheric condition, termed a subsidence inversion, can act as a nearly impenetrable lid to the vertical mixing of pollutants. The strength of these inversions makes them difficult to disrupt. Consequently, they can persist

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for one or more days, causing air stagnation and the buildup of pollutants. Highest and worst-case ozone levels are often associated with the presence of subsidence inversions (ICAPCD 2017b).

The large daily oscillation of temperature produces a corresponding large variation in the relative humidity. Nocturnal humidity rises to 50 to 60 percent, but drops to about 10 percent during the day. Prevailing winds are from the west-northwest through southwest; a secondary flow maximum from the southeast is also evident. The prevailing winds from the west and northwest occur seasonally from fall through spring and are known to be from the Los Angeles area. Occasionally, Imperial County experiences periods of extremely high wind speeds. Wind speeds can exceed 31 miles per hour (mph) and this occurs most frequently during the months of April and May. However, speeds of less than 6.8 mph account for more than one-half of the observed wind measurements (ICAPCD 2017b).

2.2.2 Background Air Quality

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB or federal standards set by the U.S. EPA. The ICAPCD maintains air quality monitoring stations throughout the SSAB. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The El Centro – 9^{th} Street monitoring station, located at 150 9^{th} Street, approximately 10 miles west of the project site, is the nearest station to the project site. The El Centro monitoring station measures ozone, NO₂, PM₁₀, and PM_{2.5}. Table 2 provides a summary of measurements collected at the El Centro monitoring station for the years 2017 through 2021.

Table 2 Summary of Air Quality Measurements Recorded at	the El Cen	tro Monit	oring St <u>ati</u>	on	
Pollutant/Standard	2017	2018	2019	2020	2021
Ozone					
Federal Max 8-hour (ppm)	0.092	0.090	0.071	0.077	0.083
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	17	14	1	2	6
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	8	3	0	_ 1	2
State Max 8-hour (ppm)	0.092	0.090	0.071	0.077	0.084
Days State 8-hour Standard Exceeded (0.07 ppm)	17	15	1	2	7
Max. 1-hour (ppm)	0.110	0.102	0.080	0.097	0.096
Days State 1-hour Standard Exceeded (0.09 ppm)	4	2	0	1	1
Nitrogen Dioxide	/			·	
Max 1-hour (ppm)	0.0488	0.0341	0.0367	0.0448	0.0558
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppb)	0	0	0	0	0
Annual Average (ppm)	(44)		(##C)	:==	
PM ₁₀ *					
Federal Max. Daily (µg/m³)	268.5	256.3	123.9	197.5	194.5
Measured Days Federal 24-hour Standard Exceeded (150 μg/m³)	5	5	0	2	_1_
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m³)	5.0	5.1	0.0	2.0	1.0
Federal Annual Average (μg/m³)	41.6	47.3	34.9	41.5	41.8
State Max. Daily (µg/m³)	186.4	253.0	130.0	197.7	186.9
Measured Days State 24-hour Standard Exceeded (50 μg/m³)	60	111	53	92	88
Calculated Days State 24-hour Standard Exceeded (50 µg/m³)	(444)	113.0	53.7	92.0	88.6
State Annual Average (µg/m³)	(ne)	46.8	35.6	41.5	41.6
PM _{2.5} *					,
Federal Max. Daily (µg/m³)	23.2	22.4	21.4	28.5	19.1
Measured Days Federal 24-hour Standard Exceeded (35 μg/m³)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m³)	0.0	0.0	0.0	0.0	0.0
Federal Annual Average (μg/m³)	8.4	8.6	7.8	9.7	8.2
State Max. Daily (µg/m³)	23.2	22.4	21.4	28.5	19.1
State Annual Average (µg/m³)	8.4	8.7	7.9	9.8	8.3

SOURCE: CARB 2023.

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; -- = Not available.

3.0 Thresholds of Significance

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the CEQA Guidelines Appendix G. The project would have a significant air quality impact if it would:

- 1. Conflict with or obstruct implementation of the applicable air quality plan.
- 2. 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.
- 3. Expose sensitive receptors to substantial pollutant concentrations.
- 4. Result in other emissions such as those leading to odors adversely affecting a substantial number of people.



^{*}Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

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As stated in the State CEQA Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance" (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, Environmental Checklist Form). The State CEQA Guidelines encourage lead agencies to adopt regionally specific thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

The ICAPCD CEQA Air Quality Handbook establishes the following four separate evaluation categories (ICAPCD 2017a):

- 1. Comparison of calculated project emissions to ICAPCD emission thresholds.
- 2. Consistency with the most recent Clean Air Plan for Imperial County.
- 3. Comparison of predicted ambient pollutant concentrations resulting from the project to state and federal health standards, when applicable.
- 4. The evaluation of special conditions which apply to certain projects.

Any development with a potential to emit criteria pollutants below significance levels defined by the ICAPCD is called a "Tier I project," and is considered by the ICAPCD to have less than significant potential adverse impacts on local air quality. For Tier I projects, the project proponent should implement a set of feasible "standard" mitigation measures (enumerated by the ICAPCD) to reduce the air quality impact to an insignificant level. A "Tier II project" is one whose emissions exceed any of the thresholds. Its impact is significant and the project proponent should select and implement all feasible "discretionary" mitigation measures (also enumerated by the ICAPCD) in addition to the standard measures.

3.1 Operational Impacts

Table 3 provides general guidelines for determining the significance of impacts based on the total emissions that are expected from project operation established by the ICAPCD.

	Table 3 Significance Thresholds for Op	erations
Pollutant	Tier I	Tier II
NO _X and ROG	Less than 137 lbs/day	137 lbs/day and greater
PM ₁₀ and SO _X	Less than 150 lbs/day	150 lbs/day and greater
CO and PM _{2.5}	Less than 550 lbs/day	550 lbs/day and greater

ROG = reactive organic gas; NO_X = oxides of nitrogen; SO_X = oxides of sulfur; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic diameter 10 microns or less; $PM_{2.5}$ = particulate matter with an aerodynamic diameter 2.5 microns or less; Ibs/day = pounds per day SOURCE: ICAPCD 2017a.

As stated above, Tier 1 projects are required to implement all feasible standard measures specified by the ICAPCD. Tier II projects are required to implement all feasible standard measures as well as all feasible discretionary measures specified by the ICAPCD.

3.2 Construction Impacts

The ICAPCD has also established thresholds of significance for project construction. Table 4 provides general guidelines for determining significance of impacts based on the total emissions that are expected from project construction.

	ble 4 nolds for Construction
Pollutant	Thresholds (pounds/day)
PM ₁₀	150
ROG	75
NOx	100
CO	550

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic diameter 10 microns or less. SOURCE: ICAPCD 2017a.

Regardless of project size, all feasible standard measures specified by the ICAPCD for construction equipment and fugitive PM_{10} control for construction activities should be implemented at construction sites. Control measures for fugitive PM_{10} construction emissions in Imperial County are found in ICAPCD Regulation VIII and in the ICAPCD CEQA Air Quality Handbook and are discussed below.

3.3 Public Nuisance Law (Odors)

State of California Health and Safety Code Sections 41700 and 41705 and ICAPCD Rule 407 prohibit emissions from any source whatsoever in quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property.

The ICAPCD CEQA Air Quality Handbook provides screening level distances for potential odor sources. If a project is proposed within one mile of a wastewater treatment plant, sanitary landfill, composting station, feedlot, asphalt plant, painting and coating operation, or rendering plant, a potential odor problem may result (ICAPCD 2017a).

4.0 Emission Calculations

The project would result in air pollutant emissions associated with the construction and operation. Emissions were calculated using California Emissions Estimator Model (CalEEMod) Version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022). The CalEEMod program is a tool used to estimate emissions resulting from land development projects in the state of California. CalEEMod was developed with the participation of several state air districts.

CalEEMod estimates parameters such as the type and amount of construction equipment required, trip generation, and utility consumption based on the size and type of each specific land use using data collected from surveys performed in SCAQMD. Where available, parameters were modified to reflect project-specific data.

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4.1 Construction-related Emissions

Construction-related activities are temporary, short-term sources of air pollutant emissions. Sources of construction-related emissions include:

- · Fugitive dust from grading activities;
- Exhaust emissions from construction equipment;
- Application of chemical coatings (paints, stains, sealants, etc.); and
- Exhaust and fugitive dust emission from on-road vehicles (trips by workers, delivery trucks, and material-hauling trucks).

Heavy-duty construction equipment is usually diesel powered. Based on CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation, heavy-duty construction equipment includes off-road diesel vehicles 25 horsepower or greater. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. The construction equipment estimates are based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

Construction emissions were calculated assuming construction would begin in June 2023 and last for eight months. Construction stages would include site preparation, grading/trenching, and foundations/equipment installation/wiring/commissioning.

4.1.1 Fugitive Dust

Fugitive dust would be associated with construction activities that involve ground disturbance. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Calculation of fugitive dust emissions are based on the area of disturbed ground and the fugitive dust measures implemented. Based on discussion with ICAPCD staff, watering during ground disturbing activities would achieve a 50 percent reduction in fugitive dust.

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for fugitive PM_{10} must be implemented at construction sites. Additionally, all feasible discretionary measures for PM_{10} apply to those construction sites that are 5 acres or more for non-residential developments or 10 acres or more in size for residential developments. The project footprint consists of 4.5 acres of the 17.2-acre project site. However, because other portions of the project site may be used for staging areas, it was assumed that the total disturbed area could exceed 5 acres. Standard and discretionary measures from the ICAPCD handbook include:



Standard Measures for Fugitive PM₁₀ Control:

- a) All disturbed areas, including bulk material storage which is not being actively utilized, shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by using water, chemical stabilizers, dust suppressants, tarps or other suitable material such as vegetative ground cover.
- b) All on-site and off-site unpaved roads will be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering.
- c) All unpaved traffic areas one acre or more with 75 or more average vehicle trips per day will be effectively stabilized and visible emission shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering. The transport of bulk materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of bulk material. In addition, the cargo compartment of all haul trucks is to be cleaned and/or washed at delivery site after removal of bulk material.
- d) The transport of bulk materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of bulk material. In addition, the cargo compartment of all haul trucks is to be cleaned and/or washed at delivery site after removal of bulk material.
- e) All track-out or carry-out will be cleaned at the end of each workday or immediately when mud or dirt extends a cumulative distance of 50 linear feet or more onto a paved road within an urban area.
- f) Movement of bulk material handling or transfer shall be stabilized prior to handling or at points of transfer with application of sufficient water, chemical stabilizers or by sheltering or enclosing the operation and transfer line.
- g) The construction of any new unpaved road is prohibited within any area with a population of 500 or more unless the road meets the definition of a temporary unpaved road. Any temporary unpaved road shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emission by paving, chemical stabilizers, dust suppressants and/or watering.

Discretionary Measures for Fugitive PM₁₀ Control

- a) Water exposed soil with adequate frequency for continued moist soil.
- b) Replace ground cover in disturbed areas as quickly as possible.
- c) Automatic sprinkler system installed on all soil piles.
- d) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- e) Develop a trip reduction plan to achieve a 1.5 average vehicle ridership for construction employees.
- f) Implement a shuttle service to and from retail services and food establishments during lunch hours.

4.1.2 Construction Equipment

CalEEMod calculates emissions of all pollutants from construction equipment using emission factors from CARB's offroad diesel equipment emission factors database. The specific required construction equipment amount needed for



the project is not known at this stage. Modeling was based on the default equipment type and amount for the ground-up construction of a light industrial use. This is conservative since the project would haul the necessary equipment to the site for installation while a light industrial use involves the ground-up construction of buildings which would require more construction equipment. The modeled construction equipment is summarized in Table 5.

Construct	Table 5 ion Phases and Equipn	nent
Equipment	Quantity	Daily Operation Time (hours)
Site	Preparation (3 weeks)	
Rubber Tired Dozers	3	8
Tractors/Loaders/Backhoes	4	8
Gradin	g/Trenching (10 weeks	5)
Grader	11	8
Excavator	1	8
Rubber Tired Dozer	1	8
Tractors/Loaders/Backhoes	3	8
Foundations/Installat	ion/Wiring/Commissic	ning (19 weeks)
Crane	1	7
Forklifts	3	8
Generator Set	1	8
Tractors/Loaders/Backhoes	3	7
Welder	1	8

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for construction equipment must be implemented at construction sites. Standard measures from the ICAPCD handbook include:

Standard Measures for Construction Combustion Equipment

- a) Use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel powered equipment.
- b) Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.
- c) Limit, to the extent feasible, the hours of operation of heavy duty equipment and/or the amount of equipment in use.
- d) Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).

4.1.3 On-Road Vehicles

Construction would generate mobile source emissions from worker trips, hauling trips, and vendor trips. CalEEMod calculates emissions of all pollutants from on-road trucks and passenger vehicles using emission factors derived from CARB's motor vehicle emission inventory program EMFAC2017 (CARB 2017). Vehicle emission factors were multiplied by the model default total estimated number of trips and the average trip length to calculate the total mobile emissions.



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CalEEMod calculates dust emissions from travel on paved and unpaved roads. By default, CalEEMod assumes the percentage of paved and unpaved roads for each district as provided by the district. For Imperial County, the default assumption is 50 percent paved and 50 percent unpaved. However, this is not characteristic of the roads in the vicinity of the project site. During construction, vehicles traveling to and from the project site would not traverse unpaved roads. However, it should be noted that Imperial County roadways do experience higher levels of entrained roadway dust. To account for these dust emissions, ICAPCD recommends modeling 90 percent paved roads during construction activities.

4.1.4 Construction Emission Estimates

Table 6 provides a summary of the criteria pollutant emissions generated by the project construction. CalEEMod output files for project construction and operations are contained in Attachment 1.

Maximum D		Table 6 ruction Ai	r Pollutar	nt Emissio	ns	
		Maximu	m Daily B	missions	(pounds)	0-10-11-
Emission Source	ROG	NOx	co	SOx	PM ₁₀	PM ₂₅
Site Preparation	4	40	38	<1	59	11
Grading/Trenching	2	20	22	<1	45	7
Foundations/Installation/ Wiring/Commissioning	1	12	14	<1	28	3
Max Daily Emissions	4	40	38	<1	59	11
Significance Threshold	75	100	550	-	150	1.5
Exceeds Threshold?	No	No	No	-	No	=

SOURCE: Attachment 1.

NOTE: Totals may vary due to independent rounding.

 $ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide;$

 PM_{10} = particulate matter with an aerodynamic diameter 10 microns or less;

 $PM_{2.5}$ = particulate matter with an aerodynamic diameter 2.5 microns or less.

As shown in Table 6, construction emissions associated with future construction of the project site would be less than all applicable ICAPCD significance thresholds. The emissions summarized in Table 6 account for the 50 percent reduction in dust due to daily watering, but do not account for any other emission reductions from any other standard or discretionary measure for dust control or construction equipment. These emissions are therefore conservative.

With implementation of the standard and discretionary measures for fugitive PM_{10} control and standard measures for construction combustion equipment, project construction impacts would be less than significant.

4.2 Operation-related Emissions

Operation-related sources of air pollutant emissions include the direct emission of criteria pollutants. Common direct emission sources associated with typical projects include mobile sources such as project-generated traffic, area sources such as the use of landscaping equipment, and energy sources such as the combustion of natural gas.

4.2.1 Mobile Sources

CalEEMod calculates mobile source emissions using emission factors derived from CARB's motor vehicle emission inventory program, EMFAC2017 (CARB 2017). The project would be an unmanned facility that would be operated



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remotely. Therefore, the project would not generate routine daily trips. Occasional maintenance trips would be required. To account for these trips, a total of one round trip (two one-way trips) was modeled per weekday. The default trip length was increased to 20 miles. CalEEMod default emission factors for the soonest operational year of 2024 were modeled.

As discussed under the construction emission methodology for on-road vehicles, CalEEMod calculates dust emissions from travel on paved and unpaved roads. For Imperial County, the default assumption is 50 percent paved and 50 percent unpaved. However, this is not characteristic of the roads in the vicinity of the project site. During project operation, vehicles traveling to and from the project site would not traverse unpaved roads. However, the project site access road from Melon Road would be unpaved. However, as with construction activities, to account for these dust emissions and any entrained dust on paved roads, 90 percent paved roads was modeled.

4.2.2 Area and Energy Sources

Area source emissions associated with typical development projects include consumer products, natural gas used in space and water heating, architectural coatings, landscaping equipment, and mechanical equipment such as boilers or backup generators. Hearths (fireplaces) and woodstoves are also a source of area emissions. Emissions are generated from energy use such as the combustion of natural gas used in space and water heating. As discussed, the project would be an unmanned facility that would not be a source of area or energy emissions. However, as a conservative analysis, the project was modeled as a light industrial land use and default emission factors for light industrial area and energy sources were modeled.

4.2.3 Operational Emission Estimates

Table 7 provides a summary of the criteria pollutant emissions generated by the project operations. CalEEMod output files for project construction and operations are contained in Attachment 1.

Maximu	ım Daily Op	Table 7 perations A		nt Emissior	ns	
		Maxim	um Daily E	missions (pounds)	
Emission Source	ROG	NOx	СО	SO _X	PM ₁₀	PM _{2.5}
Mobile Sources	<1	<1	<1	<1	1	<1
Area Sources	1	<1	1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Total Operations	1	<1	1	<1	1	<1
Significance Threshold	137	137	550	150	150	550
Exceeds Threshold?	No	No	No	No	No	No

SOURCE: Attachment 1.

NOTE: Totals may vary due to independent rounding.

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide;

PM₁₀ = particulate matter with an aerodynamic diameter 10 microns or less;

 $PM_{2.5}$ = particulate matter with an aerodynamic diameter 2.5 microns or less.

As shown in Table 7, operation of the project would result in minimal emissions that would be less than the applicable thresholds for all criteria pollutants. The project would not result in a cumulatively considerable net increase of criteria pollutants, and operational impacts would be less than significant.



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5.0 Air Quality Impact Analysis

1. Would the project conflict with or obstruct implementation of the applicable air quality plan?

CARB is the lead agency for preparation of the SIP, which outlines the state measures to achieve NAAQS. CARB delegates responsibility for preparation of SIP elements to local air districts and requires local air districts to prepare Air Quality Attainment Plans outlining measures required to achieve CAAQS.

The !CAPCD is the air district responsible for the project area. Applicable !CAPCD air quality plans include:

- Imperial County 2009 State Implementation Plan for Particulate matter Less than 10 Microns in Aerodynamic Diameter:
- Imperial County 2013 State Implementation Plan for the 2006 24-Hour PM_{2.5} Moderate Non-attainment Area;
 and
- Imperial County 2017 State Implementation Plan for the 2008 8-Hour Ozone Standard.

The primary concern for assessing consistency with air quality plans is whether the project would induce growth that would result in a net increase in criteria pollutant emissions that exceed the assumptions used to develop the plan. The criteria pollutant emission projections for the ICAPCD air quality plans are based on Southern California Association of Governments' (SCAG) population growth and regional vehicle miles traveled (VMT) projections, which are based in part on the land uses established by local general plans. As such, projects that propose development that is consistent with the local land use plans would be consistent with growth projections and air quality plans criteria pollutant emissions estimates. In the event that a project would result in development that is less dense than anticipated by the growth projections, the project would be considered consistent with the air quality plans. In the event a project would result in development that results in greater than anticipated growth projections, the project would result in air pollutant emissions that may not have been accounted for in the air quality plans and thus may obstruct or conflict with the air quality plans.

The project site is located within the City's SOI and is designated as an Urban Area land use in the Imperial County General Plan. The Urban Area designation includes areas surrounding the following seven incorporated cities: Brawley, El Centro, Westmorland, Holtville, Calipatria, Imperial, and Calexico. It is anticipated that these areas will eventually be annexed or incorporated. The project would construct a BESS that would not be a significant source of emissions. The project would be consistent with the growth projections and air quality plans criteria pollutant emissions estimates. Furthermore, the project would not construct housing or other uses that would result in regional population growth. The project would provide needed energy storage for the region and the state. Therefore, the project would not result in new growth beyond what was originally anticipated in SCAG's growth projections for Imperial County. Additionally, as summarized in Tables 6 and 7, construction and operation of the project would result in emissions that are below all applicable project-level significance thresholds. Therefore, project emissions would be consistent with SCAG's growth projections and the ICAPCD's air quality plans, and impacts would be less than significant.

2. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The project area is in non-attainment areas for NAAQS and CAAQS for ozone and particulate matter. The majority of regional PM_{10} and $PM_{2.5}$ emissions originate from dust stirred up by wind or by vehicle traffic on unpaved roads (ICAPCD 2009). Other PM_{10} and $PM_{2.5}$ emissions originate from grinding operations, combustion sources such as



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motor vehicles, power plants, wood burning, forest fires, agricultural burning, and industrial processes. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone. Approximately 88 percent of NO_X and 40 percent of ROG regional emissions originate from on- and off-road vehicles (ICAPCD 2010). Other major sources include solvent evaporation and miscellaneous processes such as pesticide application.

As shown in Table 6, project construction would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. The project would implement all standard and discretionary measures for fugitive PM_{10} control and standard measures for construction combustion equipment. Therefore, project construction would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10} , or $PM_{2.5}$, and impacts would be less than significant.

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 7, operation of the project would result in minimal emissions that would be less than the applicable thresholds for all criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10} , or $PM_{2.5}$, and impacts would be less than significant.

3. Would the project expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, day-care centers and project residents) to substantial pollutant concentrations?

Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. The project site is located adjacent to residential uses.

Diesel Particulate Matter - Construction

Construction of the project and associated infrastructure would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel-exhaust DPM emissions from the use of off-road diesel equipment required for site preparation and grading, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction is anticipated to last for approximately one year. The dose of DPM to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were eight months, the exposure would be 2 percent (8 months divided by 30 years) of the total exposure period used for health risk calculation. Further, the project would implement the standard measures for construction combustion equipment summarized in Section 4.1.2. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be reduced over time. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Therefore, due to the limited duration of construction activities, implementation of standard measures for



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construction combustion equipment, and implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. No intersections in the vicinity of the project carry this substantial amount of traffic. Additionally, there are no signalized intersections in the vicinity of the project site. Traffic generated by the project would not result in any heavily congested intersections. Thus, the project is not anticipated to result in a CO hot spot.

4. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. Project construction would result in the emission of diesel fumes and other odors typically associated with construction activities. Sensitive receptors near the project site include residential uses; however, exposure to odors associated with project construction would be short term (8 months) and temporary in nature. Further, per CARB's Airborne Toxic Control Measures 13 (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed 5 minutes unless more time is required per engine manufacturers' specifications or for safety reasons. Therefore, project construction would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

The ICAPCD CEQA Air Quality Handbook provides screening level distances for potential odor sources. If a project is proposed within one mile of a wastewater treatment plant, sanitary landfill, composting station, feedlot, asphalt plant, painting and coating operation, or rendering plant, a potential odor problem may result (ICAPCD 2017a). The project does not include the construction of any of these uses. Energy storage facilities are not known to emit odors during operation. Project operation would include occasional inspection and maintenance. These operational activities are not known to emit odors. Therefore, operational impacts related to odor would also be less than significant.

6.0 Conclusions

The project's potential to result in impacts to air quality was assessed in accordance with the guidelines, policies, and standards established by the ICAPCD. The applicable ICAPCD air quality plans include the 2009, 2013, and 2017 SIPs for reducing PM₁₀, PM_{2.5}, and ozone. The project would construct a BESS that would not be a significant source of emissions. The project would be consistent with the growth projections and air quality plans criteria pollutant emissions estimates. Additionally, the project would not result in an air quality violation. Therefore, the project would



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not conflict with or obstruct the implementation of the regional air quality plans, and impacts would be less than significant.

As shown in Table 6, project construction would not exceed the applicable regional emissions thresholds. The project would implement all standard and discretionary measures for fugitive PM_{10} control and standard measures for construction combustion equipment. As shown in Table 7, operation of the project would result in minimal emissions that would be less than the applicable thresholds for all criteria pollutants. Therefore, project construction and operation would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10} , or $PM_{2.5}$, and impacts would be less than significant.

Project construction would not result in the exposure of sensitive receptors to significant levels of DPM that could result in excess cancer risks. Additionally, the project would not result in the creation of a CO hot spot. Therefore, construction and operation of the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

During construction, potential odor sources would be associated with construction equipment; however, exposure to odors associated with project construction would be short term and temporary in nature. Operation of the project would not include any uses that would generate substantial odors. Therefore, the project would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming

Senior Air Quality Specialist

JLF:sh

Attachment

7.0 Certification

The following is a list of preparers, persons, and organizations involved with the air quality analysis.

RECON Environmental, Inc.

Jessica Fleming, County-approved Air Quality Consultant Stacey Higgins, Senior Production Specialist Benjamin Arp, GIS Specialist Mr. Ramon Gonzalez Page 21 February 15, 2023

8.0 References Cited

California Air Pollution Control Officers Association (CAPCOA)

2022 California Emissions Estimator Model (CalEEMod), Version 2022.1.

California Air Resources Board (CARB)

- 2000 Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. California Air Resources Board. Stationary Source Division, Mobile Source Control Division. October.
- 2005 Air Quality and Land Use Handbook: A Community Health Perspective. April.
- 2016 Ambient Air Quality Standards. May 4.
- 2017 EMFAC2017 Emissions Database Inventory Model.
- California Air Quality Data Statistics. Available at http://www.arb.ca.gov/adam/welcome.html. Top 4 Summary and Hourly Listing. Accessed on February 9, 2023.

Imperial County Air Pollution Control District (ICAPCD)

- 2009 Imperial County State Implementation Plan for Particulate Matter Less Than 10 Microns in Aerodynamic Diameter. August.
- 2010 2009 1997 8-Hour Ozone Modified Air Quality Management Plan. July.
- 2017a CEQA Air Quality Handbook, Guidelines for the Implementation of the California Environmental Quality Act of 1970. December.
- 2017b 2017 Imperial County State Implementation Plan for the 2008 8-Hour Ozone Standard, Draft March.

Office of Environmental Health Hazard Assessment (OEHHA)

2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.









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1	0.00	1	0.30	1	0.00	1		0.14	0.00	0.00	1	1	0.01	0.00	0.00	1	< 0.005
Dust — — — From Material Movemen:	Onsite 0.00 0.00 truck	Annual — — —	Off-Road 0.04 0.03 Equipment	Dust — — — From Material Movemen;	Onsite 0.00 0.00 truck	Offsite — —	Daily, — — Summer (Max)	Worker 0.15 0.13	Vendor 0.00 0.00	Hauling 0.00 0.00	Winter C (Max)	Average — — Baily	Work 0.01 < 0.005	Vende₹ 0.00 0.00	Hauling 0.00 0.00	Annua — —	Worken < 0.005 < 0.005

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Holtville Peaker
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	4.80
Location	32.81815122274024, -115.39010295719622
County	Imperial
City	Unincorporated
Air District	Imperial County APCD
Air Basin	Salton Sea
TAZ	5604
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Unity	Southern California Gas

1.2. Land Use Types

			ft)	Area (sq ft)	(t) Area (sq ft)	
General Light 20.0 1000sqft	4.50	20,000	0.00	0.00	Ĭ	ľ

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

CO2e

5,599

2,632

1,302

216

1.12 0.02 0.16 0.03 < 0.005 0.05 0.04 0.02 1 CH4 0.23 0.10 0.05 0.01 CO2T 2,618 1,296 5,577 214 I NBC02 5,577 2,618 1,296 214 BC02 1 I 1 Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual) PM2.5E | PM2.5D | PM2.5T 11.5 0.40 3.28 2.17 1 9.80 1.86 0.34 2.77 1 90.0 1.66 0.31 0.51 I PM10T 58.9 15.3 2.80 28.1 150 ŝ 1 PM10D 27.6 15.0 2.74 57.1 1 1 1 1 PM10E 0.34 90.0 1.81 0.55 < 0.005 802 0.05 0.02 0.01 I I 37.9 13.9 1,43 7.82 550 ဍ Š 39.9 12.0 7.29 1,33 100 ž 1 ROG 75.0 4.08 0.78 0.14 1.31 ž 1 Coally Max)
Thresh — d TOG 4.85 0.93 1.57 Annua H Unmit—Excee Summer Average Un/Mit. Unmit. Unmit. Unmit. Winter (Max) (Max) (Max) Daily, Daily, Daily

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100 550 150 -	9
100 550 150 -	No N
100 550 150 -	No N

2.2. Construction Emissions by Year, Unmitigated

Criteria Dollutante (Ib/da

Criteria	Pollutan	ts (lb/da	y for dail	ly, ton/yr	Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHG	al) and (3HGs (II	5/day for	daily, M	s (Ib/day for daily, MT/yr for annual)	annual)		*					
Year	TOG	ROG	×ON	00	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBC02	согт	CH4	N20	R	CO2e
Daily - Summer (Max)	F	Î.	I	I	1	Î	ı	I	ľ	Î	Ī	ı	1	Ĩ	ī	ï	1	ī
2023	4.85	4.08	39.9	37.9	0.05	1.81	57.1	58.9	1.66	9.80	11.5	f	5,577	5,577	0.23	0.05	1.12	5,599
Daily - Winter (Max)	I	Ĩ	1	1	I	1	J	1	1	I	1	1	1	ì	1	1		Î
2023	1.57	1.31	12.0	13.9	0.02	0.55	27.6	28.1	0.51	2.77	3.28	1	2,618	2,618	0.10	0.04	0.02	2,632
2024	1.50	1.25	11.4	13.8	0.02	0.50	27.6	28.1	0.46	2.77	3.23	Ď	2,614	2,614	0.10	0.04	0.02	2,628
Average Daily	I	1	ī	1	1	Ĩ	ï	ı	ı	Î	1	1	1	Ĩ	1	1	1	Ĭ
2023	0.93	0.78	7.29	7.82	0.01	0.34	15.0	15.3	0.31	1.86	2.17	1	1,296	1,296	0.05	0.02	0.16	1,302
2024	0.03	0.02	0.22	0.27	< 0.005	0.01	0.54	0.55	0.01	0.05	90.0	1	51.3	51.3	< 0.005	< 0.005	0.01	51.6
Annual	Ĺ	1	1	1	ı	1	1	1	1	1	1	1	ı	ì	1		ì	Î
E023	0.17	0.14	1.33	1.43	< 0.005	90.0	2.74	2.80	90.0	0.34	0.40	ľ	214	214	0.01	< 0.005	0.03	216
2024	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	0.10	0.10	< 0.005	0.01	0.01	1	8.50	8.50	< 0.005	< 0.005	< 0.005	8.54

2.4. Sperations Emissions Compared Against Thresholds

CH4 NBC02 PM2.5E | PM2.5D | PM2.5T | BCO2 Critered Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual) PKG (xew)

1,018	ı	1,010		1,004	Ī	166	ĺ	î	Î	Ĭ	I	ì
5.35	1	5.21	1	5.25	1	0.87	_1	1	ı.	1	1	1
0.01	1	0.01	1	0.01	1_	< 0.005	1	1	1	1	1	1
0.07	Ī	0.07	1	0.07	Î	0.01	£	1	ĵ	Í	1	1
1,008	Į	1,000	1	994	Ĭ	165	I	Ĩ	Î	1	Ī	1
1,008	1	1,000	1	994	1	165	T	1	1	1	I	ļ
0.00	1	0.00	1	0.00	1	0.00	t	1_	1	1	1	1
0.10	1	0.10	1	0.08	Ĩ	0.01	ı	550	_S	1	550	Š
60.0	I	60.0	1	90.0	Î.	0.01	Ī	Ì	ı.	1	Ĭ.	1
0.02	1	0.01	1	0.01	1	< 0.005	1	1	ţ	1	1	Ţ
0.60	1	09.0	1	0.43	1	0.08	1	150	8	I	150	N _O
0.58	ı	0.58	1	0.42	ī	0.08	1	1	į.	1	1	1
0.01	Î	0.01	ì.	0.01	Ĭ	< 0.005	Î	1_	Ī	Î	I	1
< 0.005	ı	< 0.005	1	< 0.005	1	< 0.005	1	150	2	1	150	_o N
1.20	ı	0.26	1	0.67	1	0.12	1	550	Š	1	550	^o Z
0.20	Î	0.19	1	0.19	ĵ	0.03	t	137	S S	1	137	N _O
0.67	Ĩ	0.52	İ	0.59	I	0.11	1	137	°Z	1	137	8
0.19	I.	0.03	1	0.10		0.02	I	L		L		
Unmit.	Daily, Winter (Max)	Unmit.	Average Daily (Max)	Unmit.	Annual (Max)	Unmit.	Exceeds (Daily Max)	Threshol d	Unmit.	Exceeds (Average Daily)	Threshold	Unmit

2.5. **Deerations Emissions by Sector, Unmitigated** റ റ CritererePollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector TOG ROG NOx CO																	
	RO	G NOx		S02	PM10E PM10D	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BC02	NBC02	CO2T	PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	N2O	Ľ	CO2e
Daily, Summer (Max)	1	1	1	ĺ	1	1	1	ı	Ĭ	1	I	I	ı	1	1	ı	1
Mobile 0.01 0.01 0.02 0.18 < 0.005 < 0.005 0.58	0.0	1 0.02	0.18	< 0.005	< 0.005	0.58	0.58	< 0.005 0.09 0.09	60.0	60.0	1	36.5	36.5	36.5 36.5 < 0.005 < 0.005 0.14 37.1	< 0.005	0.14	37.1

	0.15	0.65	0.01	0.87	< 0.005	< 0.005	1	< 0.005	< 0.005	ĵ	< 0.005	ľ	3.58	3.58	< 0.005	< 0.005	1	3.59
Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	1	0.01	0.01	Ĩ	0.01	1	896	896	0.07	0.01	ı	972
Water	1	1	1	1	1	Ĩ	1	1	1	1	1	0.00	0.00	0.00	00:00	00:00	. 1:	0.00
Waste	1	1	ı	1	ľ	Î	ľ	ı	I)	Ĩ	ľ	0.00	0.00	0.00	0.00	0.00	1	0.00
Refrig.	1	Î	ĵ	Ī	1	Î	1	I	1	Ì	1	1	1	Ì	1	1	5.21	5.21
	0.19	29.0	0.20	1.20	< 0.005	0.01	0.58	09.0	0.02	60.0	0.10	0.00	1,008	1,008	0.07	0.01	5.35	1,018
Daily, Winter (Max)	I	Ĭ	Ī	I	ı	Ĩ	I	1	1	ĵ	ī	1	1	Ì	1	1	1	1
Mobile	0.01	0.01	0.02	0.11	< 0.005	< 0.005	0.58	0.58	< 0.005	60.0	60.0	1	32.0	32.0	< 0.005	< 0.005	< 0.005	32.5
	1	0.50	1	1	1	1	1	1	_1	ı	1	ı	1	Í	į	ľ	1	I
Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	I	0.01	0.01	Î	0.01	1	896	896	0.07	0.01	1	972
Water	1	Ĩ	ĵ	1	1	ĩ	ĵ	1	1	1	1	0.00	0.00	0.00	0.00	0.00	I)	0.00
Waste	1	Î	ĵ	1	ı	Ĩ	I	ı	ſ	ı	Ţ	0.00	0.00	0.00	0.00	0.00	1	0.00
Refrig.	1	ï	1	1	1	î	1	1	j.	I	1	1	1	1	J	1	5.21	5.21
	0.03	0.52	0.19	0.26	< 0.005	0.01	0.58	09.0	0.01	60.0	0.10	0.00	1,000	1,000	0.07	0.01	5.21	1,010
Average Daily	f	ĺ	į	1	1	Ī	1	1	1	Ī	1	1	1	I	1	1	1	1
	0.01	0.01	0.01	0.10	< 0.005	< 0.005	0.42	0.42	< 0.005	90.0	90.0	1	24.2	24.2	< 0.005	< 0.005	0.04	24.5
Area H	90.0	0.57	< 0.005	0.43	< 0.005	< 0.005	ı	< 0.005	< 0.005	1	< 0.005	ſ	1.76	1.76	< 0.005	< 0.005	1	1.77
	0.02	0.01	0.17	0.15	< 0.005	0.01	L	0.01	0.01	1	0.01	1	968	896	0.07	0.01	1	972
Water	1	Î	j	1	1	1	1	ı	1	ĺ	ĺ	0.00	0.00	0.00	0.00	0.00	ľ	0.00
Waste	f	Ë	ĵ.	ſ	Ţ	Ï	1	1	1	ĺ	1	0.00	0.00	0.00	0.00	0.00	1	0.00
Giligo Harring Giller	1	1	Î	1	_1_	į	j	1	1	1	1	1	_1	į	Î.	ľ	5.21	5.21
Total A	0.10	0.59	0.19	29.0	< 0.005	0.01	0.42	0.43	0.01	90.0	0.08	0.00	994	994	0.07	0.01	5.25	1,004
Annual	1	Ĩ	ĵ	1	1	ì	Í	ĵ	1	İ	1	1	1	ĺ	1	1	1	1
Mobile	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	90.0	0.08	< 0.005	0.01	0.01	ſ.	4.00	4.00	< 0.005	< 0.005	0.01	4.06
	0.01	0.10	< 0.005	0.08	< 0.005	< 0.005	I	< 0.005	< 0.005	j	< 0.005	1	0.29	0.29	< 0.005	< 0.005	1	0.29
Energy	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	1	< 0.005	< 0.005	ĺ	< 0.005	ı	160	160	0.01	< 0.005	1	161

0.00	0.00	0.86	166
ı	ı	0.86	0.87
0.00	0.00	Į.	< 0.005
0.00	0.00	1	0.01
0.00	0.00	Ĩ	165
0.00	0.00		165
0.00	00.00	ľ	00.00
Ï	1	Ĺ	0.01
ı	1	ľ	0.01
Ţ	1	1	< 0.005 0.01
1	1	ľ	0.08
1	1	ı	0.08
1	1	1	< 0.005
ı	1	1	< 0.005 < 0.005 0.08
	1	ı	0.12
1	1	1	0.03
_1	1	1	Total 0.02 0.11 0.03 0.12
Î	ì	î	0.02
Water	Waste	Refrig.	Total

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Criteria Pollutants (Ib/day for daily, ton/vr for annual) and GHGs (Ib/day for daily, MT/vr for annual)

Location TOG	Onsite	Daily, Summer (Max)	Off-Road 4.70 Equipment	Dust From Material Movemen:	Onsite C	ORIO Winter (Max)	Average Naily Nat	Off-Road 0.19 Equipment
TOG	Î	1	4.70 It		0.00	1	1	0.19 Tt
ROG	Ĕ	î	3.95	ĵ.	0.00	1	1	0.16
×ON	ı	1	39.7	1	00:00	1	1	1.63
8	ľ	1	35.5	1	0.00	Ţ	1	1.46
S02	Ī	Í	0.05	Ī	0.00	1	1	< 0.005
PM10E	Ě	I	1.81	1	00.00	1	Î	0.07
PM10D	1	1	Ĩ	9.83	0.00	1	1	1
PM10T	ſ	1	1.81	9.83	0.00	1	1	0.07
PM2.5E	ĵ.	Ĵ	1.66	Í	0.00	Î.	Ī.,,	0.07
PM2.5D	I	1	ı	5.05	0.00	1	1	1
PM2.5T	ľ	1	1.66	5.05	0.00	1	1	0.07
BC02	ı	I	1	1	1	1	1	I.
NBC02	Ī	1	5,295	Î	0.00	1	1	218
CO2T	Ī	1	5,295	1	0.00	I	Ĺ	218
CH4	1	1	0.21	1	0.00	1	1	0.01
N20	ţ		0.04	1	0.00	J	1	< 0.005
œ	Ţ	ļ	1	į.	0.00	1	1	Ĺ
CO2e	Ī	1	5,314	Ţ.	0.00	1	Ĺ	218

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3.3. Gr	ading (.	2023) -	3.3. Grading (2023) - Unmitigated	gated														
Criteria I	Pollutan	ts (Ib/day	y for dail	y, ton/yr	for annu	Criteria Pollutants (Ib/day for daily, ton/yr for annual) and GHGs (Ib/day for daily, MT/yr for annual)	HGs (lb	/day for o	daily, MT	/yr for a	nnual)							
Location	T0G	ROG	NO×	00	SO2	PM10E	PM10D F	PM10T F	PM2.5E P	PM2.5D P	PM2.5T	BCO2 N	NBCO2 0	CO2T	CH4	NZO	œ	CO2e
Onsite	I	1	1	Į.	ľ			i i		k I	î	i,	ı	ï	1	ı	1	Ĩ
Daily, Summer (Max)	I	1	I	I	1	Ĩ		1	1	Ĭ	ī	1	1	î	1	1	1	ì
Off-Road 2	2.43 nt	2.04	20.0	19.7	0.03	0.94	j	0.94 0	0.87	0	0.87	7	2,958 2	2,958 (0.12	0.02	1	2,968
Dust From Material Movemen		1	1	1	ļ	Î	3.54	3.54	-	1.71	1.71	1	1	1	ī	1	1	ī
Onsite truck	0.00	0.00	0.00	0.00	0.00	00.00	00.0	0.00	0.00	0.00	00.00	0	0.00	00.0	0.00	0.00	0.00	0.00
Daily, Winter (Max)	Ĭ	ī	1	1	I	1		1	1	ì	1			1	1		1	ı
Average Daily TT	Ĭ	ī	1		I	1	1		1	1	i			1	1	1	1	1
Off-Road (Equipment	0.33 nt	0.28	2.74	2.70	< 0.005	0.13	1	0.13 0	0.12	0	0.12	4	405 4	405	0.02	< 0.005	1	407
Dust From Material Movered	l	1	1	1	Ĺ	1	0.49	0.49	l	0.23 0	0.23	1				Į.		ľ
Onsite Truck	0.00	0.00	0.00	0.00	0.00	00.00	00.00	0.00	0.00	0.00	00.00	0	0.00	0.00	0.00	0.00	0.00	0.00
Annua	L	ı	ı	į.	Ě	Ĭ	ľ	- I	E .							ſ		Ď.
Off-Rapy 0 Equipment	0.06 rt	0.05	0.50	0.49	< 0.005	0.02	1	0.02	0.02	1	0.02	9	67.1 6	67.1	< 0.005	< 0.005	1	67.3

Dust From Material	L	I	Ĩ	ĺ	Į.	1	0.09	0.09	Ï	0.04	0.04	ı	1	1	I	Ĩ	1	1
Movemen: Onsite 0 truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Ī	0.00	0.00	0.00	0.00	0.00	0.00
Offsite -	1	ı	ĺ	I	1	1	ļ	ĺ	ı	1	ı	Ĩ	1	ſ	ı	1	. 1	1
Daily, Summer (Max)		L	1	I	1	1	Î	1	1	1	į	1	1	1	ı	1	1	1
Worker	0.13	0.12	0.12	2.07	0.00	0.00	40.5	40.5	0.00	4.07	4.07	1	241	241	0.01	0.01	96.0	245
Vendor	00:00	00.00	0.00	0.00	0.00	00.00	00.00	0.00	0.00	0.00	0.00	1	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	00.0	00.0	00.00	00.00	0.00	00.0	0.00	0.00	0.00	00.00	00.00	1	0.00	0.00	0.00	00.00	0.00	0.00
Daily, Winter (Max)		I	ı	1	1	1	1	ī	1	1	Ī	1	ŗ	T	Į	ſ	1	1
Average - Daily		1	1	1	1	1	1	1	1	1	I	1	1	ı	i	Ī	ſ	1
Worker	0.02	0.01	0.02	0.20	0.00	0.00	5.55	5.55	0.00	0.56	0.56	Ĭ.	30.0	30.0	< 0.005	< 0.005	90:0	30.4
Vendor	00.0	0.00	0.00	00.0	0.00	00.0	0.00	0.00	0.00	00.00	0.00	1	0.00	0.00	0.00	00.00	0.00	0.00
Hauling (00.00	00.00	00.00	0.00	0.00	00.0	0.00	0.00	0.00	00.00	0.00	. 1	0.00	0.00	0.00	00.00	0.00	0.00
Annuall -	1	1	1	ı	1	Ţ	Ï	Ĩ	1	1	Ĩ	1	1	1	İ	1	1	1
Work	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	1.01	1.01	0.00	0.10	0.10	1	4.96	4.96	< 0.005	< 0.005	0.01	5.03
	00.0	0.00	00.00	0.00	0.00	00.0	00.00	0.00	0.00	00.00	0.00	Î	0.00	0.00	0.00	00.00	0.00	0.00
Hauling	0.00	0.00	0.00	000	0	000	0.00	0	0	0	0		0	000	00	000	0	6

3.5. **基**uilding Construction (2023) - Unmitigated **Y**Crite**ria** Pollutants (lb/dav for daily ton/vr for annual) and

Criteria	Lollulan	s (ID/da)	/ Tor dall	y, ton/yr	Criteria Poliutants (ib/day for dally, ton/yr for annual) and GHGS	al) and		(ID/day for dally, IMI/yr for annual,	dally, M	l/yr Ior	annuar)							
Location	Location TOG ROG	ROG	NOx CO SO2	00	SO2	PM10E PM10D	PM10D	PM10T	PM2.5E	PM2.5E PM2.5D PM2.5T BCO2	PM2.5T	BC02	NBC02	NBCO2 CO2T CH4		N20	œ	CO2e
Onsit		I	ì	1	1	1	1	î	1	1	16	ĵ	1	1	ì	ĵ	1	1

L	2,406	0.00	Ī	2,406	0.00	1	579	0.00	<u>.</u>	95.9	0.00	Ĺ	1	137	11	00.00
<u> </u>	F	0.00	Į	I	0.00	1	1	00.0	Ĭ	ì	0.00	ı	1	0.54	0.29	0.00
1	0.02	0.00	1	0.02	0.00	1	< 0.005	0.00	1	< 0.005	0.00	L		< 0.005	0.01	0.00
1	0.10	0.00	1	0.10	0.00	:	0.02	0.00	Ĭ	< 0.005	0.00	ľ	Å	0.01	< 0.005	0.00
I	2,397	0.00	1	2,397	0.00	1	577	0.00		95.5	0.00	Ü	Ĭ	135	107	0.00
l .	2,397	0.00	I	2,397	0.00	I	577	0.00	ĺ	95.5	0.00	1	1	135	107	0.00
	1		1	1	1	1	<u> </u>	<u> </u>	1	1	1	Ü	1	1	J	1
	0.51	0.00	Į.	0.51	0.00	1	0.12	0.00	1	0.02	0.00	1	1	2.28	0.49	0.00
1	: I	0.00		Ī	0.00	1	1	0.00	Î	ï	0.00	: I -	ĵ	2.28		0.00
1	0.51	0.00	1	0.51	0.00	Î	0.12	0.00	Ĩ	0.02	0.00	ı	Í	0.00	< 0.005	0.00
	10.55	0.00	I	0.55	0.00	1	0.13	0.00	1	0.02	00.00		ı	22.7	4.89	0.00
1	1	0.00	I	I	0.00	ı	: 1	0.00	ı	: 1	0.00	1		22.7	4.88	0.00
1	0.55	0.00	I	0.55	0.00	1	0.13	00.00	ï	0.02	0.00	f.	1	0.00	< 0.005	0.00
,1	0.02	0.00	I	0.02	0.00	ĺ	0.01	0.00	ı	< 0.005	0.00	1	ī	0.00	< 0.005	0.00
	13.2	0.00	ſ	13.2	0.00	1	3.17	0.00	Į	0.58	0.00	Ţ	I	1.16	0.07	0.00
1	11.8	0.00	1	11.8	0.00	1	2.84	0.00	1	0.52	0.00	_1	1	0.07	0.13	0.00
Î	1.26	0.00	i	1.26	0.00	1	0.30	0.00	ı	90.0	0.00	1	1	90.0	0.01	00.00
S	1.50 t	0.00	Ĺ	1.50 t	0.00	ï	0.36 t	0.00	Î	0.07 t	0.00	1	ī	0.07	0.01	0.00
Daily, Summer (Max)	Off-Road 1.50 Equipment	Onsite truck	Daily, Winter (Max)	Off-Road 1.50 Equipment	Onsite truck	Average Daily	Off-Road 0.36 Equipment	Onsite truck	Annual	Off-Road 0.07 Equipment	Onsite C	Offsite	Summan Summan (Max)	Worke	Vendor 0.01	Hauling 0.00

Î	I	ı	i	1	1	1	1	1	1	1	1	1	1	1	I	ſ
0.05	0.08	99.0	0.00	0.00	22.7	22.7	0.00	2.28	2.28	1	114	114	0.01	< 0.005	0.01	115
< 0.005	0.14	0.07	< 0.005	< 0.005	4.88	4.89	< 0.005	0.49	0.49	ı	107	107	< 0.005	0.01	0.01	11
0.00	00.0	0.00	0.00	0.00	00.00	0.00	00:00	00.00	0.00	1	0.00	0.00	0.00	0.00	0.00	00.00
1	1	1	Î	1	1	1	1_	ſ.	1	ť	Ţ	1	I.	1	Į	Ī
0.01	0.02	0.20	0.00	0.00	5.46	5.46	0.00	0.55	0.55	1	29.5	29.5	< 0.005	< 0.005	90.0	29.9
< 0.005 < 0.005	0.03	0.02	< 0.005	< 0.005	1.18	1.18	< 0.005	0.12	0.12	1	25.7	25.7	< 0.005	< 0.005	0.03	26.8
0.00	00.00	0.00	0.00	0.00	00.0	0.00	0.00	00.00	0.00	1	0.00	0.00	0.00	00.00	0.00	00.00
Ĩ	1	i	Ĩ	î	1	1	Ĭ	1	1	1	1	1	1	1	ļ	1
< 0.005 < 0.005	< 0.005	0.04	0.00	0.00	1.00	1.00	0.00	0.10	0.10	1	4.88	4.88	< 0.005	< 0.005	0.01	4.95
< 0.005 < 0.005	0.01	< 0.005	< 0.005	< 0.005	0.21	0.21	< 0.005	0.02	0.02	J	4.25	4.25	< 0.005	< 0.005	< 0.005	4.43
0.00	0.00	00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_1	0.00	0.00	0.00	0.00	00:00	0.00

3.7. Building Construction (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	၀၁	SO2	PM10E	PM10D	PM10T	PM10T PM2.5E PM2.5D PM2.5T BCO2	PM2.5D	PM2.5T		NBCO2 CO2T		CH4	NZO	œ	CO2e
Onsite —		î	1	1	ĺ	Ī	1	1	ĺ	1	1	1	Ī	1	1	1	1	1
Daily, O Summe (Max)		1	1	ı	Ĩ	ľ	1	I.	Î	Ü	ľ	L	Ī	Ĩ	I	ſ	I	I
Daily, D Winter (Max)			1	ı	ï	Ĺ	l.	ſ	Î	ľ	I)	I.	Ĭ	Ĩ.	Ī	ı	ĺ	ť
Off-Road 1.44 Equipment	1.44	1.20	11.2	13.1	0.02	0.50	1	0.50	0.46		0.46		2,398	2,398	0.10	0.02	Ĺ	2,406
Onsite 0.00 truck		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	f	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	ı	ı	L								 				l	l	ı	I .
Off-Road 0.03 Equipment	0.03	0.02	0.22	0.26	< 0.005	0.01	1	0.01	0.01	ı	0.01	H	46.9	46.9	< 0.005	< 0.005	Ī	47.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	ı	0.00	0.00	0.00	0.00	0.00	0.00
Annual	Ĭ	1	ı	Ī	Î	1		Į	1	1	1	: 1	. 1	<u></u>	1	ı	1	1
Off-Road 0.01 Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005		< 0.005	< 0.005	1	< 0.005		7.77	77.7	< 0.005	< 0.005	r	7.79
Onsite truck	0.00	0.00	0.00	00.00	0.00	00.00	0.00	0.00	0.00	0.00	0.00	. 1	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	ĩ	1	j.	L	ĩ	1	_1.	1	1	ı	1	<u>.</u> [.:			1	1	I	1
Daily, Summer (Max)	1	1	1	Ĭ	Ī	1	1	1	I	ĵ	1	1		<u> </u>	1	j.	¦	1
Daily, Winter (Max)	j	1	1	İ	Ĩ	1	I		I	1	ı	1	1	1	1	1	1	1
Worker	0.05	0.05	0.07	0.61	00.00	0.00	22.7	22.7	00.00	2.28	2.28	1	112	112	0.01	< 0.005	0.01	113
Vendor	0.01	< 0.005	0.13	90.0	< 0.005	< 0.005	4.88	4.89	< 0.005	0.49	0.49	Į	105	105	< 0.005	0.01	0.01	110
Hauling	00.00	0.00	0.00	0.00	0.00	0.00	00.00	0.00	00.00	0.00	0.00	j	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	1	1	I	Î.	ſ	ſ	f		Ĺ	ľ	ŗ	ĺ	Ü	1	1	Ì.;	I	1
Worken < 0.005	< 0.005	< 0.005	< 0.005	0.02	00.00	0.00	0.44	0.44	00.00	0.04	0.04	Ĵ	2.35	2.35	< 0.005	< 0.005	< 0.005	2.38
OF	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.10	0.10	< 0.005	0.01	0.01	L	2.06	2.06	< 0.005	< 0.005	< 0.005	2.15
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	00.00	0.00
Annua	1	1	1	Ĭ	1	1	1	Ì	1	1	1	Ĩ	1	1	1	I	1	1
Worker < 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	90.0	80.0	0.00	0.01	0.01	1,	0.39	0.39	< 0.005	< 0.005	< 0.005	0.39
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	92		0.02	0.02	< 0.005	< 0.005	< 0.005	ī	0.34	0.34	< 0.005	< 0.005	< 0.005	0.36
Hauling 0.00	0.00	00.00	0.00	0.00	0.00	00.0	0.00	0.00	00.00	0.00	0.00	ì	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

37.1 37.1 37.1 32.5 32.5 4.06	2005	N20< 0.005< 0.005< 0.005< 0.005	0.0050.0050.0050.0050.005	36.5 36.5 32.0 32.0 4.00	36.5 36.5 32.0 32.0 4.00	No. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.09 0.09 0.09 0.09	0.09 0.09 0.09 0.09	 r daily, M PM2.5E 0.005 0.005 0.005 0.005 	0.58 0.58 0.58 0.58 0.58	OHGS (I	PM10EPM10EC 0.005C 0.005C 0.005	Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual) use IOG SO2 PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T Use 1'OS NOX CO SO2 PM10E PM10D PM10T PM2.5T PM2.5T <th>0.02 0.02</th> <th>0.02 0.02 0.02 0.02 0.02 0.02</th> <th>0.01 0.01 0.01 0.01 0.005</th> <th>0.01 0.01 0.01 0.01 0.01</th> <th>Criteria Polluta Land Use Daily, Summer (Max) General 0.01 Light Industry Total Total Total Total Total Industry Total</th>	0.02 0.02	0.02 0.02 0.02 0.02 0.02 0.02	0.01 0.01 0.01 0.01 0.005	0.01 0.01 0.01 0.01 0.01	Criteria Polluta Land Use Daily, Summer (Max) General 0.01 Light Industry Total Total Total Total Total Industry Total
4.06	0.01	< 0.005	< 0.005	4.00	4.00	Ĺ	0.01	0.01	< 0.005	90.0	90.0	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	Total 1
4 06	000	< 0.005	< 0.005	4 00	4 00		0	0 0	< 0.005	80.0	80	< 0.005	< 0.005	0.00	A 0 0.5	× 0.005	A 0 005	וכ
4.06	0.01	< 0.005	< 0.005	4.00	4.00	1	0.01	0.01	< 0.005	0.08	0.08	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	General Light
1	1	î	1	1	1	Î	ı	1	1	ì	1	1	1	ĵ	ı	1	ı	Annua
32.5	< 0.005	< 0.005	< 0.005	32.0	32.0	Î	60.0	60.0	< 0.005	0.58	0.58	< 0.005	< 0.005	0.11	0.02	0.01	0.01	EΕ
32.5		< 0.005	< 0.005	32.0	32.0	Î	60:0	0.09	< 0.005	0.58	0.58	< 0.005	< 0.005	0.11	0.02	0.01	0.01	ral try
1	t	Î	1	ı	Ĭ	I	ı	1	ī	Ì	ţ	t .	I	Ï	t	1	I	Daily, Winter (Max)
37.1		< 0.005	< 0.005	36.5	36.5	1	60.0	60.0	< 0.005	0.58	0.58	< 0.005	< 0.005	0.18	0.02	0.01	0.01	
37.1		< 0.005	< 0.005	36.5	36.5	Į.	0.09	0.09	< 0.005	0.58	0.58	< 0.005	< 0.005	0.18	0.02	0.01	0.01	्र ज
i.		I	1	ī.	ī	1	I	1	1	I.	1	1	1	Ī	1	1	1	Daily, Summer (Max)
CO2e	œ	N20	CH4	C02T	NBC02	BCO2	PM2.5T	PM2.5D	PM2.5E	PM10T	PM10D	PM10E	SO2	00	×ON	ROG	TOG	Land Use
							annual)	1T/yr for	r daily, N	b/day for	GHGs (I	ial) and	for annu	y, ton/yr	y for dail	ts (Ib/da	Pollutan	Criteria

4.2. Energy

4.2.1 Flectricity Emissions By Land Use - Unmitigated

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ann
yr for an
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	CH4	1	0.05	0.05	Ĺ.	0.05	0.05	1	0.01	0.01
ı	CO2T	1	760	760	l .	092	760	1	126	126
	NBC02	ı	760	760	Ĺ	760	760	Ĺ	126	126
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tor annu	S02	ĵ	i.	Î	Ĩ.	î	1	Ī	1	1
Criteria Pollutants (Ib/day for daily, ton/yr for annual) and GHGS (Ib/day for daily, MT/yr for annual)	00	ı	1	1	f	1	ı	1	Į	ļ
y tor dall	×ON	1	1	1	1	1	1	1	1	1
ts (Ib/da)	ROG	1	1	ĵ	t	1	1	1	1	1
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Criteria	Land Use	Daily, Summer (Max)	General Light Industry	Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.2.3....atural Gas Emissions By Land Use - Unmitigated

	C02e	ı	209
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	NZO	1	< 0.005
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	PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4	1	208
	NBC02	1	208
	BC02	ı	Ţ
annual)	PM2.5T	1	0.01
1T/yr for	PM2.5D	1	1
r daily, N	PM2.5E	1	0.01
b/day fo	PM10T	1	0.01
GHGs (I	PM10D	_111	1
ual) and	PM10E	. 1	0.01
for annu	S02	1	< 0.005 0.01
ly, ton/yr	8	1	0.15
Criteta Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)	×ON		0.17
its (Ib/da	ROG	1	0.01
Pollutar	TOG	Tag Man	0.02
Crite	Land TOG	Daily, Summy (Max)	General 0.02 Light

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Total	Daily, Winter (Max)	General 0.02 Light Industry	Total	Annual	General < 0.005 Light Industry	Total

4.3. Area Emissions by Source

4.3.2. Unmitigated

	R CO2e	Ī	Ĺ	T.	3.59	3.59
	CH4 N2O		li.	1	< 0.005 < 0.005	< 0.005 < 0.005
		I.	1	1	3.58	3.58 < (
	NBCO2 CO2T	1	ſ	ī	3.58	3.58
(F BCO2	Ţ	1	1	1	1
or annua	D PM2.5T	1	1	1	< 0.005	< 0.005
, MT/yr fi	5E PM2.5	1	1	1	12	1
y for daily	PM10T PM2.5E PM2.5D PM2.5T BCO2	T	Ü	1	< 0.005 < 0.005	< 0.005 < 0.005
કેક (Ib/da)	۵	_1	1	1	< 0.0	< 0.0
and GHC	PM10E PM10	1	1	ű l	000	7005
annual)		1	1	1	< 0.005 < 0.005	< 0.005 < 0.005
on/yr for	SO2	I	1			
or daily, t	NOx CO	I		1	0.01 0.87	0.01 0.87
Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)	ROG		0.43	0.08	0.14 0.0	0.65 0.0
ollutants	TOG R			0		
Criteria F	Source	Daily, Summer (Max)	Consum – er Produ	Archite Ural Coating	Lands Do.15 pe Equipm Tay Int	Total

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Daily, Winter (Max)	Consum er Products	Architect ural	Total	Annual	Consum er Products	Architect ural Coatings	Landsca 0.01 pe Equipme nt	Total

4.4. Water Emissions by Land Use

4.4.2 Unmitigated

Crite Rollutants (Ib/day for daily, ton/yr for annual) and GHGs (Ib/day for daily, MT/yr for annual)

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consider the second for a second for the second for a sec	PM10E	1
	PM10D	I
101 (20)	PM10T	ı
16	PM2.5E	1
2	PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O	1
(100)	PM2.5T	1.
	BC02	1
	NBC02	1
	CO2T	1
	CH4	I
	N20	<u>I</u>
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General Light Industry	Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

	R C02e	1	00:00	0.00	1
	N20	Ĭ	0.00	0.00	Î.
	CH4	1	0.00	0.00	1
	CO2T	1	0.00	0.00	1
	NBCO2 CO2T	I	0.00	0.00	1
	BC02	Ĭ	0.00	00.00	Í.
(ID/day for dally, MII/yr for annual)	PM10T PM2.5E PM2.5D PM2.5T BCO2	1	ı	1	1
1 I /yr Tor	PM2.5D	1	1	ı	ı
r dally, N	PM2.5E	1	ĵ	1	1
D/day TO	PM10T	Ī	Ī	Ĩ	1
SOHO!	PM10D	1	1	1	1
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Uniteria Poliutants (ib/day for dally, ton/yr for annual) and GHGS	ROG	_1	1	1	1
Pollutar	TOG	ı	1	1	1
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General — Light Industry	Total —	Annual —	General — Light Industry	Total —

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (Ib/day for daily, ton/vr for annual) and GHGs (Ib/day for daily, MT/vr for annual)

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	NBCO2 CO2T CH4	1	T.	1	1	1	1	r r
	BCO2 NBCO2	1		_Ï_	1	1	1	ľ
I OI allidai)	PM2,5D PM2.5T	I	I	I	ı	ı	1	1.
(in/day iol daliy, ivi i/yi iol alilidal)	PM2.5E	I.	Î	I I	1	1	1	1
	PM10D PM10T	1	1	1	1	1	1	I
aminani ama C	PM10E	i I	1	į	ı	1	1	ı
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2	Land Use	Daily, Summer (Max)	General Light Indus	Total	ORI, Winte (Max)	Gene Sene Sene Sene Sene Sene Sene Sene	Total T	Annuak

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General — Light Industry	Total —

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (Ib/day for daily, ton/vr for annual) and GHGs (Ib/day for daily, MT/vr for annual)

Criteria Politicants (10/day 10/ daily, ton/yr 10/ annual) and GRGS (15/day 10/ daily, MT/yr 10/ annual)	Equipme TOG nt	Daily, Summer (Max)	Total	Daily, Winter (Max)	Total	Annual	Total E
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annnai)	PM2.5D PM2.5T BCO2	1	1	1	1	1	1
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4.8. Stationary Emissions By Equipment Type 25.

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(lb/day for daily, MT/yr for annual)	PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4
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HGs	M10D
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4.8.17 mmitigated Crite 7 Pollutants (1b/day for daily, ton/yr for annual) and GHGs	90
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Daily, Summer (Max)	Total	Daily, Winter (Max)	Total	Annual	Total

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10<mark>പ്</mark>താil Carbon Accumulation By Vegetation Type റ

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria	Uniteria Pollutants (Ib/day for daily, ton/yr for annual) and GHGS (Ib/day for daily, MT/yr for annual)	rs (Ib/aa)	/ ror dall	y, ton/yr	or annu.	al) and c	HGS (IE	/day tor	dally, M	l /yr tor a	annual)							
Vegetatio TOG n	TOG	ROG	×ON	00	S02	PM10E PM10D		PM10T	PM2.5E	PM2.5E PM2.5D PM2.5T	PM2.5T	BC02	NBCO2 CO2T		CH4	N2O	œ	CO2e
Daily, Summer (Max)	1	1	1	1	ı	1	1	1	1	ji	1		1		1	ı	Û	(
Total	1	1	1	Ĺ	1	1		1		i		ı	1	1	1	1	1	1
Daily, Winter (Max)	Į	Į.	l.	i	Ï	ľ	ľ	ı	î	ı	I	ı	1	1	1	Ï	í	Ī
Total	Ů,	ı	ľ	Î	Ī	ſ	ľ	ĩ	ì	ı	Ī	Į	1	1	1	I	ı	1
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Total	1	1	ı	i	ı	ľ	ı	ĺ	Ī.	1	ſ	I	ı	ľ	ı	Ĭ	1	ī

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

Criteria Pollutants (Ib/day for daily ton/vr for annual) and GHGs (Ib/day for daily MT/vr for

iteria	Pollulari	ep/ai) si	Criteria Poliutants (10/day 10r daily, torryr 10r annuai) and Gries	y, tonyr	lor annu	ai) and C	II) SOLIC	(Ib/day for dally, IVLL/yr for annual)	dally, IM	1/yr 10r 8	annuai)							
Land Use	TOG	ROG	×ON	8	S02	PM10E	PM10D	PM10T PM2.5E PM2.5D PM2.5T BCO2	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2 CO2T		CH4	N20	œ	C02e
Summer (Max)	1	. 1	1	Į.		ľ		Ī		ĵ.	L	ĺ	ĵ	ı	ı	Ĩ.	Ì	ľ
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4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria	Polluta	Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs	ny for dail	ly, ton/yr	for annu	al) and G		day for ((lb/day for daily, MT/yr for annual)	/yr for a	nnual)							
Species	TOG	ROG	NO×	00	SO2	PM10E F	PM10D P	PM10T P	PM2.5E P	PM2.5D	PM2.5T	BC02	NBC02	CO2T	CH4	N20	œ	CO2e
Daily, Summer (Max)	1	1	1	J	1)	Ţ	Ť	T.	1	ī	ſ	Î		I	f	I	
Avoided	1	1	1	1	.	1	1	3	ı	1	ı	1	Ĩ	1	, I	1	: [1
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5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2023	6/21/2023	5.00	15.0	1
Grading	Grading	6/22/2023	8/30/2023	5.00	50.0	ı
Building Construction	Building Construction	8/31/2023	1/10/2024	5.00	95.0	1

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Pagaration	Tractors/Loaders/Backh Diesel oes	Diesel	Average	4.00	8.00	84.0	0.37
Gradi	Graders	Diesel	Average	1.00	8.00	148	0.41
Gradit	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading O	Tractors/Loaders/Backh Diesel oes	Diesel	Average	3.00	8.00	84.0	0.37
Gradi	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29

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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 Welders		Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Building Construction Tractors/Loaders/Backh Diesel	Diesel	Average	3.00	7.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	<u> </u>	1	T,	T
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	ļ	10.2	ННОТ,МНОТ
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	_	1	HHDT
Grading	Ĩ	L	l)	ı
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor		10.2	ннот,мнот
Gradi <mark>ក្សា</mark>	Hauling	0.00	20.0	HHDT
Gradipe	Onsite truck	1	l	HHDT
BuildingConstruction	Ĩ	I	1	1.
Buildipaconstruction	Worker	8.40	18.5	LDA,LDT1,LDT2
Buildi@Construction	Vendor	3.28	10.2	ннот,мнот
Building Construction	Hauling	0.00	20.0	ННОТ
Building-Construction	Onsite truck	Ī	ı	HHDT

5.4. Sehicles

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	Residential Exterior Area Coated	Non-Residential Interior Area Non-	Non-Residential Exterior Area	Parking Area Coaled (sq ft)
	(sq ft)	(sq ft)	Coated (sq ft)	Coated (sq ft)	

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Imported (Cubic Yards) Material Exported (Cubic Yards) Acres Graded (acres)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	22.5	0.00	1
Grading	0.00	00		0.00	1

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	Other	20%	20%

5.7 Construction Paving

findustry	
	%0

5.8 construction Electricity Consumption and Emissions Factors

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Year KWh p	Wh per Year	002	SH4	N2O
00:00		457	0.03	< 0.005

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5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	2.00	00'0	0.00	521	40.0	0.00	0.00	10,429

5.10. Operational Area Sources

5.10.1.1. Unmitigated 5.10.1. Hearths

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Interior Area Coated (sq ft) Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Interior Area Coated Non-Residential Exterior Area Coated Parking Area Coated (sq ft) (sq ft)	Parking Area Coated (sq ft)
0	0.00	30,000	10,000	1

TI 5.10[3] Landscape Equipment

Season	Unit	Value
Snow-Bays	day/yr	0.00
Summer Days	day/yr	180

5.11 Coperational Energy Consumption
5.11 Unmitigated

Electricity (kWh/yr) and C	Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural	i Natural Gas (kBTU/yr)			
Land Use	Electricity (kWh/yr)	co2	CH4	N20	Natural Gas (kBTU/yr)
General Light Industry	607,489	457	0.0330	0.0040	649,692

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Vaste (Ion/year)	Cogeneration (kWh/year)
General Light Industry	00,	00:00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.144. Unmitigated

Land Use Type	
Гуре	ght Industry
Equipment Type	Seneral Light Industry Other commercial A/C R-410A
Refrigerant	R-410A
GWP	2,088
Quantity (kg)	0.30
Operations Leak Rate Service Leak Rate	4.00
Service Leak Rate	4.00
Times Serviced	18.0

5.1<mark>87</mark> Operational Off-Road Equipment

5.1<mark>5</mark>4. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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	Type	
	Fuel	
	Fuel Type	
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5.16.2. Process Boilers

Equipment Type	Fuel Type	nmber	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
F 47 - 100" Doffmod					

5.17. User Defined

Equipment Type	Fuel Type
I	

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Use Type Vegetation S	Soil Type	nitial Acres	Final Acres
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5.18.1 Biomass Cover Type

5.18.<mark>ਰ</mark>. Unmitigated

	S	
	Final Acres	
		1
	Initial Acres	
	Jype	estration
n	Biomass Cover Type	5.18.2 <mark>18</mark> equestration

5.18.2.1. Unmitigated

Natural Gas Saved (btu/year)
Electricity Saved (kWh/year)
Number
2
Tree Type

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	31.1	annual days of extreme heat
Extreme Precipitation		annual days with precipitation above 20 mm
Sea Level Rise		
Wildfire		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 nistorical 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 differentials sumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature 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 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, different symptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature 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 possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Pitial Climate Risk Scores

1,				
Clima e Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Tempergure and Extreme Heat	С	0	0	N/A
Extreme Precipitation		N/A		
Sea Level Rise	₹/Z	N/A		A/N

Wildfire	N/A	N/A	N/A	N/A
Flooding		N/A	N/A	N/A
Drought		0	0	
Snowpack Reduction	N/A	N/A	_	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest

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	п	· •	-	က
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	A/A		N/A
Wildfire	NA	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	-	V	_	2
Snownack Reduction	N/A	N/A	N/A	N/A
Air Cuality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest

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 greatestability 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名limate Risk Reduction Measures

7. Realth 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.

The maximum calenyloscreen score is 100. A right score (i.e., greater than 50) reflects a righer pollution burden compared to other census tracts in the state.	tion burden compared to other census tracts in the state.
Indicator	Result for Project Census Tract
Exposure Indicators	1
AQ-Ozone	59.9
AQ-PM	43.9
АQ-DPМ	8.23
Drinking Water	56.2
Lead Risk Housing	39.6
Pesticides	82.1
Toxic Releases	28.8
Traffic	3.59
Effect Indicators	1
CleanUp Sites	17.1
Groundwater	26.6
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	96.3
Solid Waste	0.00
	Ţ
Asthma	86.7
Cardiomascular	87.5
Low Birth Weights	29.9
Sociographomic Factor Indicators	1
Education	86.1
Housing	46.0
Linguisho	94.3
Poverty	78.2

99.4	
ment	

	Transfer Desired Paris Transfer
Indicator	Kesult for Project Census Iract
Economic	ĵ
Above Poverty	18.58077762
Employed	17.20775055
Median HI	3.695624278
Education	Ĭ
Bachelor's or higher	19.41485949
High school enrollment	100
Preschool enrollment	23.26446811
Transportation	Ĺ
Auto Access	37.4566919
Active commuting	32.84999358
Social	
2-parent households	37.08456307
Voting	34.2871808
Neighborhood	1
looko availability	43.85987425
arkæcess	48.27409213
Retairgensity	15.98870781
Superment access	64.72475298
Tree canopy	8.905427948
Housing	1
Grandin Company	16 01620160

Housing habitability	54.08700115
Low-inc homeowner severe housing cost burden	73.96381368
Low-inc renter severe housing cost burden	28.6154241
Uncrowded housing	45.96432696
Health Outcomes	1
Insured adults	47.60682664
Arthritis	0.0
Asthma ER Admissions	9.1
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	48.3
Cognitively Disabled	19.2
Physically Disabled	8.8
Heart Attack ER Admissions	3.8
Menta Health Not Good	0.0
Chrofig Kidney Disease	0.0
Obesido	0.0
Pedestran Injuries	19.6
Physical Health Not Good	10.0
Strok	0.0
Health Risk Behaviors	1
Bing	0.0
Current Smoker	0.0

No Leisure Time for Physical Activity	0.0
Climate Change Exposures	Î.
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	7.8
Elderly	39.0
English Speaking	4.8
Foreign-born	99.9
Outdoor Workers	4.4
Climate Change Adaptive Capacity	Ĭ
Impervious Surface Cover	65.7
Traffic Density	7.3
Traffic Access	23.0
Other Indices	1
Hardship	88.7
Other Decision Support	Ī
2016 Voting	0.0

7.3 Toverall Health & Equity Scores

Metric	Result for Project Census Tract
CalEmiroScreen 4.0 Score for Project Location (a)	68.0
Hearthy Places Index Score for Project Location (b)	22.0
Projed 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)	ON
k	

a: The haximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state. b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.
7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Approximately 19,386 square feet inverters and BESS containers, rounded up to 20,000 4.5 acre project impact area
Construction: Construction Phases	6-8 month construction duration Site preparation - 3 weeks Grading/trenching - 10 weeks Foundations/BESS installation/wiring/commissioning - 19 weeks
Construction: On-Road Fugitive Dust	All roads used to access project site are paved. ICAPCD recommends modeling 90 percent paved roads during construction activities.
Operations: Vehicle Data	Unmanned/remote facility. 1 round trip modeled to account for any routine maintenance. Trip length increased to 20 miles.
Operations: Road Dust	Used same paved road % as construction workers
Operations: Water and Waste Water	Unmanned facility, no water use
Operations: Solid Waste	Unmanned facility, no solid waste
RIGINAL	
PKG	



An Employee-Owned Company

October 27, 2022

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro, CA 92243

Reference: Biological Resources Survey for the Holtville BESS Project (RECON Number 10247)

Dear Mr. Gonzalez:

This letter details the results of a biological resources survey conducted for the Holtville Battery Energy Storage Site (BESS) Project (project). This biological study letter has been prepared to provide necessary information to Z Global for environmental analysis of the project.

1.0 Project Description and Location

The proposed project would include development of a BESS that would connect to an existing 92 kilovolt gen-tie line. The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

The 17.2-acre project site is comprised of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the city of Holtville, California (Figures 1 and 2). Access to the site is regionally provided by Interstate 8 (I-8). Local access is provided from I-8 by Orchard Road to East Alamo Road. The project site is located approximately 8.2 miles from I-8. The project site is in the U.S. Geological Survey Holtville West quadrangle, Township 15 South, Range 15 East (see Figure 2). The project site is comprised of an undeveloped lot and is surrounded by residential development with scattered commercial development (Figure 3).

2.0 Methods

RECON Environmental, Inc. (RECON) biologist Alex Fromer conducted a general biological survey on October 19, 2022, to evaluate the resources within the project site. The 17.2-acre survey area was evaluated to determine the current condition of the biological resources present within and adjacent to the project (see Figure 3). During the general biological survey, Mr. Fromer mapped vegetation communities, recorded vegetation and habitat characteristics, and noted wildlife and plant species apparent at the time of the survey. Vegetation communities were mapped in the field on a 1:600 scale aerial photograph of the survey area. Plants were visually identified in the field and wildlife species were identified visually with the aid of binoculars, based on identification of calls, scat, tracks, or burrows.

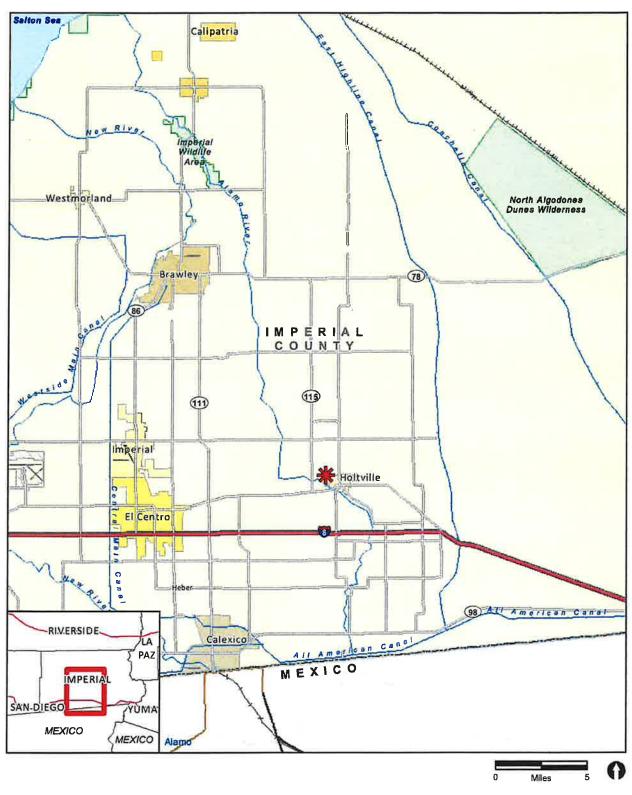
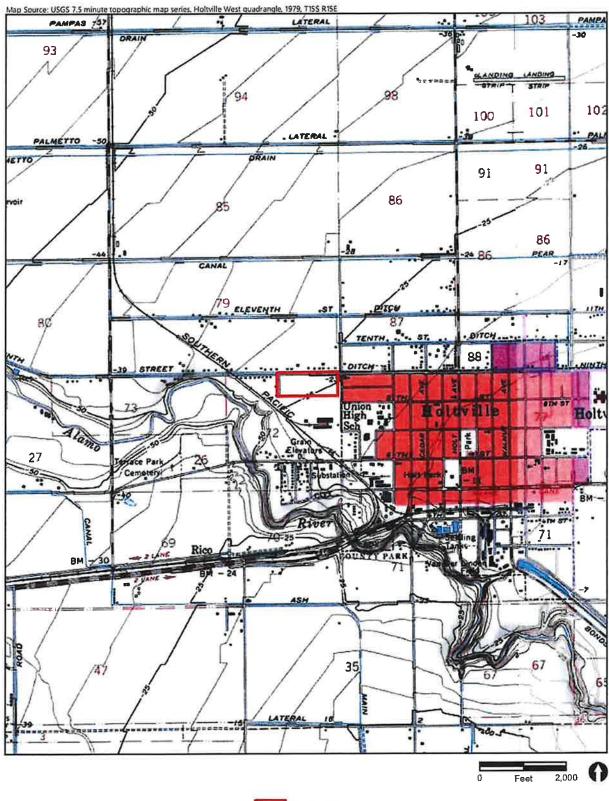






FIGURE 1 Regional Location



Project Boundary



FIGURE 2 Project Location on USGS Map

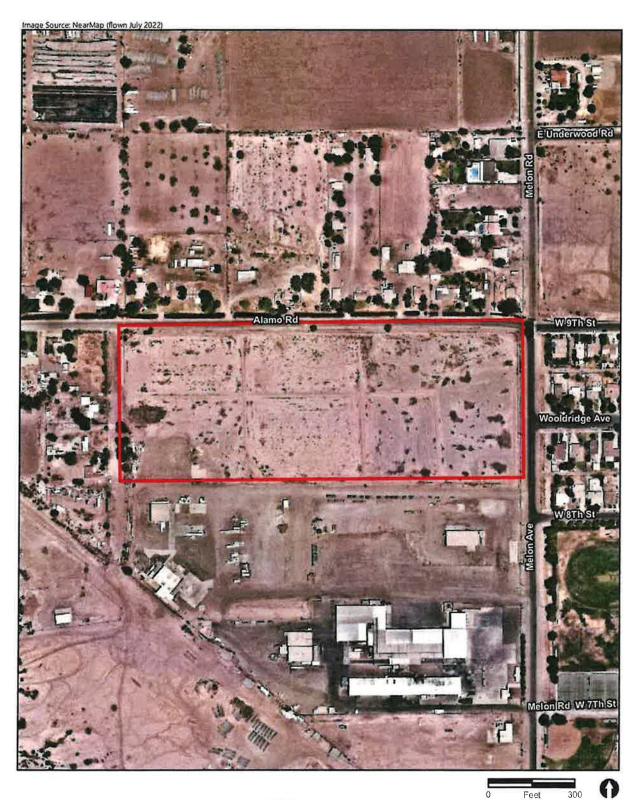






FIGURE 3 Project Location on Aerial Photograph Mr. Ramon Gonzalez Page 5 October 27, 2022

3.0 Background Research

Prior to conducting field surveys, RECON conducted a search of existing biological data for the project site, including a review of biological databases for sensitive plant and animal species reported within two miles of the project site, and a review of the site's physical characteristics (e.g., location, elevation, soils/substrate, topography). Databases consulted included the California Natural Diversity Database (California Department of Fish and Wildlife [CDFW] 2022) and the U.S. Fish and Wildlife Service (USFWS) All Species Occurrences Database (USFWS 2022a). In addition, a review of the National Wetlands Inventory was conducted to identify any potential wetlands or water resources present in the vicinity of the project site (USFWS 2022b).

Based on the database search, there are four sensitive wildlife species and no sensitive plant species known from a 2-mile radius surrounding the project site; however, there are no known recent occurrences of sensitive species closer than 0.5 mile. The survey area is bounded by residential development to the north, west, and east, and commercial development to the south. Thus, the potential for many species to occur is evaluated based on the habitats within the project site. Two sensitive species, burrowing owl (Athene cunicularia) and flat-tailed horned lizard (Phrynosoma mcalli), were determined to have low potential to occur within the project vicinity and are discussed further in this report.

4.0 Existing Biological Resources

4.1 Vegetation Communities and Land Cover Types

The survey area supports two vegetation communities/land cover types: disturbed land and urban/developed land (Figure 4). The acreages of these vegetation communities and land cover types are listed in Table 1 and described below.

Table 1 Vegetation Communities wit (Acres)	hin Survey Area	
Vegetation Communities Survey A		
Disturbed land	15.6	
Urban/developed land 1.6		
TOTAL	17.2	

The urban/developed land consists of paved and unpaved roads, shoulders, and ornamental vegetation consisting primarily of Mexican palo verde (*Parkinsonia aculeata*) and honey mesquite (*Prosopis glandulosa* var. *torreyana*).

The disturbed land is comprised of undeveloped land throughout the entirety of the survey area. The disturbed land is dominated by Palmer amaranth (*Amaranthus palmeri*) and appears to undergo frequent disturbance. Puncture vine (*Tribulus terrestris*) and allscale saltbush (*Atriplex polycarpa*) are also found throughout, with Russian thistle (*Salsola tragus*) also present. This area of disturbed land also includes open areas with little to no vegetation cover and a few soil and debris piles.





Project Boundary





Vegetation Communities/Land Cover Types



Disturbed Land



Urban/Developed Land

FIGURE 4 Existing Biological Resources

Mr. Ramon Gonzalez Page 7 October 27, 2022

4.2 Plant and Wildlife Species Observed

A total of ten plant species were observed within the survey area: Mexican palo verde, honey mesquite, Palmer amaranth, puncture vine, allscale saltbush, Russian thistle, Australian tumbleweed (*Salsola australis*), white horse-nettle (*Solanum elaeagnifolium*), bush seepweed (*Suaeda nigra*), hairy crab grass (*Digitaria sanguinalis*), and Sonoran sandmat (*Euphorbia micromera*).

A total of ten wildlife species were observed within or adjacent to the survey area. This included eight bird species: mourning dove (*Zenaida macroura*), rock dove (*Columba livia*), Cooper's hawk (*Accipiter cooperii*), red-tailed hawk (*Buteo jamaicensis*), northern mockingbird (*Mimus polyglottos*), Eurasian collared dove (*Streptopelia decaocto*), white-crowned sparrow (*Zonotrichia leucophrys*), Amazon parrots (*Amazona* sp.); and two butterfly species, western pygmy blue (*Brephidium exilis*) and unidentified sulfur (*Colias* sp.).

4.3 Sensitive Plants

No sensitive plants were detected at the time of the survey, and none are expected to occur given the disturbed nature of the project site and soils. In addition, the lack of adjacent or nearby native habitat further reduces the likelihood of sensitive plants occurring within the survey area.

4.4 Sensitive Wildlife

Two sensitive wildlife species have some potential to occur within the survey area based on the presence of suitable habitat characteristics and previous occurrence data. In addition to these two species, migratory and nesting birds have potential to occur within the survey area. Historical observation records within two miles of the survey area exist for Sonoran Desert toad (*Bufo alvarius*), flat-tailed horned lizard (*Phrynosoma mcallii*), Yuma Ridgway's rail (*Rallus obsoletus yumanensis*), and western yellow bat (*Lasiurus xanthinus*). However, none of these species are expected to occur within the survey area due to high levels of disturbance and lack of suitable habitat with connectivity to open space. A brief description of sensitive wildlife with potential to occur is presented below.

Burrowing Owl. No burrowing owl individuals or any sign of burrowing owl activity were detected within or adjacent to the survey area. In addition, no potential burrows or burrowing owl sign were detected within the survey area. While the survey area contains flat, open habitat suitable for foraging, the project site lacks burrows and burrow surrogates for nesting. The potential for this species to occur is low given the level of dense residential development in the immediate vicinity to the survey area, lack of potentially suitable burrows, and intermittent patches of tall, and sometimes dense, vegetation.

Migratory and Nesting Birds. The majority of the survey area, including the bare ground and ornamental vegetation found within the urban/developed lands and disturbed land, has potential to support migratory and nesting bird species. Urban adapted species, in particular, have been known to nest within ornamental vegetation, while several ground nesting species have the potential to nest within the open areas found within the disturbed land and urban/developed lands within the survey area.

4.5 Aquatic Resources

No potential jurisdictional wetlands or waters, including riparian/riverine areas or vernal pools, were observed within or adjacent to the project site.



5.0 Avoidance, Minimization, and Mitigation for Project Impacts

As discussed above, project impacts to disturbed land and urban/developed lands would be less than significant and would not require mitigation. The project would also not impact any sensitive plant species or potential jurisdictional wetlands/waters; therefore, no mitigation would be required. Flat-tailed horned lizard is not expected to occur within the survey area and would not require mitigation measures. Potential direct and/or indirect impacts to burrowing owl and migratory and nesting birds would be addressed through the following avoidance, minimization, and mitigation measures below.

5.1 Vegetation Communities and Land Cover Types

The project would result in a total of up to 15.6 acres of direct impacts to disturbed land and 1.6 acres of urban/developed land (see Figure 4). Impacts to disturbed land and urban/developed land are not considered significant as these land cover types are not considered sensitive. Thus, no mitigation would be required for impacts to vegetation communities as a result of the project.

5.2 Sensitive Wildlife

Burrowing Owl. Burrowing owl was not detected on-site and is considered to have a low potential to occur within the project impact area based on current site conditions, which lack suitable burrows for nesting. However, this species is known to occur within the Imperial Valley area and portions of the project site contain suitable low-lying vegetation. Were this species to subsequently colonize the site, potential direct impacts to this species would be significant and require avoidance and/or mitigation measures (BIO-1).

BIO-1: Western burrowing owl. Prior to any vegetation clearing, grading, or construction, a pre-construction survey, a pre-construction take avoidance survey shall be conducted within the project footprint, plus 500 feet. Per the Staff Report on Burrowing Owl Mitigation (CDFW 2012), take avoidance surveys require an initial survey no less than 14 days prior to the start of ground disturbance activities and a final survey conducted within 24 hours of ground disturbance. If burrowing owls are detected, the CDFW must be notified within 48 hours and avoidance measures and/or mitigation would be required.

If active burrowing owl burrows are identified within the potential impact area, the project shall avoid disturbing active burrowing owl burrows (nesting sites) and burrowing owl individuals. Buffers shall be established around occupied burrows in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012) based on the proposed level of disturbance. For low disturbance projects, initial setback distances for avoidance of active burrows shall be 200 meters (approximately 656 feet) from April 1 to October 15 and 50 meters (164 feet) from October 16 to March 31. Exceptions can be made to the avoidance distance for areas with natural (hills, trees) or artificial (buildings, walls) barriers in place. The final avoidance buffer shall be at the discretion of the biologist. If, after consideration of a reduced buffer, an adequate avoidance buffer cannot be provided between an occupied burrow and required ground-disturbing activities, then passive relocation activities during the non-breeding season (September 1 through January 31) may be authorized in consultation with CDFW, which would include preparation, approval, and implementation of a Burrowing Owl Exclusion Plan in accordance with protocol described in the CDFW Staff Report on Burrowing Owl Mitigation.

Migratory & Nesting Birds. Migratory and nesting birds are covered under the California Fish and Game Code 3503 and 3503.5 and the Migratory Bird Treaty Act and have the potential to be directly impacted by the project if

Mr. Ramon Gonzalez Page 9 October 27, 2022

construction activities (i.e., clearing, grubbing, grading) occur during the Colorado Desert nesting season of January 15 to July 15. Direct impacts to nesting birds would be considered significant and require avoidance measures (BIO-2).

BIO-2: Migratory & Nesting Birds. Prior to any vegetation clearing, grading, or construction, a pre-construction survey for nesting birds shall be conducted if the project is initiated during the Colorado Desert nesting season, which is generally defined as January 15 to July 15. The nesting bird survey shall be conducted by a qualified biologist occur no more than seven days prior to vegetation removal. If active bird nests are confirmed to be present during the pre-construction survey, a buffer zone will be established by a qualified biologist until a qualified biologist has verified that the young have fledged or the nest has otherwise become inactive.

If you have any questions or concerns about this project, please call me at (619) 308-9333, extension 193.

Sincerely.

Alexander Fromer

Biologist

APF:jg

References Cited

California Department of Fish and Wildlife (CDFW)

2012 Staff Report on Burrowing Owl Mitigation. March 7.

2022 Natural Diversity Data Base. RareFind Version 5. Commercial Version – Dated May 1, 2021 – Biogeographic Data Branch; accessed May 26, 2021.

RECON Environmental, Inc. (RECON)

2022 Habitat Assessment and Burrowing Owl Focused Survey Results at Steeplechase Booster Pump Station Project. May 11.

U.S. Fish and Wildlife Service (USFWS)

2022a All Species Occurrences GIS Database. Carlsbad Fish and Wildlife Office. Accessed May.

2022b National Wetlands Inventory website. U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. http://www.fws.gov/wetlands/



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October 28, 2022

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro CA 92243

Reference: Cultural Resources Report for the Holtville BESS Project, Holtville, California (RECON Number 10247)

Dear Mr. Gonzalez:

This report details the results of a cultural resources survey conducted for the Holtville Battery Energy Storage Site (BESS) Project (project). This report has been prepared to provide necessary information to identify the effects of the project on historic properties per Section 106 of the National Historic Preservation Act.

PROJECT LOCATION AND DESCRIPTION

The proposed project would include development of a BESS that would connect to an existing 92 kilovolt gen-tie line. The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

The 17.2-acre project site is comprised of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the city of Holtville, California (Figure 1) within Section 72, Township 15 South, Range 15 East of the U.S. Geological Survey 7.5-minute topographic map, Holtville West (Figure 2). Access to the site is regionally provided by Interstate 8 (I-8). Local access is provided from I-8 by Orchard Road to East Alamo Road. The project site is located approximately 8.2 miles north of I-8. The project site is comprised of an undeveloped lot and is surrounded by residential development with scattered commercial development (Figure 3). The entire 17.2-acre project site is considered the area of potential effect (APE).

METHODS

To determine if the project will adversely impact historic properties, background research, review of topographic maps and historic aerial photographs, and an on-foot survey were completed. Prior to the survey, a records search was requested from the California Historical Resources Information System, South Coastal Information Center (SCIC) to identify any previously recorded cultural resources within a one-mile radius of the project area. On October 20, 2022, RECON Environmental, Inc. (RECON) archaeologist Nathanial Yerka accompanied by Caesar Welch, a Native American monitor from Red Tail Environmental, conducted a pedestrian survey of the project area using 15-meter transects. Carmen Zepeda-Herman served as principal investigator. Ms. Zepeda-Herman is a member of the Register of Professional Archaeologists and meets the Secretary of the Interior Standards for Archaeology and Historic Preservation.

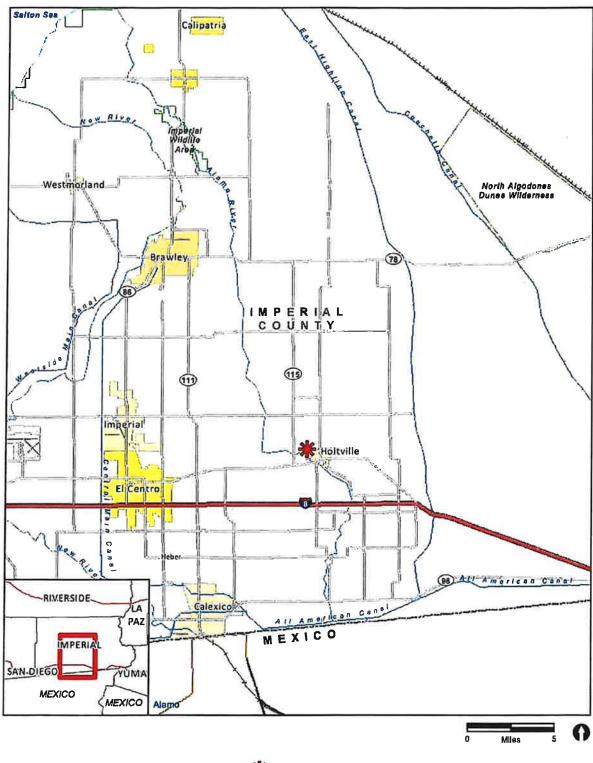
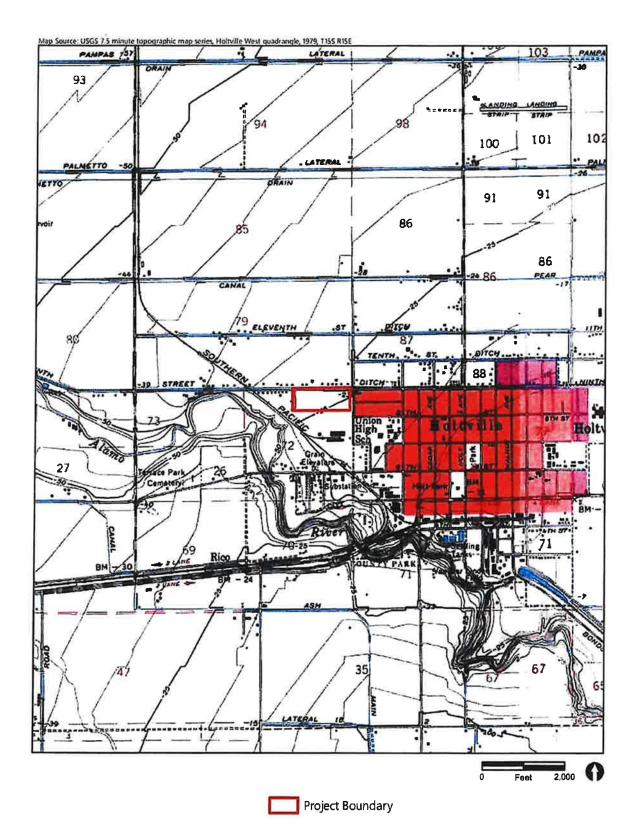






FIGURE 1 Regional Location



RECON
M:\UOBS6\10247\common_gis\MXD\fig2_USGS mxd 10/11/2022 fmm

FIGURE 2 Project Location on USGS Map



Project Boundary



FIGURE 3 Project Location on Aerial Photograph

Mr. Ramon Gonzalez Page 5 October 28, 2022

The primary goal of this survey was to determine (1) if there are previously unrecorded cultural resources present, and if so, document the resources' locations and what they consist of and (2) to update conditions of previously recorded cultural resources. The project area was inspected for evidence of archaeological materials such as flaked and ground stone tools or fragments, ceramics, milling features, and human remains. Photographs were taken to document the environmental setting and general conditions. RECON used an Apple iPad running ESRI's ArcGIS Collector application paired with a Trible R1 sub-meter global positioning system (GPS) containing shapefiles and aerial photography to pinpoint our location in real-time, which was used to navigate the survey area.

NATIVE AMERICAN CONSULTATION

A letter was sent on October 17, 2022, to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands File (SLF) to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals that may have concerns or interests regarding cultural resources potentially occurring within the APE. The NAHC sent a reply on October 20, 2022, notifying RECON of the expected time of arrival of their SLF search (Attachment 1).

As of the writing of this report, a NAHC SLF search results response has not been received.

BACKGROUND RESEARCH

The SCIC records search indicated that there have been 16 cultural investigations conducted within one mile of the project site, one of which includes the project site (Confidential Attachment 1). The record search also indicated 12 historic-era cultural resources situated within one mile of the project site (Table 1). These cultural resources are comprised of a park with associated community center, a canal, a government building, a single-family property, a bridge, three concrete foundations, and four trash scatters. None of the previously recorded cultural resources were mapped within the project APE.

Table 1 Cultural Resources within a One-Mile Radius of the APE				
Primary #	Trinomial	Perlod	Site Type	Recording Events
P-13-007363	CA-IMP-007363	Historic	Canal/ aqueduct	1995, 2009 (LSA Associates, Inc.); 2005 (EDAW, Inc.)
P-13-007422	(22)	Historic	Government building; Community center/social hall	1995 (E. Collins; IVC Field Class); 2006 (EDAW, Inc.); 2009 (IVC Museum)
P-13-008650	••	Historic	Single family property	2001 (IVC Field Class)
P-13-008980		Historic	Landscape architecture; Trees/ vegetation; Urban open space; Monument/mural/gravestone; Community center/social hall	2006, 2009 (EDAW)
P-13-014985	CA-IMP-012447	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)
P-13-014986	CA-IMP-012448	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)
P-13-014987	CA-IMP-012449	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)
P-13-014988	CA-IMP-012450	Historic	Trash scatter	2016 (Brian F. Smith & Associates, Inc.)
P-13-014989		Historic	Bridge	2016 (Brian F. Smith & Associates, Inc.)
P-13-018457		Historic	Foundation/structure pad	2020 (ECORP Consulting, Inc.)
P-13-018458		Historic	Foundation/structure pad	2020 (ECORP Consulting, Inc.)
P-13-018459		Historic	Foundation/structure pad	2020 (ECORP Consulting, Inc.)

A review of topographic maps from 1945 and 1956 exhibit two buildings fronting East Alamo Road in the northwest corner of the project APE. The 1958 topographic map represents that the buildings are removed and no subsequent

Mr. Ramon Gonzalez Page 6 October 28, 2022

buildings appear thereafter. The first available aerial photograph is from 1953 and shows the entire project site has been subjected to agricultural disturbance. No buildings appear in the photographs even though the photograph predates the 1956 topographic map. The next available photograph dates to 1984, where a large concrete ramp is present along the southern project boundary, near the southwest project corner. Between 1985 and 1996, a small farm pond is constructed along the southern project boundary, centrally located, and is subsequently removed between 2002 and 2005. No apparent changes occur within the project APE other than windrows from agricultural use in subsequent photographs dating to 2009, 2010, 2012, 2014, 2016, 2019 and 2020 (Nationwide Environmental Title Research LLC 2022).

RESULTS OF SURVEY

No significant or potentially significant prehistoric or historic cultural resources were observed during the survey of the APE. RECON and Red Tail Environmental completed the survey under sunny and warm conditions. The survey commenced in the northeast corner utilizing north-south transects and translated east to west across the APE. The entirety of the APE has been subject to ground disturbance from past agricultural activity. Ground visibility averaged approximately 60 percent across the project APE with areas of dense ground cover composed of non-native weeds and bushes, vegetation waste piling and dumping, and imported materials dumping (a considerable portion of the eastern half of the APE has a surface layer of imported base material; Photograph 1), the remainder is open soil with remnant furrows and windrows (Photographs 2 through 4). The main portion of the APE is situated approximately 1.5 feet below the adjacent road grades of East Alamo Road and Melon Road. The APE is fenced on the western, northern, and eastern sides, with the southern project boundary represented by a mix of shallow troughs and deflated soil berms. A north-south utility pole alignment crosses the western third of the APE. The dominant feature of the APE is a 53-foot (east/west) by 46-foot (north/south) concrete ramp that graduates to a loading platform on the west side. The ramp feature has three tiers with the highest at 4.5 feet on the south side, the middle at 4 feet in height, and the northern and shortest ramp at 3 feet in height. Along the western edge, the concrete finish is handscrawled with a maker's date and mark of "1979 BR" (Photographs 5 and 6). The southwest corner is marked by a cleared area utilized for materials storage, which includes railroad rails, wooden utility poles, assorted metal beams and fixtures, piles of 2-inch minus gravel base, several concrete-filled and dilapidated 60-gallon drums, numerous stacked wooden pallets, roofing materials, stacked dimensional lumber, and a two-wheeled automobile utility trailer (Photograph 7). Other surface disturbances include assorted metal pipes, concrete and asphalt fragments, dimensional lumber, corrugated fiberglass sheet fragments, and modern rubbish comprised of assorted paper, plastic, and consumer bottle glass.

REGULATORY CONTEXT

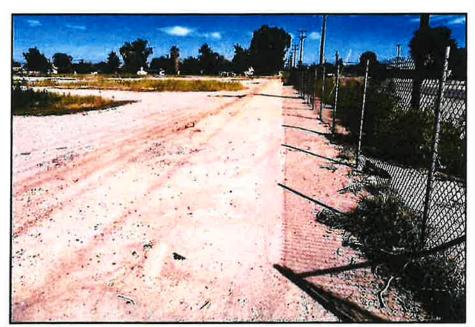
The project is subject to state and City of Holtville (City) environmental regulations. The City is the lead agency for the California Environmental Quality Act (CEQA) guidelines and regulations.

California Environmental Quality Act

The regulatory framework and methods for determining impacts on cultural resources include compliance with CEQA requirements as defined in Section 15064.5 of the CEQA Guidelines, Determining the Significance of Impacts to Archaeological and Historical Resources. These guidelines require the identification of cultural resources that could be affected by the proposed project, the evaluation of the significance of such resources, an assessment of the proposed project impacts on significant resources, and a development of a research design and data recovery program to avoid or address adverse effects to significant resources. Significant resources, also called historical resources, are those cultural resources (whether prehistoric or historic) that have been evaluated and determined to be eligible for listing in the California Register of Historical Resources.



PHOTOGRAPH 1
Overview of Eastern Project APE, Looking Southwest



PHOTOGRAPH 2
Overview of Eastern APE Boundary from Southeast Corner, Looking North





PHOTOGRAPH 3
Overview of Southern APE Boundary, Looking East



PHOTOGRAPH 4
Overview of Northern APE Boundary from Northwest Corner, Looking East





PHOTOGRAPH 5
Overview of Ramp Feature Near Southwest Corner, Looking West



PHOTOGRAPH 6 Maker's Date and Mark on Ramp Feature, Looking East



ATTACHMENT 1

Native American Heritage Commission Correspondence

Nathanial Yerka

From:

NAHC@NAHC <NAHC@nahc.ca.gov>

Sent:

Thursday, October 20, 2022 2:49 PM

To:

Nathanial Yerka

Cc:

Green, Andrew@NAHC

Subject:

[External] RE: Sacred Lands Search - Imperial County, R-10247

Attachments:

NAHC_Form_10247.pdf, fig2.pdf

Hello,

Thank you for your message. We're in receipt of your request. We have recently hired new staff, and this change in our office is creating some delays. We estimate a turn-around time of 6-8 weeks and don't anticipate responding sooner than the end of that time frame. Please let us know if you have any questions.

Kind regards,

Native American Heritage Commission

1550 Harbor Blvd. Suite 100 West Sacramento, CA 95691 (916) 373-3710

From: Nathanial Yerka <nyerka@reconenvironmental.com>

Sent: Monday, October 17, 2022 4:07 PM To: NAHC@NAHC <NAHC@nahc.ca.gov>

Cc: Carmen Zepeda-Herman <czepeda@reconenvironmental.com>

Subject: Sacred Lands Search - Imperial County, R-10247

Hello,

Recon Environmental, Inc. is requesting a search of the Sacred Lands File for Imperial County.

Please see attached Search Form and Project Figure.

Thank you,

Nate

Nathanial Yerka Project Archaeologist

RECON Environmental, Inc. 3111 Camino del Rio North, Suite 600 San Diego, CA 92108-5726 (619) 308-9333

CA SB | SBA SB

Website | Instagram | Twitter | Facebook | LinkedIn



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February 15, 2023

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro, CA 92243

Reference: Greenhouse Gas Analysis for the Peaker Holtville BESS Project, Holtville, California

(RECON Number 10247)

Dear Mr. Gonzalez:

The purpose of this letter report is to assess potential greenhouse gas (GHG) impacts associated with construction and operation of the Holtville Peaker Battery Energy Storage Site (BESS) Project (project). As discussed in this analysis, the project would not make a cumulatively considerable contribution to total GHG emissions in Imperial County or California. As California procures increasing amounts of renewable energy to meet the goals of Senate Bill (SB) 100, the state will need to deploy a significant amount of energy storage capability. As the project would provide energy storage, it would assist the state's goal of utilizing 100 percent renewable energy by 2045. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and impacts would be less than significant.

1.0 Project Description

The 17.2-acre project site consists of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the City of Holtville's (City's) sphere of influence (SOI) within Imperial County, California (Figure 1). The project site is surrounded by residential development with scattered commercial and industrial development (Figure 2).

The project would include development of a BESS that would connect to an existing 92-kilovolt gen-tie line (Figure 3). The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

2.0 Environmental Setting

2.1 State GHG Inventory

The California Air Resources Board (CARB) performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high global warming potential (GWP) emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of carbon dioxide equivalent (MMT CO_2E). Table 1 shows the estimated statewide GHG emissions for the years 1990, 2005, 2012, and 2018. Although annual GHG inventory data is available for years 2000 through 2020, the years 1990, 2005, 2012, and 2018 are highlighted in Table 1 because 1990 is the baseline year for established reduction targets, and 2005, 2012, and 2018 correspond to the same years for which inventory data for the region is available.

	California Gl	Table 1 HG Emissions by Se	ctor	The Vil
Sector	1990 [†] Emissions in MMT CO₂E (% total) ²	2005 ³ Emissions in MMT CO ₂ E (% total) ²	2012 ³ Emissions in MMT CO ₂ E (% total) ²	2018 ³ Emissions in MMT CO ₂ E (% total) ²
Electricity Generation	110.5 (25.7%)	108.1 (22.6%)	99.1 (22.8%)	65.1 (15.8%)
Transportation	150.6 (35.0%)	187.6 (39.2%)	161.8 (37.2%)	169.6 (41.3%)
Industrial	105.3 (24.4%)	102.3 (21.4%)	91.0 (20.9%)	93.7 (22.8%)
Commercial	14.4 (3.4%)	16.1 (3.4%)	19.6 (4.5%)	22.3 (5.4%)
Residential	29.7 (6.9%)	30.3 (7.0%)	27.9 (6.4%)	28.1 (6.8%)
Agriculture & Forestry	18.9 (4.4%)	33.7 (7.0%)	35.2 (8.1%)	32.2 (7.8%)
Not Specified	1.3 (0.3%)	THE.	(##)	**
Total ⁴	430.7	478.1	434.6	411.0

SOURCE: CARB 2007 and 2022a.

As shown in Table 1, statewide GHG source emissions totaled approximately 431 MMT CO_2E in 1990, 478 MMT CO_2E in 2005, 435 MMT CO_2E in 2012, and 411 MMT CO_2E in 2018. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. As shown in Table 1, transportation-related emissions consistently contribute to the most GHG emissions.

2.2 Regional GHG Inventory

The Imperial County (County) Regional Climate Action Plan (Regional CAP) was adopted in June 2021 (Imperial County 2021). The Regional CAP inventoried existing emissions within the County and each of its incorporated cities including Holtville. The results of the countywide emissions inventories are summarized in Table 2. As shown, agricultural-related GHG emissions contributed the most countywide.

¹1990 data was obtained from the CARB 2007 source and are based on Intergovernmental Panel on Climate Change (IPCC) fourth assessment report GWPs.

²Percentages may not total 100 due to rounding.

³2005, 2012, and 2018 data was retrieved from the CARB 2022a source and are based on IPCC fourth assessment report GWPs.

⁴Totals may vary due to independent rounding.

	Y I i i	Imperial Valle	Table ey Regional GH		nventory		
	2005		2012		2018		
Emissions Sector	MT CO₂E¹	% Total	MT CO₂E¹	% Total	MT CO₂E¹	% Total	%Change from 2005
Transportation	656,655	16.3%	650,729	17.3%	748,111	19.7%	+13.9%
Energy	1,006,987	25.1%	757,037	20.2%	484,863	12.8%	-51.9%
Water	28,114	0.7%	30,158	0.8%	34,291	0.9%	+22.0%
Solid Waste	218,847	5.4%	132,773	3.5%	148,337	3.9%	-32.2%
Agriculture	2,081,481	51.8%	2,155,325	57.4%	2,354,168	61.9%	+13.1%
Propane	13,698	0.3%	14,856	0.4%	19,112	0.5%	+39.5%
Calexico POE ²	12,649	0.3%	12,649	0.3%	12,649	0.3%	0.0%
Total ³	4,018,430	100%	3,753,527	100%	3,801,531	100%	-5.4%

SOURCE: Imperial County 2021.

NOTE: Totals may vary due to independent rounding.

¹MT CO₂E = metric tons of carbon dioxide equivalent.

2.3 Local GHG Inventory

The local GHG inventory for the City was prepared as part of the Regional CAP, and is summarized in Table 3. As shown, energy-related GHG emissions contributed the most citywide.

Table 3 City of Holtville GHG Emissions Inventory			
MT CO ₂ E			
2005	2012	2018	
48,136	34,478	22,948	
19,925	19,278	19,015	
886	991	983	
5,523	2,988	2,667	
39	40	44	
74,509	57,776	45,657	
85	-22%	-39%	
555	465	304	
398	236	119	
	2005 48,136 19,925 886 5,523 39 74,509 555	SHG Emissions Inventory MT CO2E 2005 2012 48,136 34,478 19,925 19,278 886 991 5,523 2,988 39 40 74,509 57,776 -22% 555 465	

SOURCE: Imperial County 2021.

NOTE: Totals may vary due to independent rounding.

¹For informational purposes only.

2.4 Regulatory Setting

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG

²Data for emissions at the ports of entry (POEs) was only available for 2015. For purposes of this inventory, emissions estimates from 2015 were assumed constant for each inventory year. Emissions from POEs are not apportioned to individual jurisdictions. ³Electricity consumption associated with potable water treatment and delivery is not included in this total, as data for this activity was not available for unincorporated County.

Mr. Ramon Gonzalez Page 4 February 15, 2023

emissions. The main source of GHG emissions associated with the project would be construction activities. The following is a discussion of the plans and regulations most applicable to the project.

2.4.1 Federal

On September 27, 2019, the United States Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" (84 Federal Register 51310). The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On April 30, 2020, the U.S. EPA and NHTSA published the final SAFE Vehicles Rule: Part Two (85 Federal Register 24174). The SAFE Vehicles Rule proposes amended Corporate Average Fuel Economy (CAFE) and Light-Duty Vehicle Greenhouse Gas Emissions Standards. The SAFE Rule relaxed federal GHG emissions and CAFE standards to increase in stringency at only about 1.5 percent per year from model year 2020 levels over model years 2021 through 2026. The previously established emission standards and related "augural" fuel economy standards would have achieved about 4 percent per year improvements through model year 2025. Part Two of the SAFE Vehicles Rule set amended fuel economy and CO₂ standards for Passenger Cars and Light Trucks for model years 2021 through 2026.

2.4.2 State

2.4.2.1 Executive Orders and statewide GHG Emission Targets

Executive Order S-3-05

This Executive Order (EO) established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels; and
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

Executive Order B-30-15

This EO establishes an GHG emission reduction goal for the State of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed California Air Resources Board (CARB) to update its Climate Change Scoping Plan to address the 2030 goal.

2.4.2.2 California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed Assembly Bill 32 (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating

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how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

In 2008, CARB estimated that annual statewide GHG emissions were 427 MMT CO_2E in 1990 and would reach 596 MMT CO_2E by 2020 under a business as usual (BAU) condition (CARB 2008). To achieve the mandate of AB 32, CARB determined that a 169 MMT CO_2E (or approximate 28.5 percent) reduction in BAU emissions was needed by 2020. In 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. CARB determined that the economic downturn reduced the 2020 BAU by 55 MMT CO_2E ; as a result, achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 (not 28.5) percent from the 2020 BAU. California has achieved its 2020 goal.

Approved in September 2016, SB 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. This is equivalent to an emissions level of approximately 260 MMT CO_2E for 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

2.4.2.3 Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), which identified the main strategies California implemented to achieve the GHG reductions necessary to reduce forecasted BAU emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). The 2020 reduction goals were met. In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017a). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy (SCS), Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands. The 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan assesses the progress towards the 2030 GHG emissions reduction target identified in the 2017 Scoping Plan, and lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The 2022 Scoping Plan identifies strategies related to clean technology, energy development, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities (CARB 2022b).

2.4.2.4 Regional Emissions Targets - Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan (RTP). The San Diego region's MPO is the San Diego Association of Governments (SANDAG). In 2010, CARB set targets for the SANDAG region of a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 13 percent

Mr. Ramon Gonzalez Page 6 February 15, 2023

reduction by 2035. These targets are periodically reviewed and updated. CARB's current targets for the SANDAG region are a reduction of 15 percent by 2020 and 19 percent by 2035.

2.4.2.5 Renewables Portfolio Standard

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

2.4.3 Local

2.4.3.1 Regional Climate Action Plan

The Regional CAP was prepared to address the impacts of climate change and reduce GHG emissions in the Imperial Valley region which includes the County and its seven incorporated cities. The Regional CAP is consistent with statewide legislation and regulatory mandates, and establishes local strategies, measures, and actions aimed at reducing GHG emissions. Reduction targets for the County were established in alignment with SB 32 and EO S-3-05, based on the 2005 GHG inventory and sector-specific targets in the 2017 Scoping Plan. For the County, they include reducing emissions to 24 percent below 2005 levels by 2030 and to 34 percent below 2005 levels by 2050. To meet these targets, the County would need to reduce communitywide emissions to 2,022,285 MT CO₂E by 2030 and 1,771,509 MT CO₂E by 2050. For the City, the targets include reducing emissions to 40 percent below 2005 levels by 2030 and to 64 percent below 2005 levels by 2050. To achieve these reductions, the Regional CAP identifies GHG reduction measures related to transportation, energy, waste, and agricultural sources (Imperial County 2021).

2.4.3.2 Imperial County General Plan

The Imperial County General Plan Renewable Energy and Transmission Element was adopted in October 2015. As stated in the element, the benefits of renewable energy development include reduction in potential GHG by displacing fossil-fuel-generated electricity with renewable energy, which does not add to the greenhouse effect; contribution towards meeting the state's RPS mandate; and minimization of impacts to local communities, agriculture and sensitive resources (Imperial County 2015). Of importance to the project, the General Plan contains the following objectives:

- 3.3 Encourage the development of services and industrial associated with renewable energy facilities.
- 5.2 Encourage development of utility-scale distributed generation projects in the County.

2.4.3.3 City of Holtville General Plan

The City of Holtville updated its General Plan in 2017, which identifies a community vision for future urban services (City of Holtville 2017). The Holtville General Plan emphasizes the provision of available public services to residents and businesses and ensure future growth occurs sustainably. Of importance to the project, the General Plan contains the following policies:

6.1 Encourage the implementation and use of renewable energy sources, such as geothermal, solar, and wind.



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3.0 Guidelines for Determining Significance

Based on the CEQA Guidelines Appendix G, impacts related to GHG emissions would be significant if the project would:

- 1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- 2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs

As stated in the State CEQA Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance" (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, Environmental Checklist Form). The State CEQA Guidelines encourage lead agencies to adopt regionally specific thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

The project site is in the Salton Sea Air Basin. The Imperial County Air Pollution Control District (ICAPCD) is responsible for regulating air quality within the Imperial County portion of the Salton Sea Air Basin. No GHG emission significance threshold has been adopted by the County or the ICAPCD for land development projects. Thus, in the absence of a threshold of significance for GHG emissions that has been adopted in a public process following environmental review, this analysis considers guidance promulgated by other agencies.

The County is a member of Southern California Association of Governments (SCAG). SCAG is comprised of several different counties including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Air districts responsible for managing air quality within the SCAG boundaries include the South Coast Air Quality Management District (AQMD), the Mojave Desert Air Pollution Control District (APCD), Ventura County APCD, and the Antelope Valley AQMD.

Due to the climate and land use patterns, the Antelope Valley AQMD and Mojave Desert APCD are air districts that are most similar to the ICAPCD's jurisdiction. The Antelope Valley AQMD is within the northern part of Los Angeles County, and the Mojave Desert APCD contains San Bernardino County's high desert region and Riverside County's Palo Verde Valley region. These jurisdictions are in inland desert regions with rural land use patterns; with a substantial number large-scale agricultural, warehousing/distribution, industrial, and military operations. Additionally, both of these agencies have adopted GHG thresholds for use in CEQA analysis. As outlined in the Antelope Valley AQMD's 2016 California Environmental Quality Act (CEQA) and Federal Conformity Guidelines and Mojave Desert APCD's 2016 California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, the two air districts both recommend use of a GHG emissions significance threshold of 100,000 short tons of CO₂E per year (90,718 MT CO₂E). Projects with emissions that exceed this threshold are required to incorporate mitigation sufficient to reduce emissions to less than this significance threshold or must incorporate all feasible mitigation.

This recommended significance threshold is consistent with the federal trigger level for GHG emissions "subject to regulation" under the U.S. EPA's Clean Air Act Title V Permitting requirements (40 Code of Federal Regulations 70.2). Additionally, as ICAPCD Title IX Regulations are based on Clean Air Act Title V Permitting requirements, this recommended significance threshold is also consistent with local ICAPCD Rule 900—Procedures for Issuing Permits to Operate for Sources Subject to Title V of the Federal Clean Air Act Amendments of 1990 and Rule 904—Prevention of Significant Deterioration Permit Program.

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In the absence of adopted GHG significance thresholds, the threshold of 90,718 MT CO₂E is an appropriate CEQA significance threshold for the assessment of GHG emissions for the purposes of this project. The project was also evaluated qualitatively for how it will support the state's renewable energy goals.

4.0 Project Impact Analysis

1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Operational GHG emissions associated with a project break down into the following five categories: mobile (on-road vehicles), energy (electricity, natural gas), area (landscape maintenance equipment), water and wastewater, and solid waste sources. GHG emissions also result from construction activities. Emissions were calculated using California Emissions Estimator Model (CalEEMod) Version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022). The CalEEMod program is a tool used to estimate emissions resulting from land development projects in the state of California. CalEEMod was developed with the participation of several state air districts.

CalEEMod estimates parameters such as the type and amount of construction equipment required, trip generation, and utility consumption based on the size and type of each specific land use using data collected from surveys performed in South Coast Air Quality Management District (SCAQMD). Where available, parameters were modified to reflect project-specific data.

4.1 Construction-related Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. The construction equipment estimates are based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. GHG emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

Construction emissions were calculated assuming construction would begin in June 2023 and last for eight months. Construction stages would include site preparation, grading/trenching, and foundations/equipment installation/wiring/commissioning.

CalEEMod calculates emissions of all pollutants from construction equipment using emission factors from CARB's offroad diesel equipment emission factors database. The specific required construction equipment amount needed for the project is not known at this stage. Modeling was based on the default equipment type and amount for the ground-up construction of a light industrial use. This is conservative since the project would haul the necessary equipment to the site for installation while a light industrial use involves the ground-up construction of buildings which would require more construction equipment. The modeled construction equipment is summarized in Table 4.



Constru	Table 4 ction Phases and Equipn	nent
Equipment	Quantity	Daily Operation Time (hours)
Site	e Preparation (3 weeks)	
Rubber Tired Dozers	3	8
Tractors/Loaders/Backhoes	4	8
Grad	ling/Trenching (10 weeks	5)
Grader	1	8
Excavator	1	8
Rubber Tired Dozer	1	8
Tractors/Loaders/Backhoes	3	8
Foundations/Install	ation/Wiring/Commissio	ning (19 weeks)
Crane	1	7
Forklifts	3	8
Generator Set	1	8
Tractors/Loaders/Backhoes	3	7
	4	8

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for construction equipment must be implemented at construction sites. Standard measures from the ICAPCD handbook include (ICAPCD 2017):

Standard Measures for Construction Combustion Equipment

- a) Use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel powered equipment.
- b) Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.
- c) Limit, to the extent feasible, the hours of operation of heavy duty equipment and/or the amount of equipment in use.
- d) Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).

Construction would also generate mobile source emissions from worker trips, hauling trips, and vendor trips. CalEEMod calculates emissions of all pollutants from on-road trucks and passenger vehicles using emission factors derived from CARB's motor vehicle emission inventory program EMFAC2017 (CARB 2017b). Vehicle emission factors were multiplied by the model default total estimated number of trips and the average trip length to calculate the total mobile emissions.

Based on guidance from the SCAQMD, total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009).

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4.2 Operation-related Emissions

4.2.1 Mobile Sources

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. CalEEMod calculates mobile source emissions using emission factors derived from CARB's motor vehicle emission inventory program, EMFAC2017 (CARB 2017b). The project would be an unmanned facility that would be operated remotely. Therefore, the project would not generate routine daily trips. Occasional maintenance trips would be required. To account for these trips, a total of one round trip (two one-way trips) was modeled per weekday. The default trip length was increased to 20 miles. CalEEMod default emission factors for the soonest operational year of 2024 were modeled.

4.2.2 Energy Sources

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's operation. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, this is considered a direct emissions source associated with that building. Energy source GHG emissions were calculated using the default emission factors for a light industrial land use. This is conservative since the project would not be a source of natural gas emissions.

4.2.3 Area Sources

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The project would not include any landscape maintenance. However, as a conservative analysis, area-source emissions were calculated using the default emission factors for a light industrial land use.

4.2.4 Water and Wastewater Sources

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both methane and nitrous oxide. As the project would be an unmanned facility, it would not include any water use.

4.2.5 Solid Waste Sources

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. As the project would be an unmanned facility, it would not generate any operational waste.

4.2.6 Refrigerant Sources

Small amounts of GHG emissions result from refrigerants used in air conditioning and refrigeration equipment. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Emissions due to refrigerants were calculated using CalEEMod default values for a light industrial land use, which are based on industry data from the U.S. EPA.

4.3 Total GHG Emissions

Table 5 shows the estimated annual GHG construction emissions associated with the project, as well as the amortized construction emissions over a 30-year project life. Table 6 summarizes the total project GHG emissions.

	le 5 ted GHG Emissions
Year	GHG Emissions (MT CO ₂ E)
2023	216
2024	9
Total	225
Amortized Over 30 Years	7
SOURCE: Attachment 1.	

Table 6 Total GHG Emissions			
Source GHG Emissions (MT CO:			
Mobile	4		
Energy	161		
Area	<1		
Water	0		
Solid Waste	0		
Refrigerants	1		
Construction	7		
Total	173		
Screening Threshold	90,718		
Exceeds Threshold?	No		
SOURCE: Attachment 1.			
NOTE: Totals may vary due to ind	ependent rounding.		

As shown in Table 6, the project would result in a total emission of 173 MT CO_2E annually. This is less than the 90,718 MT CO_2E screening threshold. As the project would not exceed the screening threshold for GHG emissions, GHG impacts associated with the project would be less than significant.

2. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?

State GHG emissions reduction policy was established by EOs S-3-05 and B-30-15 and was subsequently codified by AB 32 and SB 32. EO S-3-05 established GHG emission reduction targets of year 2000 GHG emission levels by 2010, year 1990 GHG emission levels by 2020, and 80 percent below year 1990 levels by 2050; and EO B-30-15 established an interim GHG emission reduction target of 40 percent below year 1990 levels by 2030. AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which has been achieved. SB 32 enacts the EO B-30-15 target of reducing GHG emissions to 40 percent below year 1990 levels by 2030.

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As shown in Table 6 above, the project's annual GHG emissions would be less than the screening threshold of 90,718 MT CO₂E per year. Additionally, the project would support the state's goal to increase use of renewable energy. In September 2018, the California Legislature passed SB 100, which set a goal that "renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045." As California procures increasing amounts of renewable energy to meet the goals of SB 100, the state will need to deploy a significant amount of energy storage capability. Renewable energy resources such as wind and solar generate electricity intermittently. Energy storage allows utilities and system operators to manage the effect of intermittent renewable generation on the grid and create reliable, dispatchable generation upon demand. Energy storage also allows excess solar energy produced during the day to be stored and dispatched optimally during peak evening hours or other periods of high demand. The project would, therefore, serve as an integral component of the state's overarching renewable energy strategy that would reduce use of fossil fuel and associated GHG emissions by providing necessary energy storage. The project would assist the state's goal of utilizing 100 percent renewable energy by 2045, which would result in a net decrease in use of fossil fuel and GHG emissions. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and impacts would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming Air Quality Specialist

JLF:sh

5.0 Certification

The following is a list of preparers, persons, and organizations involved with the GHG analysis.

RECON Environmental, Inc.

Jessica Fleming, County-approved Air Quality Consultant Stacey Higgins, Senior Production Specialist Benjamin Arp, GIS Specialist

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ATTACHMENT 1

Holtville Peaker Detailed Report

Holtville Peaker Detailed Report

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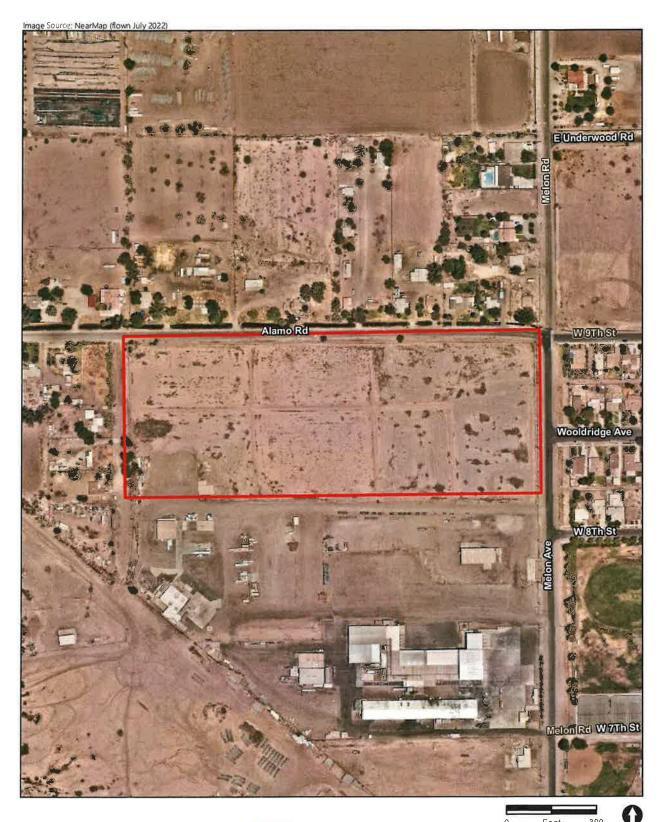
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- 5.18.1.1. Unmitigated

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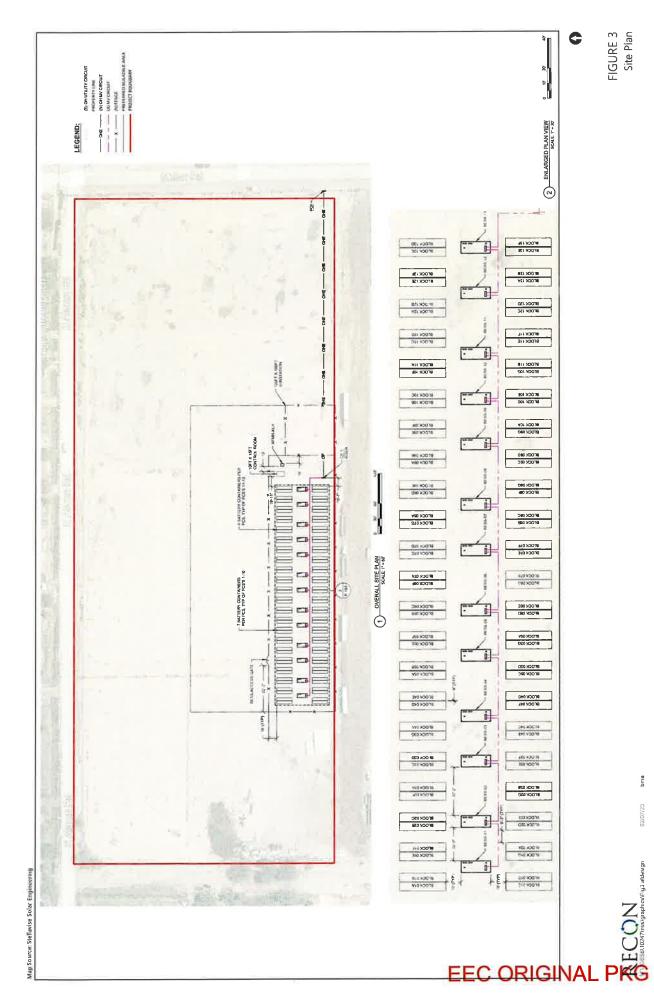
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Project Boundary

FIGURE 2
Project Location on Aerial Photograph
EEC ORIGINAL PKG





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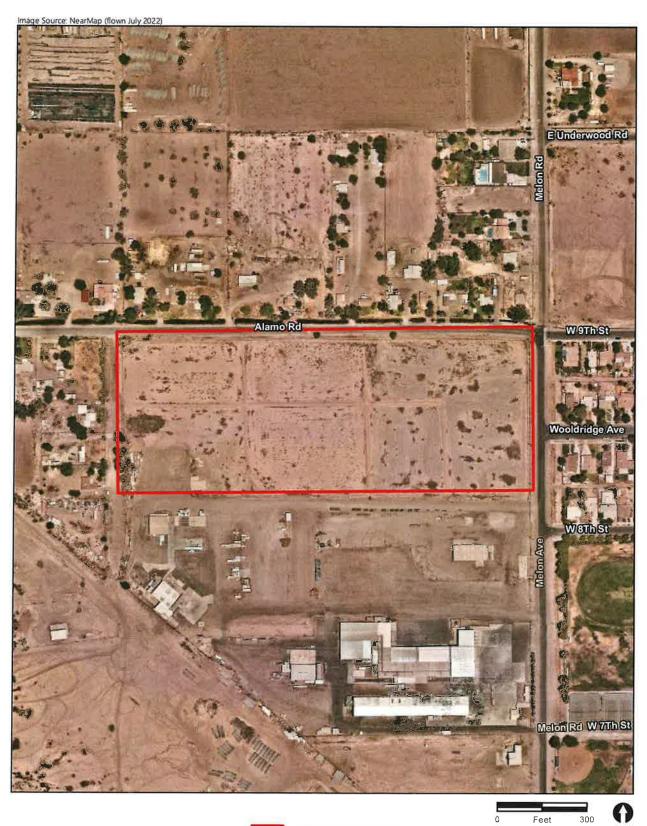




FIGURE 2
Project Location on Aerial Photograph
EEG ORIGINAL PKG

FIGURE 3 Site Plan

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Holtville Peaker Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Holtville Peaker
Lead Agency	
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	4.80
Location	32.81815122274024, -115.39010295719622
County	Imperial
City	Unincorporated
Air District	Imperial County APCD
Air Basin	Salton Sea
TAZ	5604
EDFZ	19
Elect rd U tility	Imperial Irrigation District
Gas (this)	Southern California Gas

1.2. Land Use Types

			(r)	(t) Area (sq ft)		
1000sqft	4.50	20,000	0.00	0.00	I	1

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected 2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

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Daily, Summer (Max)	Ī	1	1	I	1	1	1	1	Ĭ	i	1	1	Î	ĵ	1	ļ	1	1
Unmit.	4.85	4.08	39.9	37.9	0.05	1.81	57.1	58.9	1.66	9.80	11.5	1	5,577	5,577	0.23	0.05	1.12	5,599
Daily, Winter (Max)	ī	1	I	I	1	1	1	I	ī	1	1		T.	1	1	Į	Į.	ĺ
Unmit.	1.57	1.31	12.0	13.9	0.02	0.55	27.6	28.1	0.51	2.77	3.28		2,618	2,618	0.10	0.04	0.02	2,632
Average Daily (Max)	Ĭ	1	I	Î	Ĩ	ĭ	1	I	ı	1	1	ı	1	1	ı	I	ı	ı
Unmit.	0.93	0.78	7.29	7.82	0.01	0.34	15.0	15.3	0.31	1.86	2.17	ı	1,296	1,296	0.05	0.02	0.16	1,302
Annual (Max)	1	1	1	Ĩ	1	1	J		ì	1	1		1	1	1	ì	1	1
Cimun Cimun	0.17	0.14	1.33	1.43	< 0.005	90.0	2.74	2.80	90.0	0.34	0.40	ĺ	214	214	0.01	< 0.005	0.03	216
Exception (Daily Max)	1	ı	Į.	Ĭ	Ĭ		I	Î	ĵ		1	ĺ	ı	I	L	Î	I	1
Thre	I	75.0	100	550	1	ţ	ſ	150	î	1	t	ĩ	î	I	1	Ĭ	Ĩ	ľ
L.F Dumit	1	8	8	<u>8</u>	1	1	1	S O N	i	1	1	Î	1	1	1	ì	1	1
Excepts (Average Daily)	L	1			l			ì				ĺ	ĺ	ſ	I	Î	Į.	1

]]]	1
	1
920	l oN
100	No
Threshol — 75	Unmit. — Nc

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutante (Ih/day for daily ton)

/r for annual)	PM2,5D PM2,5T BCO2 NBCO2	1	0 11.5 — 5,577		7 3.28 — 2,618	7 3.23 — 2,614	1	6 2.17 — 1,296	5 0.06 — 51.3	1	4 0.40 — 214	1 0.01 — 8.50
s (Ib/day for daily, MT/yr for annual	PM10T PM2.5E PM	Î	58.9 1.66 9.80	1	28.1 0.51 2.77	28.1 0.46 2.77	1	15.3 0.31 1.86	0.55 0.01 0.05	1	2.80 0.06 0.34	0.10 < 0.005 0.01
ual) and GHGs (PM10E PM10D	1	1.81 57.1	1	0.55 27.6	0.50 27.6	1	0.34 15.0	0.01 0.54	1	0.06 2.74	< 0.005 0.10
ly, ton/yr for annu	co so2	I	37.9 0.05	T	13.9 0.02	13.8 0.02	Î	7.82 0.01	0.27 < 0.005	1	1.43 < 0.005	0.05 < 0.005
Criteria Pollutants (Ib/day for daily, ton/yr for annual) and GHG	TOG ROG NOx	1	4.85 4.08 39.9	1	1.57 1.31 12.0	1.50 1.25 11.4	1	0.93 0.78 7.29	0.03 0.02 0.22	1	0.17 0.14 1.33	0.01 < 0.005 0.04
Criteria Po	Year	Daily - Summer (Max)	2023 4.8	Daily - Winter (Max)	2023 1.5	2024 1.5	Average — Daily	2023 0.9	2024 0.0	Annua	2023 E023	2024

2.4. Pperations Emissions Compared Against Thresholds

1,018	1	1,010	Ĕ.	1,004	1	166	Ĺ	ı	ĩ	1	1	1
5.35	1	5.21	Ĺ	5.25	1	0.87	i	Ĺ	Ĩ	Î.	i	i
0.01	1	0.01	L	0.01	I	< 0.005	t	T.		1	1	_1
0.07	1	0.07	t	0.07	1	0.01	I.	I	ı	1	1	1
1,008	1	1,000	I.	994	1	165	Ü	ľ'	ı	1	1	ì
1,008	1	1,000	ĺ	994	İ	165	Í	Î	Î	1	Ĩ.	1
0.00	1	0.00	1	0.00	I	0.00		Е	Ii	1	1	1
0.10	1	0.10	1	0.08	1	0.01	1	550	2	ı	550	2
0.09	1	60.0	1	90.0	i	0.01	1	1	Î	1	1	1
0.02	i	0.01	11	0.01	Ī	< 0.005	1	Ĩ	Ĩ	Î	1	1
09.0	1	09.0	T	0.43	1	0.08	T	150	8	1	150	8
0.58	ı	0.58	1	0.42	1	0.08	1	1	1	1	1	1
0.01	Ĩ	0.01	1	0.01	Ĩ	< 0.005	1	1	T)	1	1	1
< 0.005	Ĭ	< 0.005	1	< 0.005	Ĩ	< 0.005	Ī	150	8 8	1	150	8
1.20	J.	0.26	1	0.67	ļ	0.12	1	550	2	1	550	8
0.20	1	0.19	1	0.19	1	0.03	1	137	9	1	137	8 8
0.67	I	0.52	1	0.59	ľ	0.11	1	137	8	1	137	8
0.19	1	0.03	I	0.10	Ĩ	0.02	1	1	Ĺ	ı	I	L
Unmit.	Daily, Winter (Max)	Unmit.	Average Daily (Max)	Unmit.	Annual (Max)	Unmit.	Exceeds (Daily Max)	Threshol d	Unmit.	Exceeds (Average Daily)	Threshol	EC mun

2.5.20 perations Emissions by Sector, Unmitigated

Criteria	Pollutani	ts (Ib/da)	/ for dail	Critera Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)	for annu	al) and (GHGs (I	b/day for	daily, M	T/yr for a	annual)							
Sector	Sector TOG ROG NOx CO	ROG	NOx		SO2 PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BC02	NBC02	согт	CH4	N20		CO2e
Summar (Max)	1	1	. 1	l	ı		ļ	1	1		1			ı		J	1	ĭ
Mobile	0.01	0.01	0.02	Mobile 0.01 0.01 0.02 0.18 < 0.005 < 0.005 0.	< 0.005	< 0.005	0.58 0.58		< 0.005 0.09	60.0	60.0	1	36.5		< 0.005	< 0.005	< 0.005 < 0.005 0.14 37.1	37.1

	Area	0.15	0.65	0.01	0.87	< 0.005	< 0.005	1	< 0.005	< 0.005	1	< 0.005	Ĺ	3.58	3.58	< 0.005	< 0.005	ı	3.59
1 1	Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	ı	0.01	0.01	ı	0.01	ï	968	896	0.07	0.01	ij	972
4 4	Water	1	1	Ţ	ì	1	1	Ţ	1	1	1	1	0.00	0.00	0.00	0.00	0.00	ı	0.00
1.1 <td>Waste</td> <td>1</td> <td>1</td> <td>ı</td> <td>ſ.</td> <td>L</td> <td>I.</td> <td>Į</td> <td>ĺ</td> <td>ı</td> <td>Į.</td> <td>1</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>1</td> <td>0.00</td>	Waste	1	1	ı	ſ.	L	I.	Į	ĺ	ı	Į.	1	0.00	0.00	0.00	0.00	0.00	1	0.00
0.14 0.15 0.20 0.10 0.00 0.10 <th< td=""><td>Refrig.</td><td>1</td><td>1</td><td>I</td><td>1</td><td>1</td><td>1</td><td>Ţ</td><td>Í</td><td>1</td><td>1</td><td>1</td><td>ì</td><td>Ĩ</td><td></td><td>j</td><td>1</td><td>5.21</td><td>5.21</td></th<>	Refrig.	1	1	I	1	1	1	Ţ	Í	1	1	1	ì	Ĩ		j	1	5.21	5.21
0.01 0.02 0.11	Total	0.19	29.0	0.20	1.20	< 0.005	0.01	0.58	09.0	0.02	60.0	0.10	0.00	1,008	1,008	0.07	0.01	5.35	1,018
0.01 0.15 0.10 <th< td=""><td>Daily, Winter (Max)</td><td>ľ</td><td>I</td><td>I</td><td>Î</td><td>1</td><td>-</td><td>ı</td><td>ì</td><td>1</td><td>1</td><td>1</td><td>Ĩ</td><td>]</td><td>1</td><td>1</td><td>Ī</td><td>1</td><td>1</td></th<>	Daily, Winter (Max)	ľ	I	I	Î	1	-	ı	ì	1	1	1	Ĩ]	1	1	Ī	1	1
0.50	Mobile	0.01	0.01	0.02	0.11	< 0.005	< 0.005	0.58	0.58	< 0.005	60.0	60.0	ĵ	32.0	32.0	< 0.005	< 0.005	< 0.005	32.5
0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.00 <th< td=""><td>Area</td><td>1</td><td>0.50</td><td>I</td><td>1</td><td>1</td><td>1</td><td>J</td><td>1</td><td>ĵ</td><td>1</td><td>1</td><td>ĺ</td><td></td><td>ſ</td><td>1</td><td>ï</td><td>1</td><td>1</td></th<>	Area	1	0.50	I	1	1	1	J	1	ĵ	1	1	ĺ		ſ	1	ï	1	1
	Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	1	0.01	0.01	Ţ	0.01	1	896	896	0.07	0.01	1	972
	Water	1	1	I	Ĩ	1	1	1	1	1	1	1	0.00	0.00	0.00	0.00	0.00	Ĺ	0.00
- -	Waste	1	1	1	1	ı	Į.	1	ĵ.	ĵ	1	I	0.00	0.00	00.00	0.00	0.00	ĵ	0.00
0.03 0.52 0.19 0.10 0.09 0.01 0.09 0.01 0.09 0.01 0.00 <th< td=""><td>Refrig.</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>Ţ</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>5.21</td><td>5.21</td></th<>	Refrig.	1	1	1	1	1	1	Ţ	1	1	1	1	1	1	1	1	1	5.21	5.21
-0.01 0.01 <t< td=""><td>Total</td><td>0.03</td><td>0.52</td><td>0.19</td><td>0.26</td><td>< 0.005</td><td>0.01</td><td>0.58</td><td>09.0</td><td>0.01</td><td>60.0</td><td>0.10</td><td>0.00</td><td>1,000</td><td>1,000</td><td>0.07</td><td>0.01</td><td>5.21</td><td>1,010</td></t<>	Total	0.03	0.52	0.19	0.26	< 0.005	0.01	0.58	09.0	0.01	60.0	0.10	0.00	1,000	1,000	0.07	0.01	5.21	1,010
0.01 0.01 0.01 0.01 0.01 0.02 0.02 0.00 <th< td=""><td>Average Daily</td><td>I</td><td>11</td><td>Ī.</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>ì</td><td>ï</td><td>1</td><td></td><td>1</td><td>1</td><td>1</td></th<>	Average Daily	I	11	Ī.	1	1	1	1	1	1	1	1	ì	ï	1		1	1	1
0.08 0.57 < 0.005 0.43 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005	Mobile	0.01	0.01	0.01	0.10	< 0.005	< 0.005	0.42	0.42	< 0.005	90.0	90.0	1	24.2	24.2	< 0.005	< 0.005	0.04	24.5
0.02 0.01 0.17 0.15 < 0.005 0.01 0.01 0.01 0.01 968 968 968 0.07 0.01 1 <td>Area</td> <td>90.0</td> <td>0.57</td> <td>< 0.005</td> <td>0.43</td> <td>< 0.005</td> <td>< 0.005</td> <td>1</td> <td>< 0.005</td> <td>< 0.005</td> <td>1</td> <td>< 0.005</td> <td>Î</td> <td>1.76</td> <td>1.76</td> <td>< 0.005</td> <td>< 0.005</td> <td>i</td> <td>1.77</td>	Area	90.0	0.57	< 0.005	0.43	< 0.005	< 0.005	1	< 0.005	< 0.005	1	< 0.005	Î	1.76	1.76	< 0.005	< 0.005	i	1.77
	Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	ı	0.01	0.01	i	0.01	ĵ	896	896	0.07	0.01	1	972
- -	Wate	1	1	ì	1	1	1	1	I		1	ı	0.00	0.00	00.00	0.00	0.00	1	00.00
	Waste	I	1	Ĩ	Î	ı	1	Ī	I	ı	1	Ţ	0.00	0.00	0.00	0.00	0.00	1	0.00
0.10 0.59 0.19 0.67 < 0.005 0.01 0.42 0.43 0.01 0.06 0.08 0.00 994 994 0.07 0.01	Refrig	1	1	Ì	ï	1	1	j.	1	1	1	I	Ţ	1	1	ı	1	5.21	5.21
- -	Total A	0.10	0.59	0.19	29.0	< 0.005	0.01	0.42	0.43	0.01	90.0	0.08	0.00	994	994	0.07	0.01	5.25	1,004
< 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 <t< td=""><td>Annual</td><td>1</td><td>1</td><td>Ĩ.</td><td>1</td><td>1</td><td>1</td><td>I</td><td>1</td><td>ı</td><td>1</td><td>1</td><td>1</td><td>ı</td><td>1</td><td>1</td><td>ĵ</td><td>1</td><td>1</td></t<>	Annual	1	1	Ĩ.	1	1	1	I	1	ı	1	1	1	ı	1	1	ĵ	1	1
0.01 0.10 < 0.005 0.08 < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - 0.29 0.29 < 0.005 < 0.005 < 0.005 < 0.005 < 0.005 - < 0.005 - 160 160 0.01	PaliqoM	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	ı	4.00	4.00	< 0.005	< 0.005	0.01	4.06
< 0.005 < 0.005 0.03 0.03 < 0.005 < 0.005 — < 0.005 < 0.005 — < 0.005 — < 0.005 — 160 160 0.01	Area O	0.01	0.10	< 0.005	0.08	< 0.005	< 0.005	ſ	< 0.005	< 0.005	1	< 0.005	Î	0.29	0.29	< 0.005	< 0.005	1	0.29
44 1 44	Energy	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	i	< 0.005	< 0.005	1	< 0.005	Ĺ	160	160	0.01	< 0.005	1	161

0.00	0.00	0.86	166
i	Ī	0.86	0.87
0.00	0.00	ĩ	< 0.005
0.00	0.00	Ī	0.01
0.00	0.00	1	165
0.00	0.00	1	165
0.00	0.00	1	0.00
I	ı	1	0.01
1	ľ	1	0.01
1	I	1	< 0.005
1	Ì	1	0.08
1	ı	1	0.08
1	f		< 0.005 < 0.005
1	ĭ	1	< 0.005
1	ľ	ĵ	0.12 < 0.005 < 0.005 0.08
1	1	1	
1	ı	1	0.11 0.03
1	ı	1	0.02
Water	Waste	Refrig.	Total 0.02

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Criteria Pollutants (Ib/day for daily, ton/yr for annual) and GHGs	rants (ID/C	lay for dai	ly, ton/yr	Tor annu	al) and		D/day IOI	dally, IV	(ib/day for dally, IN L/yr for annual,	annuar)							
Location TOG	ROG	×ON	00	S02	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBC02	СО2Т	CH4	N20	œ	CO2e
Onsite —	1	.]	1	1	1	I	1	J	1	ı	Ĩ	ı	1	1	1	1	1
Daily, — Summer (Max)	ı	ij	Ĭ	I	I	J	Ï	į	ı		I	J	ı	1	1	ı	1
Off-Road 4.70 Equipment	3.95	39.7	35.5	0.05	1.87	I	1.81	1.66	1	1.66	I	5,295	5,295	0.21	0.04	1	5,314
Dust From Material Movemen:	1	Î	I	1	1	9.83	9.83	1	5.05	5.05	Ī	1	1	I	1	1	1
Onsit C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	į.	0.00	0.00	0.00	0.00	0.00	0.00
Daily Winter	1	Ĩ	Ĭ	1	t	Ĩ	1	1	1	ĺ	1	ī	1	ĺ	ì	1	1
Average —	Į.	Ì	1	1	1	Ï	Ī	1	1	Î	1	1	1	Ì	Î	1	1
Off-Road 0.19 Equipment	0.16	1.63	1.46	< 0.005	0.07	ï	20.0	0.07	_1	0.07	1	218	218	0.01	< 0.005	1	218

Orsistic and a consistency of the consistency of th	Dust From Material	1	1		1			0.40	0.40	1	0.21	0,21	Ê		t	. I	: ! ! [: 1	l. I
	Onsite truck	00:00	0.00	0.00	0.00	00:00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
0.04 0.05 0.05 0.05 0.27 < 0.006 0.01	Annual	1	1	1	L	<u> </u>	<u> </u>	; ;	:	1	1	ı		Ï	1	i I		ı	Ī
1	Off-Road Equipmer	0.04	0.03	0.30	0.27	< 0.005	0.01	<u>.</u> 1	0.01	0.01		0.01		36.0	36.0	< 0.005	< 0.005	<u> </u>	36.2
0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Dust From Material Movemen	1 2	1	ļ	1		, 	0.07	0.07	ī	0.04	0,04	<u>:</u>	. <u></u>	ı	1	; ; ; [<u> </u>	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	00:00	0.00
1.15 0.13 0.14 2.42 0.00 0.00 47.2 47.2 0.00 4.75 4.75 1.75	Offsite	ı	_f_	ı	Î	: I		1	·	1	L	1		1	ı	1	1	1	1
0.15 0.13 0.14 2.42 0.00 0.00 4.75 4.75 - 281 281 0.01 0.01 1.12 0.00 <td>Daily, Summer (Max)</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td></td> <td></td> <td>!</td> <td>;</td> <td>1</td> <td>1</td> <td></td> <td></td> <td>: I</td> <td>ı</td> <td>Ï</td> <td>Ĩ</td> <td>1</td>	Daily, Summer (Max)	1	1	1	1	1			!	;	1	1			: I	ı	Ï	Ĩ	1
0.00 0.00 <th< td=""><td>Worker</td><td>0.15</td><td>0.13</td><td>0.14</td><td>2.42</td><td>0.00</td><td>00.00</td><td>47.2</td><td>47.2</td><td>0.00</td><td>4.75</td><td>4.75</td><td></td><td>281</td><td>281</td><td></td><td>0.01</td><td>1.12</td><td>285</td></th<>	Worker	0.15	0.13	0.14	2.42	0.00	00.00	47.2	47.2	0.00	4.75	4.75		281	281		0.01	1.12	285
0.00 0.00 <th< td=""><td>Vendor</td><td>00.0</td><td>0.00</td><td>0.00</td><td>0.00</td><td>0.00</td><td>00.00</td><td>0.00</td><td>0.00</td><td>00.00</td><td>0.00</td><td>0.00</td><td>11</td><td>0.00</td><td>0.00</td><td></td><td>00.0</td><td>0.00</td><td>0.00</td></th<>	Vendor	00.0	0.00	0.00	0.00	0.00	00.00	0.00	0.00	00.00	0.00	0.00	11	0.00	0.00		00.0	0.00	0.00
- -	Hauling	00.0	0.00	0.00	0.00	0.00	00.0	0.00	00.0	0.00	0.00	0.00	1	0.00	00.00		0.00	00.00	0.00
- -	Winter (Max	1		ı	1	I	l	[<u> </u>		t	1	; ; ;		I	1	Ĩ	<u>i</u>	1
0.01 < 0.005 0.01 0.00 0.20 0.00	Avera Daily	(1)	ļ.	Į.	1	Ĭ.	ı	ı	<u> </u>		ľ			· · ·	1	1	Ĭ	1	Ĩ
0.00 0.00 <th< td=""><td>Work</td><td>0.01</td><td>< 0.005</td><td>0.01</td><td>0.07</td><td>0.00</td><td>0.00</td><td>1.94</td><td>1.94</td><td>0.00</td><td>0.20</td><td>0.20</td><td>1</td><td>10.5</td><td>10.5</td><td></td><td>< 0.005</td><td>0.02</td><td>10.6</td></th<>	Work	0.01	< 0.005	0.01	0.07	0.00	0.00	1.94	1.94	0.00	0.20	0.20	1	10.5	10.5		< 0.005	0.02	10.6
0.00 0.00 <td< td=""><td>Vend</td><td>0.00</td><td>0.00</td><td>0.00</td><td>0.00</td><td>0.00</td><td>00.00</td><td>0.00</td><td>0.00</td><td>0.00</td><td>00.00</td><td>0.00</td><td></td><td>0.00</td><td>0.00</td><td></td><td>0.00</td><td>00.00</td><td>0.00</td></td<>	Vend	0.00	0.00	0.00	0.00	0.00	00.00	0.00	0.00	0.00	00.00	0.00		0.00	0.00		0.00	00.00	0.00
- -	Haning	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	00.00	0.00		0.00	0.00	,	0.00	0.00	00.0
< 0.005 < 0.005 < 0.005 < 0.005 < 0.006 0.00 </td <td>Annua</td> <td>1</td> <td>1</td> <td><u> </u></td> <td>Ĩ</td> <td>1</td> <td> ;</td> <td>_1</td> <td></td> <td>1</td> <td>1</td> <td>1</td> <td>Ĩ</td> <td>1</td> <td>ı</td> <td></td> <td>1</td> <td>1</td> <td>1</td>	Annua	1	1	<u> </u>	Ĩ	1	;	_1		1	1	1	Ĩ	1	ı		1	1	1
0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	Work	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.35	0.35	0.00	0.04	0.04	Ĩ	1.74	1.74		< 0.005	< 0.005	1.76
	Vendor	00.0	0.00	0.00	0.00	0.00	00.0	0.00	0.00	0.00	0.00	00.00	Î	00.00	0.00	0.00	0.00	0.00	0.00

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0.00 0.00 0.00 0.00 0.00		0.00 2,958 405 	CO2T CH4 CO2T CH4 C.958 0.12 C.958 0.12 C.900 0.00 C.000 0.00 C.00

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Ī	0.00	ĵ	j	241	0.00	0.00	ſ	1	30.0	0.00	0.00	Ī	4.96	0.00	0.00
Ê	0.00	ı	ĺ	241	0.00	0.00	1	1	30.0	0.00	0.00	1	4.96	0.00	0.00
Į.	ı	1	1	1	Į.	1	1	I.	ı	Ţ	1	Ī	1	Į	ĵ
0.04	0.00	ı		4.07	0.00	0.00	1	1	0.56	0.00	0.00	í	0.10	0.00	0.00
0.04	0.00	ţ	1	4.07	0.00	0.00	1	1	0.56	0.00	0.00	1	0.10	0.00	0.00
Î	0.00	1	1	0.00	0.00	00.00	1	1	0.00	0.00	0.00	Ĩ	00.00	0.00	0.00
60:0	0.00	1	1	40.5	0.00	0.00	ı	1	5.55	0.00	00.00	İ	1.01	0.00	0.00
0.09	0.00	1	J	40.5	0.00	0.00	1	1	5.55	0.00	00.00	1	1.01	00.00	0.00
Î.	0.00	ı	1	0.00	0.00	0.00	1		0.00	0.00	0.00	1	0.00	0.00	0.00
Į.	0.00	ı	ì	0.00	0.00	0.00	1	Ī	0.00	0.00	0.00	Ĩ	0.00	0.00	0.00
I	0.00	Ţ	1	2.07	0.00	0.00	ì	Ĵ_	0.20	0.00	0.00	Ĭ	0.04	0.00	0.00
1	0.00	1		0.12	0.00	00.0	1	j	0.02	00.0	00.0	1	< 0.005	00.00	00.00
į.	0.00	ı	1	0.12	0.00	0.00	1	1	0.01	0.00	0.00	1	< 0.005	0.00	0.00
	0.00	Ü	I	0.13	00.0	0.00	1	1	0.02	00.00	00.00	Ĩ	< 0.005	0.00	0.00
Dust From Material Movemen:	Onsite truck	Offsite	Daily, Summer (Max)	Worker	Vendor	Hauling	Daily, Winter (Max)	Average Daily	Worker	Vendor	Hauling	Annual	Worker	Vender	Hanli

の 3.5.<u>声</u>uilding Construction (2023) - Unmitigated シ Crite<mark>ria</mark> Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

official official (15/43) for daily, tolly yellor afficially and office		200	5 5		5	5	-	משוווים וכו יליויוין ומשוים וכו להשים	1	1, 1, 10	5		-	7.7	150		-	
Location	TOG	ocation TOG ROG	×ON	00	202	PM10E PM10D	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BC02	NBC02	C02T	CH4	N20	ď	CO2e
Onsi	1	1	I	1	1	1	1	Ī	1	1	1	Ī	1	1	1	I	1	1

1	2,406	0.00	1	2,406	0.00	1	579	0.00	· 	95.9	0.00	<u> </u>	: : :	137	111	0.00
1	f	0.00	i	! !	0.00	1	Ī.	0.00	: 	- I	0.00			0.54	0.29	0.00
I	0.02	0.00	1	0.02	0.00	1	< 0.005	0.00		< 0.005	0.00	I	1	< 0.005	0.01	0.00
ľ	0.10	0.00	1	0.10	0.00	1	0.02	0.00	1	< 0.005	0.00		: 1	0.01	< 0.005	00.0
1	2,397	0.00	<u> </u> 	2,397	0.00	. [277	0.00	1	95.5	0.00	1	1	135	107	000
Ĭ	2,397	00.00	Î	2,397	0.00	1	577	0.00	l	95.5	0.00	: 	<u> </u> 	135	107	000
I	<u>:</u>]	1	: 1	<u>:</u>	; 	:	; I	Ï	ı	1	É	Ĩ	1	1	1	ı
1	0.51	0.00	t	0.51	0.00	1	0.12	0.00		0.02	0.00	I	1	2.28	0.49	000
1		0.00	Ī	Ĭ	0.00	1		0.00	: : _l_	. <u>1</u>	0.00) 	2.28	0.49	000
1	0.51	0.00		0.51	0.00	1	0.12	0.00	1	0.02	0.00	1	I	0.00	< 0.005	000
1	0.55	0.00	1	0.55	0.00		0.13	0.00	<u>: 1</u>	0.02	0.00	<u> </u>	; 	22.7	4.89	00 00
1	1	0.00		1	0.00	ı	ı	0.00		1	0.00	· .	Ī	22.7	4.88	000
1	0.55	0.00	ĵ.	0.55	0.00	1	0.13	0.00	ı	0.02	0.00		1	0.00	< 0.005	000
1	0.02	0.00	1	0.02	0.00	1	0.01	0.00	ı	< 0.005	0.00		1	0.00	< 0.005	000
1	13.2	0.00		13.2	0.00	ì	3.17	0.00	1	0.58	0.00	į.	1	1.16	0.07	0.00
1	11.8	0.00		<u>6</u>	0.00	I	2.84	0.00	I	0.52	0.00	Ī	Î	0.07	0.13	
1	1.26	0.00		1.26	0.00	1	0:30	0.00	ľ	90.0	0.00		ı	90.0	0.01	0.00
1	1.50	0.00	ı	1.50	0.00	1	0.36	0.00		.07	0.00	i i	I	0.07	0.01	0.00
Daily, Summer (Max)	Off-Road 1.50 Equipment	Onsite (truck	Daily, Winter (Max)	Off-Road 1.50 Equipment	Onsite (truck	Average Daily	Off-Road 0.36 Equipment	Onsite truck	Annual	Off-Road 0.07 Equipment	C yourt	Offsito	Sumra Sumra Sumra (Max)	Worke	Vendor	Hanling

1	1		î	1	1	1	i	1	1	1	Į,	1	1		I	ſ	1	1
90.0		0.05	0.08	99.0	0.00	0.00	22.7	22.7	0.00	2.28	2.28	Į.	114	114	0.01	< 0.005	0.01	115
0.01		< 0.005	0.14	0.07	< 0.005	< 0.005	4.88	4.89	< 0.005	0.49	0.49	1	107	107	< 0.005	0.01	0.01	111
0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	00.0	1	0.00	00.00	0.00	0.00	0.00	0.00
			Ì	ľ	1	ı	Ï	ı	ı	ı	ı	ĺ	1	ı	I	1	1	ı
0.02	12	0.01	0.02	0.20	0.00	0.00	5.46	5.46	0.00	0.55	0.55	Ĩ	29.5	29.5	< 0.005	< 0.005	90.0	29.9
v	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	1.18	1.18	< 0.005	0.12	0.12	1	25.7	25.7	< 0.005	< 0.005	0.03	26.8
0.	00.00	0.00	0.00	00.00	0.00	0.00	0.00	00.00	0.00	0.00	0.00	1	0.00	0.00	00.0	0.00	0.00	0.00
1		1	Ĩ	1	1	1	ĵ	ĵ	1	1	ĺ	1	1	1	1	1	1	1
V	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	1.00	1.00	0.00	0.10	0.10	ı	4.88	4.88	< 0.005	< 0.005	0.01	4.95
v	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.21	0.21	< 0.005	0.02	0.02	1	4.25	4.25	< 0.005	< 0.005	< 0.005	4.43
0.00	8	0.00	0.00	00.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

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

ומומ	Ollara	200	10.0	y, 1011/y	מווומ	מו) מוומ ל	200	lday lo	dally, w	, yi 101 k	ai ii idai)				Ì			
Location TOG	T0G	ROG	×ON	00	SO2	PM10E PM10D		PM10T PM2.5E PM2.5D PM2.5T BCO2	PM2.5E	PM2.5D	PM2.5T		NBCO2 CO2T		CH4	NZO	œ	CO2e
Onsite	1	ı	1	1	1	1	1	i	1	1	ĺ	1	1	1	î	1	1	1
C'kland Summe	ľ.	i	i	ı	ı		ı	1		1	Ĩ	Ī	1	f	Ĭ	ı	ı	t
RIGIN Winte	r	Ĩ	ĭ	ı			ĵ	ľ			Î	Ĭ		ı.	ĺ	ĵ.		1
Off-Read 1.44 Equipment	1.44	1.20	11.2	13.1	0.02	0.50	1	0.50	0.46		0.46	I	2,398	2,398	0.10	0.02	ſ	2,406
Onsity 0.00 truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	00.00	0.00	0.00	ĵ	0.00	0.00	0.00	0.00	0.00	0.00

Daily	1	ı									1	I	Ĭ.	l	I	l	i	l
Off-Road 0.03 Equipment	0.03	0.02	0.22	0.26	< 0.005	0.01	_!	0.01	0.01	ı	0.01		46.9	46.9	< 0.005	< 0.005	1	47.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	00.00	0.00	0.00	00.00	. [0.00	0.00	0.00	0.00	0.00	0.00
Annual	1	1	1	i	1		1	: I	1	1	1	1	1	1	1	1	Ĩ	1
Off-Road 0.01 Equipment	0.01 t	< 0.005	0.04	0.05	< 0.005	< 0.005	:]	< 0.005	< 0.005	ľ	< 0.005		7.77	77.7	< 0.005	< 0.005	Î	7.79
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I	0.00	00.00	00.00	0.00	0.00	0.00
Offsite	Ĭ	ī	1	I	1	1		1.	1	1	1	į I :		1			1	<u> </u>
Daily, Summer (Max)	1	1	1	l.	1	1	1		1	ſ	1	Ĺ		I		1	Î	<u> </u>
Daily, Winter (Max)	1	1	1	Ţ	1	1	1	1	1			l)	1	į.	1	1		: : <u>1</u>
Worker	0.05	0.05	0.07	0.61	0.00	00.00	22.7	22.7	0.00	2.28	2.28	1	112	112	0.01	< 0.005	0.01	113
Vendor	0.01	< 0.005	0.13	90.0	< 0.005	< 0.005	4.88	4.89	< 0.005	0.49	0.49	L	105	105	< 0.005	0.01	0.01	110
Hauling	0.00	0.00	0.00	00.00	00.00	00.00	00:00	0.00	0.00	0.00	0.00	1	0.00	0.00	0.00	00.0	0.00	0.00
Aver age DailyTT	Ĭ.	ľ	t	Ĺ	Î	ľ	I	Į.	ı	ı	Ţ	1	Ĕ	1		Į		I,
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	00.00	0.44	0.44	0.00	0.04	0.04	Ι	2.35	2.35	< 0.005	< 0.005	< 0.005	2.38
Vend	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.10	0.10	< 0.005	0.01	0.01	1	2.06	2.06	< 0.005	< 0.005	< 0.005	2.15
Hanil	0.00	0.00	0.00	00.00	00.00	00.00	00.00	0.00	0.00	0.00	0.00	I	0.00	0.00	0.00	0.00	0.00	0.00
Annuar	1	1	1	î	ĵ	1	1	Ï	1	1	1	Ţ	1	1	1	1	1	1
Work	< 0.005	< 0.005	< 0.005	< 0.005	00.00	00.00	90.0	0.08	0.00	0.01	0.01	Į.	0.39	0.39	< 0.005	< 0.005	< 0.005	0.39
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	ì	0.34	0.34	< 0.005	< 0.005	< 0.005	0.36
Haulipa	0.00	0.00	00.0	0.00	0.00	0.00	0.00	0.00	0.00	00.0	0.00	1	0.00	00.00	0.00	0.00	0.00	0.00

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)
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riteria	Criteria Poliutants (Ib/day for daily, ton/yr for annual) and GHGs	Its (Ib/da	y tor dall	ly, ton/yr	for annua	al) and G	_	o/day tor	DM10T PM2 SE PM2 SD PM2 ST	I /yr tor a		BCC2				OCIV		
Use	3	3	Š Ž	3									NBCOZ	1700	7 1 4	O N	r	COZe
Daily, Summer (Max)	Î	Ē	Ī.	ľ	1	ſ	ı	ı	1	Ĭ	i	ì	1	i	1	1	1	I
General Light Industry	Í	Î	ľ.	f	I	Ī		1		1	ı	1	760 7	760	0.05	0.01	1	763
Total	Ĩ	ĵ	ı	ľ	I	ı	1	ĺ	1	Ĭ	1	1	760 7	160	0.05	0.01	1	763
Daily, Winter (Max)	Ĭ	1	1	1	I	ì	i	ì	1	1	1	1		1	1	I	1	î
General Light Industry	I	1	1	ı	Ĭ	1	1		ı	1	1	1	760 7	760	0.05	0.01	1	763
Total	ì	1	1	1	ĵ	1	1	1	1	1	1		7 097	092	0.05	0.01	1	763
Annual	1	1	ſ	f	1	l	ı	1	I	ľ	1			ı	1	ı	1	Ĩ
General Light Industry	I	I	1	1	Î	1	ı	i	Ĭ	ı	1	1	126	126	0.01	< 0.005	I	126
Total	Ĩ	ī	1	1	Î	i	1	1	1	1	i	Ì	126	126	0.01	< 0.005	ı	126

4.2.3TNatural Gas Emissions By Land Use - Unmitigated

	CO2e	Ĭ	209
	<u>к</u>	I	< 0.005
	N20	1	
	CH4	ı	0.02
	СО2Т	1	208
	NBC02	I	208
	BCO2	_1	1
annual)	PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4	Ī	0.01
(lb/day for daily, MT/yr for annual)	PM2.5D	Ī	ï
r daily, N	PM2.5E	Ī	0.01
b/day fo	PM10T	ı	0.01
GHGs (I	PM10D	ı	1
al) and	PM10E	Ĭ	0.01
for annu	S02	Î	< 0.005 0.01
y, ton/yr	00	1	0.15
/ for dail	NO×	ı	0.17
s (lb/da)	ROG	ĩ	0.01
ollutant		Ĭ	0.02
Critetia Pollutants (lb/day for daily, ton/yr for annual) and GHGs	Lano TOG	Sumprile (Max)	Genger Light

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Land Use TOG ROG NOX CO SO2 PM10E PM10E Daily, Summer (Max) — <th>0.01</th> <th>0.01 0.01 0.01 0.01 0.005</th> <th>0.02 0.02 0.02 0.02 v 0.005</th> <th>0.18 0.11 0.11 0.02</th> <th>\$0000 \$0000</th> <th>PM10EC 0.005C 0.005C 0.005C 0.005</th> <th>0.58 0.58 0.58 0.08</th> <th>0.58 0.58 0.58 0.08</th> <th>PM2.5EC 0.005C 0.005C 0.005C 0.005</th> <th>0.09 0.09 0.09 0.09</th> <th>0.09 0.09 0.09</th> <th> </th> <th>36.5 36.5 32.0 32.0</th> <th>36.5 36.5 32.0 32.0</th> <th>0H4 00.005 00.005 00.005 00.005</th> <th> A 0.005 A 0.005 A 0.005 A 0.005 </th> <th>0.14 0.14 0.005 0.005 0.001</th> <th>37.1 37.1 32.5 32.5 32.5</th>	0.01	0.01 0.01 0.01 0.01 0.005	0.02 0.02 0.02 0.02 v 0.005	0.18 0.11 0.11 0.02	\$0000 \$0000	PM10EC 0.005C 0.005C 0.005C 0.005	0.58 0.58 0.58 0.08	0.58 0.58 0.58 0.08	PM2.5EC 0.005C 0.005C 0.005C 0.005	0.09 0.09 0.09 0.09	0.09 0.09 0.09		36.5 36.5 32.0 32.0	36.5 36.5 32.0 32.0	0H4 00.005 00.005 00.005 00.005	 A 0.005 A 0.005 A 0.005 A 0.005 	0.14 0.14 0.005 0.005 0.001	37.1 37.1 32.5 32.5 32.5
GII Total	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.08	0.08	< 0.005	0 01	0.03		4 00	4 00	< 0.005	< 0.005	0	4 06

4.2. Energy

Total Sectricity Emissions By Land Use - Unmitigated

209		209	209	¥	34.6	34.6
2	1	×	72	1	%	8
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0.02	1	0.02	0.02	I	< 0.005	< 0.005
Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.3. Area Emissions by Source

4.3.2. Unmitigated

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(lb/day for daily, MT/yr for annual)	PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R CO2e				< 0.005 < 0.005 < 0.005 — < 0.005 — 3.58 3.58 < 0.005 — 3.59	< 0.005
3						3,58
or annual)	D PM2.5T	ı	1	1	< 0.005	< 0.005
aily, MT/yr fe	12.5E PM2.5	1	1	Ĭ		.005
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ınual) anı	PM10E	Ĩ	Ĩ	Ï	< 0.005 < 0.005	5 < 0.005
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r daily, toı	00 ×	ı	1	ı	1 0.87	1 0.87
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ollutants (TOG ROG	1	0.43	0.08	.15 0.14	0.15 0.65
Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs	Source	Summer (Max	Consol	Archingt – ural Coatings	Land No.15 pe Equipment	

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4.4 Water Emissions by Land Use

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

	CO2e	ſ
	œ	ſ
	0D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	1
	CH4	27
	СО2Т	1
	NBCO2	_ [
	BC02	
,	PM2.5T	Ĭ.
	PM2.5D	1
	PM2.5E	
200	PM10T	
	PM10D	
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	00	1
	×ON	1
1	ROG	_1
	Land TOG Use	1
(Land Use	AL Welling Summs (Maxwell)

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General — Light Industry	Total —	Daily, Winter (Max)	General — Light Industry	Total —	Annual —	General Light Industry	Total —

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

	CO2e	1	0.00	0.00	Į.
	œ	1	1	1	ľ.
	N20	i	0.00	0.00	Ü
	CH4	ı	0.00	0.00	Ĺ
	СО2Т	1	0.00	0.00	t
	NBC02	1	0.00	0.00	1
	BCO2	1	0.00	00.00	Ĭ.
annual)	PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T	1	ĺ.	Ĺ	1
AT/yr for	PM2.5D	1	1	1	1
r daily, N	PM2.5E	1	1	1	I
b/day fo	PM10T	1	Î	1	Ï.
GHGs (PM10D	ĺ	ĵ	1	Ě
ual) and	PM10E	1	1	1	ı
for annu	S02	1	1	1	1
ly, ton/yr	9	1	1	1	1
y for dai	×ON	Ī	ĺ	1	Î
ts (Ib/da	ROG	ı	1	1	Į.
Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)	T0G	1	1	1	ľ
Criteria	Land Use	Summy (Max	General Light	Total	Winter)

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General Light Industry	Total	Annual	General Light Industry	Total

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)

		Single Silver (in any is a mily is in a milan) and Silver	200	7, 10111 71	5	200		(include to daily, in high to difficult)	14 (611)	7 10 16	(100)							
Land	тое	ROG	×ON	9	SO2	PM10E PM10D	PM10D	PM10T	PM2.5E	PM2.5D		всо2	NBC02	C02T	CH4	N2O	œ	CO2e
Daily, Summer (Max)	ĺ	ı	ı	Î	ı	I	1	ï	ĭ	ï	1	Î.	ı	1	1	ĺ	1	ı
General Light Industry	ı	1	ľ	ĺ	Ï,	1	1	ì	î	ı	1	Î	1	1	1	Í	5.21	5.21
Total D	1	Ţ	1	Ī	1	ı	1	Í	i	1	1	1	1	1	1	ì	5.21	5.21
Winte Wax (Max	1	1	1	1	1	1	1	ì	1	1	1	I	1	1	1	Í	ľ	ı
General Light	1	1	1	1	1	1		Î	1	1	1	1	1	1	1	Î	5.21	5.21
Total	1	1	1	1	1	1	1	1	1	1	1	ì	1	1	1	ă	5.21	5.21
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General Light Industry	Total

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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SO2 PM10E PM10D PM10T PM2.5E PM2.5T BCO2 - - - - - - - - - - - - - - - -	BCO2 NBCO2 CO2T	BCO2 NBCO2 CO2T CH4	BCO2 NBCO2 CO2T CH4
BC02	BCO2 NBCO2 CO2T	BCO2 NBCO2 CO2T CH4	BCO2 NBCO2 CO2T CH4 N2O
BCO2	BCO2 NBCO2 CO2T	BCO2 NBCO2 CO2T CH4	BCO2 NBCO2 CO2T CH4 N2O
BC02	BCO2 NBCO2 CO2T	BCO2 NBCO2 CO2T CH4	BCO2 NBCO2 CO2T CH4 N2O
BC02	BCO2 NBCO2 CO2T	BCO2 NBCO2 CO2T CH4	BCO2 NBCO2 CO2T CH4 N2O
	NBCO2 CO2T	NBCO2 CO2T CH4	NBCO2 CO2T CH4 N2O

A.8.<u>§</u>tationary Emissions By Equipment Type ച

Critefia Pollutants (Ib/day for daily. ton/vr for annual) and GHGs (Ih/day for daily MT/vr for

	CO2e	
	œ	
	N20	
	CH4	
	NBCO2 CO2T	
nuai)	PM10T PM2.5E PM2.5D PM2.5T BCO2	
ib/day for dally, Millyr for annual,	12.5D PN	
, MI	2.5E PN	
iy ior da	OT PM	
_	17	
ם פרס פרס	PM10E PM10D	
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र्भा राज बा	S02	
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chiera Politiants (10/day 101 daily, torify) for annual and GHGS	ROG	
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20110	Equipme nt Type	G

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Daily, Summer (Max)	Total	Daily, Winter (Max)	Total	Annual	Total

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

CO2e	1	1	1	1	1	1
œ	Ĩ	ĵ	1	1	1	1
N20	. I	Ĭ	1	Ī	Ĺ	Ī
CH4	Ī.	t)	1	1	ı	1
C02T	I	Ţ	1	1	1	1
NBCO2 CO2T	Ī	Ĩ.	ĵ	1	1	1
BCO2	Ī	Ĺ	Ĩ	Ĩ	ĩ	1
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PM2.5E	ľ	_0	I	1	1	1
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PM10E PM10D	_11	1	1	ı	1	ı
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×ON	1	1	1	1	1	1
ROG	1	1	ı	ı	1	
	1	j	ı	ı	i	1
Equipme TOG nt	Daily, Summer (Max)		Wint Wax (Max	Lotal	Annua	AL Lotal

4.1 அSoil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

iteria	Pollutan	ts (lb/da	y for dail	Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)	for annu	al) and c	SHGs (Ib	/day for	daily, M	T/yr for a	annual)							
getatio	Vegetatio TOG	ROG	×ON	8	S02	PM10E PM10D		PM10T	PM2.5E	PM2.5D	PM2.5T		NBCO2 CO2T		CH4	N2O	œ	CO2e
Daily, Summer (Max)	1	1	ı	1	ı	i	1	1	Ĭ	ī	1	1	Î	ı	1	1	ī	1
Total	I	1	1	1	Ĭ	1	i	1	İ	1	1	1	1	1	1	1	I	1
Daily, Winter (Max)	1	1	1	1	ī	t	1		Î	1		ſ	ĺ	ľ		f	Ī	
Total	ij	1	1	1	1	1	i	i	Î	1	ſ	1	ĺ	ì	ľ		ĺ	ľ
Annual	Î	ĵ	ſ	ı	Î	ï	ı	1	ì	ı	1	ī	Ĭ	ì	1	1	ì	1
Total	1	1	1	J	ì	1	i	1	i	1	1	1	ì	1	1	i	1	1

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	×ON	00	SO2	PM10E	PM10D	PM10T	PM2.5E PM2.5D PM2.5T BCO2	PM2.5D	PM2.5T	всоз	NBCO2 CO2T		CH4	N2O	œ	CO2e
Summary (Max	Ī	1	1	ļ	1	1		1	1	1	i	1	j	1	1	1	1	1
Total	1	1	1	J	1	1	i	1	1	1		L	1	1	1	1	1	
RIG	Ū	ľ	ı	Ī	1	ľ	ı	1		ı	1	li .	ľ	ŭ	l,	ı	Ĺ	Ĭ
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Annual	ï	1	1	Î	1	1	1	İ	ì	1	ļ	1	1	1	1	1	ì	1
Total	1	1	1	Í	1	1	1	ı		1	1	1	1	1	1	1	ī	1
G																		

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria	Polluta	nts (Ib/di	ay for da	ily, ton/yı	Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs	ial) and C		day for c	(lb/day for daily, MT/yr for annual)	/yr for a	nnual)							
Species	TOG	ROG	×ON	00	SO2	PM10E F	PM10D P	PM10T P	PM2.5E PN	PM2.5D F	PM2.5T B	BCO2 N	NBCO2 C	CO2T	CH4	N20	æ	CO2e
Daily, Summer (Max)	1	I	1	1	1	I	1		i		1		i	1	1	1		ı
Avoided	ī	1	1	ı	1	ĵ	; I	1	1	<u>.</u>	1		i					1
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5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2023	6/21/2023	5.00	15.0	1
Grading	Grading	6/22/2023	8/30/2023	5.00	20.0	
Building Construction	Building Construction	8/31/2023	1/10/2024	5.00	95.0	1

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Rparation	Tractors/Loaders/Backh Diesel oes	Diesel	Average	4.00	8.00	84.0	0.37
Grad	Graders	Diesel	Average	1.00	8.00	148	0.41
Grade	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading D	Tractors/Loaders/Backh Diesel oes	Diesel	Average	3.00	8.00	84.0	0.37
Grade	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction Cranes	Cranes	Diesel	Average	1.00	7.00	367	0.29

Building Construction Forklifts		Diesel	Average	3.00	8.00	82.0	0.20
Building Construction Generator Sets		Diesel	Average	1.00	8.00	14.0	0.74
Building Construction Welders		Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Suilding Construction Tractors/Loaders/Backh Diesel	Diesel	Average	3.00	7.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Į	ı	ľ	ļ
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	1	10.2	ннот,мнот
Site Preparation	Hauling	0.00	20.0	ННБТ
Site Preparation	Onsite truck	ľ	ľ	ННОТ
Grading	I	Ī	1	1
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor		10.2	ннот,мнот
Grading	Hauling	0.00	20.0	ННОТ
Grading	Onsite truck	ı	1)	ННДТ
Building Construction	1	1	1	1
Building Construction	Worker	8.40	18.5	LDA,LDT1,LDT2
Builoug Construction	Vendor	3.28	10.2	ннот,мнот
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	Į	1	НН

5.4.3 ehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user. 5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards) Material Ex	Material Exported (Cubic Yards)	ported (Cubic Yards) Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	22.5	0.00	ŧ
Grading	0.00	0.00	50.0		1

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	Other	20%	20%

5.7 **R**onstruction Paving

Land Use	Area Paved (acres)	% Asphalt
General Light Industry	0.00	%0

0 5.8군onstruction Electricity Consumption and Emissions Factors >>

kWh.per Year and Emission Factor (Ib/MWh)	ר Factor (Ib/MWh)			
Year	kWh per Year	CO2	CH4	N2O
G 5202	0.00	457	0.03	< 0.005

< 0.005	
0.03	
457	
0.00	
2024	

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	2.00	0.00	0.00	521	40.0	0.00	0.00	10,429

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	esidential Interior Area Coated (sq ft) Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated	Non-Residential Interior Area Coated Non-Residential Exterior Area Coated Sq ft)	Parking Area Coated (sq ft)
0	0.00	30,000	10,000	Ĭ

5.10<mark>.8</mark>1 Landscape Equipment

0.00

5.1 (TOperational Energy Consumption

5.11 Unmitigated

Electricity (kWh/yr) and C	Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural	d Natural Gas (kBTU/yr)			
Land Use	Electricity (kWh/yr)	C02	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	607,489	457	0.0330	0.0040	649,692

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gallyear)
General Light Industry	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14**杆;** Unmitigated <mark>而</mark>

Sene Light Industry Other commercial A/C R-410A 2,088 0.30 4.00 4.00 4.00	-and Use Type Refrigerant GWP Quantity (kg) Operations Leak Rate Service Leak Rate	
	2,088 0.30 4.00	

5.1570 perational Off-Road Equipment 5.1574 Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

nd Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18<mark>分</mark> Biomass Cover Type 乙 5.18<mark>奇</mark> 1. Unmitigated

Final Acres
Initial Acres
Biornass Cover Type

5.18.2.1. Unmitigated

d (btu/year)
Natural Gas Saved
Electricity Saved (kWh/year)
Number
Tree Type

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	31.1	annual days of extreme heat
Extreme Precipitation		precipitation above 20 mm
Sea Level Rise		
Wildfire	0	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 differentiassumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature 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 possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildife 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, 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 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 possidities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Thitial Climate Risk Scores

J				
Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	က	0	0	N/A
Extreme Precipitation		N/A	N/A	N/A
Sea Level Rise	A/Z	A/N	AN AN	4/2

Wildfire	A/N:	N/A	N/A	N/A
Flooding	N/A		N/A	
Drought	0	0		N/A
Snowpack Reduction	N/A	N/A		N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest

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	8	_	_	9
Extreme Precipitation	N/A	N/A	:N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	-	_	-	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sativity 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

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.<mark>各</mark>limate Risk Reduction Measures

7. Realth 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.	ution burden compared to other census tracts in the state,
Indicator	Result for Project Census Tract
Exposure Indicators	Ţ
AQ-Ozone	59.9
AQ-PM	43.9
AQ-DPM	8.23
Drinking Water	56.2
Lead Risk Housing	39.6
Pesticides	82.1
Toxic Releases	28.8
Traffic	3.59
Effect Indicators	
CleanUp Sites	17.1
Groundwater	26.6
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	96.3
Solid Waste	0.00
Sensitive Population	1
Asthma	86.7
Cardimascular	87.5
Low Birth Weights	29.9
Socione Factor Indicators	1
Eduo <mark>ali</mark> on	86.1
Housing	46.0
Lingualic	94.3
Poverty	78.2

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	8	
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	nt	
	employment	
	mployment	
	employment	

Unemployment	99.4
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.	octs healthier community conditions compared to other census tracts in the state.
Indicator	Result for Project Census Tract
Economic	Ĺ
Above Poverty	18.58077762
Employed	17.20775055
Median HI	3.695624278
Education	Ĩ
Bachelor's or higher	19.41485949
High school enrollment	100
Preschool enrollment	23.26446811
Transportation	Ĭ
Auto Access	37,4566919
Active commuting	32.84999358
Social	ĵ
2-parent households	37.08456307
Voting	34.2871808
Neighborhood	Ī
Alcologiavailability	43.85987425
Parkaccess	48.27409213
Retairdensity	15.98870781
Supermarket access	64.72475298
Tree canopy	8.905427948
Houst	j
Homeownership	46.24663159

Housing habitability	54.08700115
Low-inc homeowner severe housing cost burden	73.96381368
Low-inc renter severe housing cost burden	28.6154241
Uncrowded housing	45.96432696
Health Outcomes	
Insured adults	47.60682664
Arthritis	0.0
Asthma ER Admissions	8.1
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	48.3
Cognitively Disabled	19.2
Physically Disabled	8.8
Heart Attack ER Admissions	3.8
Mental Health Not Good	0.0
Chronio Kidney Disease	0.0
ObedO	0.0
Pedestran Injuries	19.6
Physical Health Not Good	0.0
Strok	0.0
Health Risk Behaviors	Ï
Bingo-Arinking	0.0
Current Smoker	0.0

No Leisure Time for Physical Activity	0.0
Climate Change Exposures	
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	7.8
Elderly	39.0
English Speaking	4.8
Foreign-born	56.6
Outdoor Workers	4.4
Climate Change Adaptive Capacity	Į.
Impervious Surface Cover	65.7
Traffic Density	7.3
Traffic Access	23.0
Other Indices	
Hardship	88.7
Other Decision Support	
2016 Voting	0.0

7.3. Poverall Health & Equity Scores

Metric	Result for Project Census Tract
CalEmyoScreen 4.0 Score for Project Location (a)	68.0
	22.0
Project_ocated in a Designated Disadvantaged Community (Senate Bill 535)	
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
(2	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state. b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected. 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.
7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created. 8. User Changes to Default Data

Screen	Justification
Land Use	Approximately 19,386 square feet inverters and BESS containers, rounded up to 20,000 4.5 acre project impact area
Construction: Construction Phases	6-8 month construction duration Site preparation - 3 weeks Grading/trenching - 10 weeks Foundations/BESS installation/wiring/commissioning - 19 weeks
Construction: On-Road Fugitive Dust	All roads used to access project site are paved. ICAPCD recommends modeling 90 percent paved roads during construction activities.
Operations: Vehicle Data	Unmanned/remote facility. 1 round trip modeled to account for any routine maintenance. Trip length increased to 20 miles.
Operations: Road Dust	Used same paved road % as construction workers
Operations: Water and Waste Water	Unmanned facility, no water use
Operations: Solid Waste	Unmanned facility, no solid waste
RIGINAL PKG	
ì	

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An Employee-Owned Company

February 15, 2023

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro CA 92243

Reference: Noise Analysis for the Holtville Peaker BESS Project, Holtville, California (RECON Number 10247)

Dear Mr. Gonzalez:

The purpose of this report is to assess potential noise impacts from construction and operation of the Holtville Peaker Battery Energy Storage Site (BESS) Project (project). Noise impacts were evaluated using standards established by the City of Holtville (City) and Imperial County (County).

1.0 Project Description

The 17.2-acre project site consists of an undeveloped lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the City's sphere of influence (SOI) within Imperial County, California (Figure 1). The project site is surrounded by residential development with scattered commercial and industrial development (Figure 2).

The project would include development of a BESS that would connect to an existing 92-kilovolt gen-tie line (Figure 3). The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

2.0 Environmental Setting

2.1 Noise Terminology

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease. Additionally, in technical terms, sound levels are described as either a "sound power level" or a "sound pressure level," which while commonly confused, are two distinct characteristics of sound.

Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw} , is the energy converted into sound by the source. The L_{pw} is used to estimate how far a noise will travel and to predict the sound levels at various distances from the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an eardrum or microphone and is the sound pressure level. Noise measurement instruments only measure sound pressure, and noise level limits used in standards are generally sound pressure levels.

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The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the one-hour equivalent noise level (Leq), the community noise equivalent level (CNEL), and the sound exposure level. The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night. The sound exposure level is a noise level over a stated period of time or event and normalized to one second. Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) receives an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would attenuate at 7.5 dB(A) per doubling of distance.

Human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 dB(A) barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation 2013).

2.2 Applicable Standards

The project site is located within the City's SOI and is designated as an Urban Area land use in the Imperial County General Plan. The Urban Area designation includes areas surrounding the following seven incorporated cities: Brawley, El Centro, Westmorland, Holtville, Calipatria, Imperial, and Calexico. It is anticipated that these areas will eventually be annexed or incorporated. The Holtville Urban Area is generally bounded on the west by State Highway 115, Zenos Road, and Country Club Road; on the north by Kamm Road; on the east by Towland Road; and on the south by Haven Road, the Ash Main Canal, and Edwards Road. The project site is located adjacent to the western City boundary. Due to the project site's location and Urban Area designation, noise generated by the project was evaluated using the standards established by both the City and the County.

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2.2.1 City of Holtville

2.2.1.1 Construction

Section 8.24.070 of the City's Municipal Code addresses construction-related noise near residential uses. It states:

- It shall be unlawful for any person to make, continue or cause to be made or continued, within the limits of the city of Holtville, any disturbing, excessive or offensive noise which causes discomfort or annoyance to any reasonable persons of normal sensitivity residing in the area.
- The following acts, among others, are declared to be offensive, loud, disturbing, and unnecessary noises
 originating from residential properties or on public ways in violation of this section, but such
 enumeration shall not be deemed to be exclusive:
 - Construction work or related activity which is adjacent to or across a street or right-of-way from a residential use, except between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, or between 8:00 a.m. and 7:00 p.m. on Saturday and Sunday. No such construction is permitted on federal holidays. As used in this section, "construction" shall mean any site preparation, assembly, erection, substantial repair, alteration, demolition or similar action, for or on any private property, public or private right-of-way, streets, structures, utilities, facilities, or other similar property. An exception to this rule is during summer months when a special permit may be obtained from Imperial County planning development services. This does not apply to emergency repair work performed by or on behalf of public agencies.

2.2.1.2 Operation

As stated in the Noise Element of the City's General Plan (City of Holtville 2017), the City has adopted a program to develop a Noise Ordinance that will be designed to address business activity and nuisance noise. The ordinance will establish specific interior and exterior standards for noise levels within various types of land uses as well as daytime and nighttime standards. Enforcement of the ordinance ensures that adjacent properties are not exposed to excessive noise from stationary sources or nuisances. Enforcing the ordinance includes requiring proposed development projects to demonstrate compliance with the ordinance. The ordinance will be reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

No specific noise level limits have been adopted to date. However, Section 17.10.150 states:

No use shall be permitted which creates noise levels that exceed five decibels above the ambient noise level of the area, in accordance with the Occupation Safety and Health Act of 1970.

2.2.2 Imperial County

2.2.2.1 Construction

County General Plan Noise Element Section IV.C.3 addresses noise generated by construction activities. It states:

• Construction noise, from a single piece of equipment or a combination of equipment, shall not exceed 75 dB L_{eq}, when averaged over an eight (8) hour period, and measured at the nearest sensitive receptor. This standard assumes a construction period, relative to an individual sensitive receptor of days or weeks. In cases of extended length construction times, the standard may be tightened so as not to exceed 75 dB L_{eq} when averaged over a one (1) hour period.

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Construction equipment operation shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, and 9 a.m. to 5 p.m. Saturday. No commercial construction operations are permitted on Sunday or holidays. In cases of a person constructing or modifying a residence for himself/herself, and if the work is not being performed as a business, construction equipment operations may be performed on Sundays and holidays between the hours of 9 a.m. and 5 p.m. Such non-commercial construction activities may be further restricted where disturbing, excessive, or offensive noise causes discomfort or annoyance to reasonable persons of normal sensitivity residing in an area.

Based on these standards, the applicable limit for project construction activities is 75 dB(A) L_{eq} at the nearest sensitive receptor.

2.2.2.2 Operation

The County General Plan Noise Element (Imperial County 2015) identifies property line noise level limits that apply to noise generation from one property to an adjacent property (excluding construction noise). As stated in the Noise Element, the property line noise level limits imply the existence of a sensitive receptor on the adjacent, or receiving, property. In the absence of a sensitive receptor, an exception or variance to the standards may be appropriate.

County Code of Ordinances Title 9, Division 7: Noise Abatement and Control, specifies noise level limits. Noise level limits are summarized in Table 1. Noise level limits do not apply to construction equipment.

Table 1 Imperial County Property Line Noise Limits				
Zone	Time	One-Hour Average Sound Level [dB(A) Leq]		
Loui Density Posidential Zones	7:00 a.m. to 10:00 p.m.	50		
Low-Density Residential Zones	10:00 p.m. to 7:00 a.m.	45		
Madisus to High Donaits Davidantial Zanaa	7:00 a.m. to 10:00 p.m.	55		
Medium to High-Density Residential Zones	10:00 p.m. to 7:00 a.m.	50		
C	7:00 a.m. to 10:00 p.m.	60		
Commercial Zones	10:00 p.m. to 7:00 a.m.	55		
Manufacturing/Light Industrial/ Industrial Park Zones including agriculture	(anytime)	70		
General Industrial Zones	(anytime)	75		
SOURCE: Imperial County Noise Abatement and Cont	rol Ordinance, Tit. 9, Div. 7, § 90	702.00(A).		

The project site and the property to the south are zoned M1U (Light Industrial Urban), the properties to the west and north are zoned A1U (Limited Agriculture Urban) and C2U (Medium Commercial Urban), and the property to the northeast is zoned R1U (Low Density Residential Urban). The properties to the east are within City boundaries and have a City zoning designation of R-1 (Single Family).

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3.0 Existing Conditions

Existing noise levels at the project site were measured on February 3, 2023, using one Larson-Davis LxT Sound Expert Sound Level Meter, serial number 3896. The following parameters were used:

Filter: A-weighted Response: Slow Time History Period: 5 seconds

The meter was calibrated before and after the measurements. The meter was set 5 feet above the ground level for each measurement. Noise measurements were taken to obtain typical ambient noise levels at the project site and in the vicinity. The weather was mild and partly cloudy with a slight breeze. Three 15-minute measurements were taken, as described below. The measurement locations are shown on Figure 4, and detailed data is presented in Attachment 1.

Measurement 1 was located at the northern project boundary, approximately 50 feet south of Alamo Road. The main source of noise at this location was vehicle traffic on Alamo Road. Secondary sources of noise included bird vocalizations, barking dogs, and a distant siren. Noise levels were measured for 15 minutes. The average measured noise level was 55.9 dB(A) L_{eq}.

Measurement 2 was located at the western project boundary, approximately 50 feet east of the dirt road. The main source of noise at this location was vehicle traffic on Alamo Road. Secondary sources of noise included bird vocalizations, barking dogs, and roosters. Noise levels were measured for 15 minutes. The average measured noise level was 48.9 dB(A) L_{eq}.

Measurement 3 was located at the eastern project boundary, approximately 50 feet west of Melon Road. The main source of noise at this location was vehicle traffic on Melon Road. Secondary sources of noise included vehicle traffic on Alamo Road, bird vocalizations, and hammering. Noise levels were measured for 15 minutes. The average measured noise level was 52.4 dB(A) Leq.

Noise measurements are summarized in Table 2.

Table 2 Noise Measurements				
Measurement	Location	Time	Main Noise Sources	Leg
1	Northern project boundary, 50 feet south of Alamo Road.	9:59 a.m. – 10:14 a.m.	Vehicle traffic on Alamo Road	55.9
2	Western project boundary, 50 feet east of dirt road.	10:30 a.m. – 10:45 a.m.	Vehicle traffic on Alamo Road	48.9
3	Eastern project boundary, 50 feet west of Melon Road.	11:02 a.m. – 11:17 a.m.	Vehicle traffic on Melon Road	52.4
NOTE: Noise m	easurement data is contained in a	Attachment 1.		

4.0 Methodology

Noise level predictions and contour mapping for construction and on-site noise sources were developed using noise modeling software, SoundPlan Essential, version 4.1 (Navcon Engineering 2018). SoundPlan calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2 – Acoustics,



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Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. The model outputs can be developed as noise level contour maps or noise levels at specific receivers. In all cases, receivers were modeled at 5 feet above ground elevation, which represents the average height of the human ear.

4.1 Construction

Construction activities associated with the project would include site preparation, grading, excavation, and foundation work for the placement of the BESS storage containers and inverters. Project construction noise would be generated by diesel engine-driven construction equipment. Noise impacts from construction are a function of the noise generated by equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Table 3 presents a list of noise generation levels for various types of construction equipment. The duty cycle is the amount of time that equipment generates the reported noise level during typical, standard equipment operation. The noise levels and duty cycles summarized in Table 3 are based on measurements and studies conducted by Federal Highway Administration and the Federal Transit Authority.

	Table 3	THE WAY
Typical Construc Equipment	tion Equipment Noise Levels Noise Level at 50 Feet [dB(A) Leq]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt amps or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%

Table 3 Typical Construction Equipment Noise Levels			
Equipment	Noise Level at 50 Feet [dB(A) L _{eq}]	Typical Duty Cycle	
Scraper	85	40%	
Tractor	84	40%	
Vacuum Excavator (vac-truck)	85	40%	
Vibratory Concrete Mixer	80	20%	
Vibratory Pile Driver	95	20%	
SOURCE: Federal Highway Administration	on 2006 and 2008, Federal Transit A	uthority 2006.	

SOURCE: Federal Highway Administration 2006 and 2008, Federal Transit Authority 2006. dB(A) L_{eq} = A-weighted decibels average noise level

The loudest construction activities would be those associated with site preparation and grading. Construction noise levels were calculated assuming the simultaneous use of the following three pieces of construction equipment: a grader, a loader, and a water truck. Water truck noise levels were assumed to be equivalent to a dump truck. Although more construction equipment would be present on-site, not all would be used at the same time. Simultaneous use of this equipment would generate and average hourly noise level of 84.3 dB(A) L_{eq} at 50 feet, which is equivalent to a sound power level of 115.9 dB(A) L_{pw}. This noise level was modeled as an area source distributed over the footprint of the development area.

4.2 Operation

Once construction is complete, the primary noise sources would be the inverters and the BESS containers. The project would include 13 Sungrow Model SC5000UD-MV-US inverters surrounded by 88 Sungrow Model ST2752UX-US BESS containers each consisting of 48 battery units. It was assumed that noise levels generated by the inverters would be similar to Sungrow Model SG3600-UD-MV which generate a sound power level of 92 dB(A) L_{pw} (TRC Companies, Inc. 2022). Manufacturer specifications for the BESS containers indicate that three facades of the containers generate a noise level of 54 dB(A) L_{eq} at 5 meters and one façade generates a noise level of 53 dB(A) L_{eq} at 5 meters (Assured Environmental 2022). The louder noise level, which equates to a sound power level of 76 dB(A) L_{pw}, was modeled. All inverters and BESS containers were modeled with a 100 percent usage factor.

5.0 Noise Impact Analysis

5.1 Construction

Noise associated with project construction would potentially result in short-term impacts to surrounding properties. As discussed, the project is surrounded by residential, commercial, and industrial uses. The nearest sensitive receptors are the residential uses located north, west, and east of the project site. Construction noise levels were calculated based on the simultaneously use of a grader, loader, and water truck.

Noise levels were modeled at a series of 15 receivers located at the adjacent properties. The results are summarized in Table 4. Modeled receiver locations and construction noise contours are shown on Figure 5. SoundPLAN data is contained in Attachment 2.

Table 4 Construction Noise Levels			
Receiver	Zoning/Jurisdiction	Construction Noise Level [dB(A) Leq]	
1	R-1 (Single Family)/City	55	
2	R-1 (Single Family)/City	55	
3	R-1 (Single Family)/City	55	
4	R-1 (Single Family)/City	55	
5	A1U (Limited Agriculture Urban)/County	57	
6	C2U (Medium Commercial Urban)/County	60	
7	A1U (Limited Agriculture Urban)/County	61	
8	A1U (Limited Agriculture Urban)/County	60	
9	A1U (Limited Agriculture Urban)/County	59	
10	A1U (Limited Agriculture Urban)/County	57	
11	A1U (Limited Agriculture Urban)/County	56	
12	A1U (Limited Agriculture Urban)/County	57	
13	A1U (Limited Agriculture Urban)/County	58	
14	A1U (Limited Agriculture Urban)/County	58	
15	A1U (Limited Agriculture Urban)/County	58	
dB(A) L _{eq} =	A-weighted decibels equivalent noise level.		

As shown, construction noise levels are not anticipated to exceed the County's construction noise level limit of 75 dB(A) L_{eq} at the adjacent properties. Construction activities would only occur during the times allowable by the City and County Municipal Codes (7 a.m. to 7 p.m., Monday through Friday, and 9 a.m. to 5 p.m. Saturday). No construction activities that generate impulsive noise levels would be required. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Therefore, project construction would not exceed noise level limits established in the County's Municipal Code and would only occur during the daytime hours, and temporary increases in noise levels during construction would be less than significant.

5.2 Operation

The primary noise sources on-site would be the inverters and the BESS containers. Using the on-site noise source parameters discussed in Section 4.2, noise levels were modeled at a series of 15 receivers located at the adjacent properties. Modeled receivers and operational noise contours are shown in Figure 6. Modeled data is included in Attachment 3. Future projected noise levels are summarized in Table 5.

Table 5 Operational Noise Levels			
Receiver	Zoning/Jurisdiction	Operational Noise Level [dB(A) Leq]	
1	R-1 (Single Family)/City	38	
2	R-1 (Single Family)/City	38	
3	R-1 (Single Family)/City	38	
4	R-1 (Single Family)/City	37	
5	A1U (Limited Agriculture Urban)/County	39	
6	C2U (Medium Commercial Urban)/County	42	
7	A1U (Limited Agriculture Urban)/County	43	
8	A1U (Limited Agriculture Urban)/County	43	

Operational Noise Levels			
Zoning/Jurisdiction	Operational Noise Level [dB(A) Leq]		
A1U (Limited Agriculture Urban)/County	42		
A1U (Limited Agriculture Urban)/County	41		
A1U (Limited Agriculture Urban)/County	39		
A1U (Limited Agriculture Urban)/County	41		
A1U (Limited Agriculture Urban)/County	42		
A1U (Limited Agriculture Urban)/County	43		
A1U (Limited Agriculture Urban)/County	43		
	Zoning/Jurisdiction A1U (Limited Agriculture Urban)/County A1U (Limited Agriculture Urban)/County A1U (Limited Agriculture Urban)/County A1U (Limited Agriculture Urban)/County A1U (Limited Agriculture Urban)/County A1U (Limited Agriculture Urban)/County		

As shown, operational noise levels would not exceed the County's most restrictive noise level limit of 45 dB(A) L_{eq} at the residential uses to north, east, and west. Additionally, as shown in Figure 6, operational noise levels would not exceed the County's industrial noise level limit at the property to the south. Further, Section 17.10.150 of the City's Municipal Code states noise levels shall not exceed five decibels above the ambient noise level of the area. As shown in Table 2, the ambient noise level on the project site ranged from 48.9 to 55.9 dB(A) L_{eq} . Operational noise levels would not exceed five decibels above the ambient noise level. Therefore, project operation would not result in noise levels that exceed City or County standards, and operational noise impacts would be less than significant.

6.0 Conclusions

Based on the preceding analysis, the project is not anticipated to generate construction or operational noise levels that exceed the applicable noise limits. Impacts associated with the project would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming Noise Specialist

JLF:jg

7.0 Certification

The following is a list of preparers, persons, and organizations involved with the noise assessment.

RECON Environmental, Inc.

Jessica Fleming, County-approved Noise Consultant Jennifer Gutierrez, Production Specialist Benjamin Arp, GIS Specialist Mr. Ramon Gonzalez Page 10 February 15, 2023

8.0 References Cited

Assured Environmental

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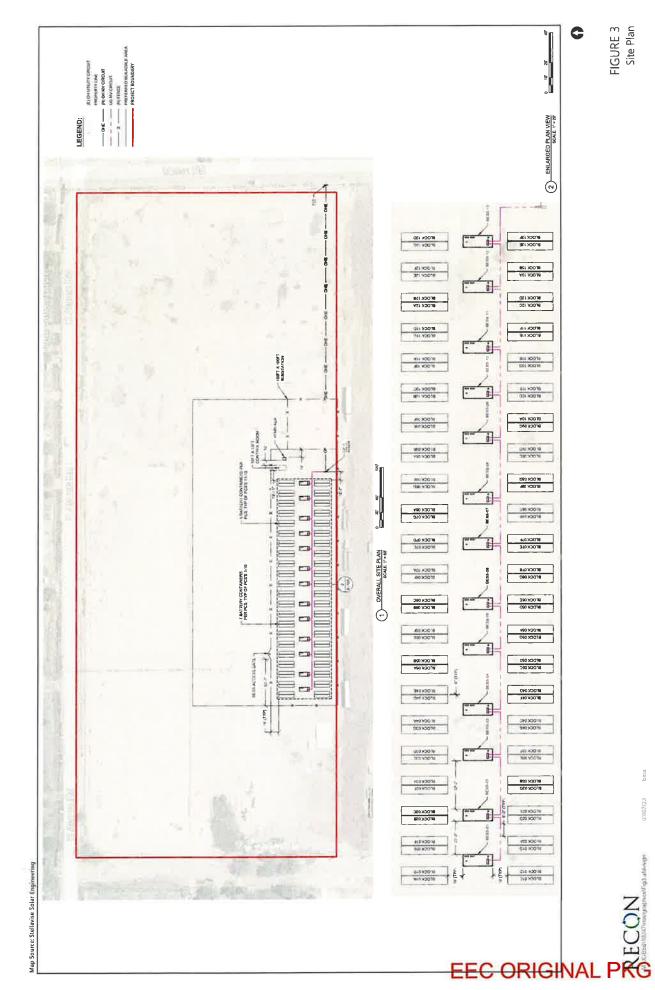




Project Boundary



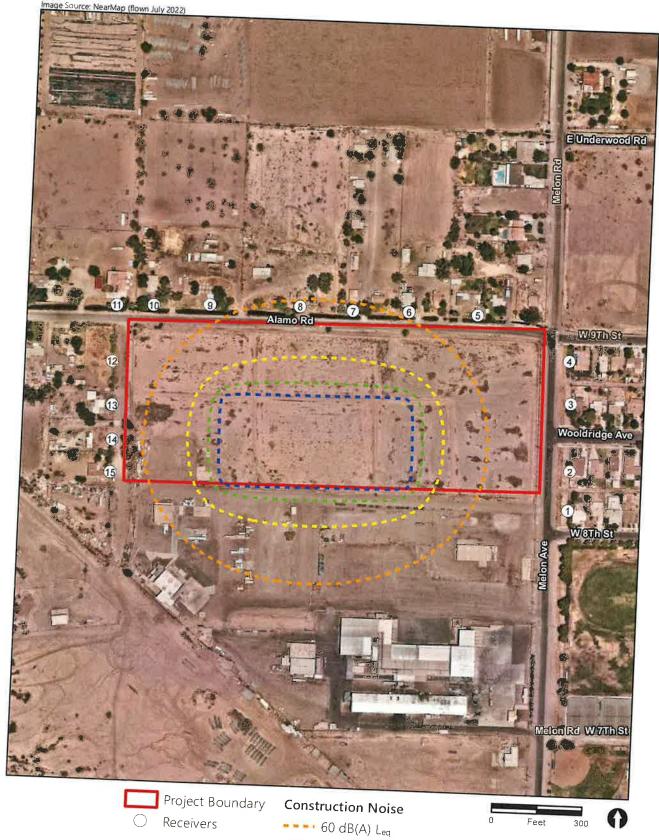




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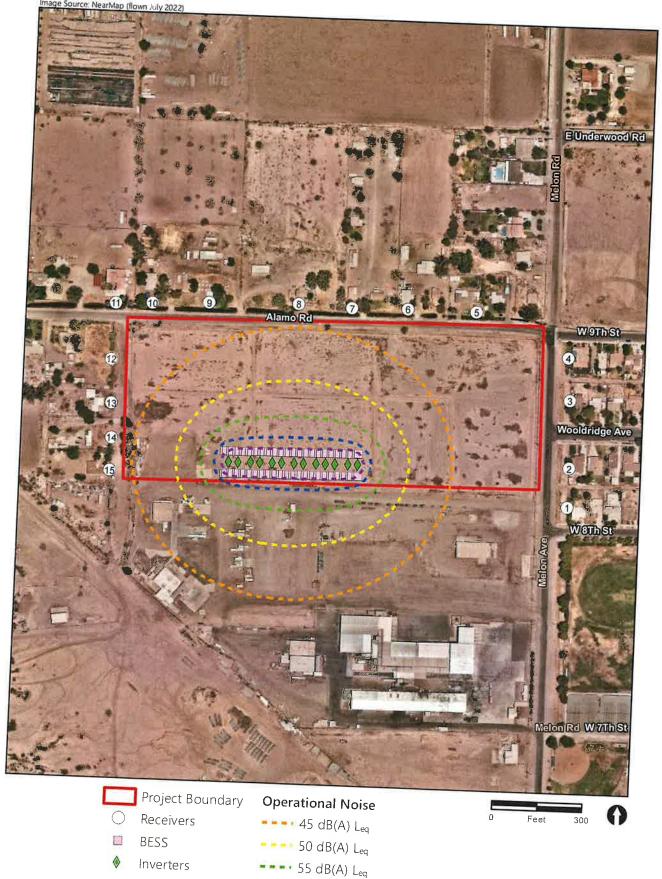


65 dB(A) L_{eq}

70 dB(A) L_{eq}

75 dB(A) L_{eq}

FIGURE 5 Construction Noise Contours EEC ORIGINAL PKG



➡ 55 dB(A) L_{eq}

60 dB(A) L_{eq}

65 dB(A) L_{eq}

FIGURE 6 Operational Noise Contours

EEC ORIGINAL PKG

ATTACHMENTS

ATTACHMENT 1

Noise Measurement Data

10247 Holtville Peaker Noise Measurement Data

Summary File Name on Meter LxT_Data 207 s File Name on PC LxT_0003896-20230203 105511-LxT_0ata 207 ldbin 0003896 Serial Number Model SoundTrack LxT® Firmware Version 2.404 User Location Measurement 1 Job Description Note Measuremen Description 2023-02-03 10:55:11 Stop 2023-02-03 11:10:31 Duration 00:15:19 B Run Time 00:15:00.8 Pause 00:00:19.0 Pre-Calibration 2023-02-03 10:42:30 Post-Calibration None Calibration Deviation Overall Setting RMS Weight A Weighting Peak Weight A Weighting Detector Slow Preamplifier PRMLxT1 Microphone Correction Off Integration Method Linear 144.6 dB A 100.6 97.6 102,6 dB Under Range Peak Under Range Limit 37.8 37,5 44,5 dB Noise Floor 28.7 283 35.4 dB 55.9 LAE 85.4 EA 38.582 µPa³h EAB 1.234 mPa³h EA40 6.168 mPa³h 2023-02-03 11:06:07 82.7 dB LApeak (max) 2023-02-03 11:07:48 LASmin 2023-02-03 11:00:40 38.5 dB LAS > 60.0 dB (Exceedance Counts / Duration) 50 0 141.8 s LAS > 70.0 dB (Exceedance Counts / Duration) 0,0 s LApeak > 135.0 dB (Exceedance Counts / Duration) 0.0 s LApeak > 137.0 dB (Exceedance Counts / Duration) LApeak > 140.0 dB (Exceedance Counts / Duration) 0 0,0 s 0 0.0 s 61.0 dB LCeq LAeq 55.9 dB LCeq - LAeq 5.2 dB LAleq LAeq 61.8 dB 55.9 dB LAleg - LAeg 5.9 d8 dB Time Stamp dB Time Stamp dB Time Stamp 55.9 LS(max) 67.3 2023/02/03 11:07:48 Ls(min) 38.5 2023/02/03 11:00:40 LPeak(max) 2023/02/03 11:06:07 82.7 а Overload Count 0.0 s Overload Duration Dose Settings O5HA-1 Dose Name Exchange Rate 5 dB 80 dB Threshold 90 Criterion Level 90 90 dB Criterion Duration В 8 h % % Projected Dose TWA (Projected) TWA(t) dB 40.8 40,8 dB Lep (t) Statistics LA5.00 62,0 dB LA10.00 60.2 dB LA33.30 54.5 dB LA50.00 50.0 dB

46 8 dB

42.0 dB

LA66.60

LA90.00

10247 Holtville Peaker Noise Measurement Data

File Name on Meter				
File Name on PC	LXT_Data_208.s			
Serial Number Model	LxT_0003896-20230203 112642-LxT_Data_208.ldbin			
Firmware Version	0003896 SoundTrack LxT●			
User	2.404			
Location				
Job Description	Measurement 2			
Note				
Measurement				
Description				
Start				
Stop	2023-02-03 11:26:42			
Duration Run Time	2023-02-03 11:42:04 00:15;21.4			
Pause	00:15:02.3			
	00:00:19.1			
Pre-Calibration				
Post-Calibration	2023-02-03 10:42:25			
Calibration Deviation	None —			
Overall Settings				
RMS Weight				
Peak Weight	A Weighting			
Detector Preamplifier	A Weighting Slow			
Microphone Correction	PRMLxT1			
Integration Method	Off			
Overload	Linear			
Under Course on a	144.6 d8			
Under Range Peak Under Range Limit	A 100,6	c z		
Noise Floor	100,6 37.8	97.6 102.6 dB		
	28.7	37.5 44.5 dB		
ONNE		28.3 35.4 dB		
esuitse Aeg				
AE AE	48 9			
A	78.4			
A8	7.715 µPa³h			
A40	246.252 μPa²h			
Peak (max) ISmax	1.231 mPa³h 2023-02-03 11:38:44			
Smin	2023-02-03 11:38:44	86,1 dB		
Α	2023-02-03 11:41:45	64,0 dB		
potralent material	dB	40.8 dB		
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	52.8 dB			
	51.3 dB			
	47.4 dB			
	46.1 dB			
	45,0 dB			

ATTACHMENT 2

SoundPLAN Data – Construction

10247 Holtville Peaker Noise Measurement Data

Summary File Name on Meter LxT_Data 209 s File Name on PC LxT_0003896-20230203 115809-LxT_Data 209.ldbin Serial Number 0003896 Model SoundTrack LxT® User Location Measurement 3 Job Description Note Measuremen Description Start 2023-02-03 11:58:09 2023-02-03 12:13:32 Duration 00:15:22.7 Run Time 00:15:01:1 Pause 00:00:21.6 Pre-Calibration 2023-02-03 10:42:25 Post-Calibration Calibration Deviation Overall Settings RMS Weight A Weighting Peak Welght A Weighting Detector Slow Preamplifier PRMLxT1 Microphone Correction Integration Method Linear 144,6 dB Z 102,6 dB Under Range Peak 100.6 97.6 Under Range Limit 37.8 37,5 44,5 dB Noise Floor 35,4 dB 52.4 LAcq LAE 82,0 EΑ 17.475 μPa³h 558.517 μPa³h EAB EA40 2.793 mPa³h 2023-02-03 12:04:25 LApeak (max) 86.0 dB 2023-02-03 12:08:46 70.7 dB LASmin 2023-02-03 12:10:55 LAS > 60.0 dB (Exceedance Counts / Duration) 25.4 s LAS > 70.0 dB (Exceedance Counts / Duration) 1 2,9 s LApeak > 135.0 dB (Exceedance Counts / Duration) 0.0 s LApeak > 137.0 dB (Exceedance Counts / Duration) LApeak > 140.0 dB (Exceedance Counts / Duration) 0 0.0 s 0 0.0 s LCeq LAeq 62.7 dB 52.4 dB LCeq - LAeq 10.2 dB LAleq 54.1 dB LAeq 52.4 dB 1.7 dB dB Time Stamp dB Time Stamp dB Time Stamp 52.4 62.7 LS(max) 2023/02/03 12:08:46 70.7 Ls(min) 38.6 2023/02/03 12:10:55 LPesk(max) 86.0 2023/02/03 12:04:25 Overload Count Overload Duration 0.0 s Dose Settings OSHA-2 OSHA-1 Dose Name Exchange Rate 90 90 8 Threshold 80 dB Criterion Level 90 dB Criterion Duration 8 h Projected Dose % TWA (Projected) dB 37-4 dB 37.4 Lep (t) Statistics LA5.00 56.8 dB LA10.00 LA33,30 47.1 dB LA50.00

44.7 dB

40.6 dB

LA66.60 LA90.00

10247 Holtville Peaker SoundPLAN Data - Construction Noise Corrections

		Noise		Corrections	i
Source name	Reference	Level	Cwall	CI	CT
		dB(A)	dB(A)	dB(A)	dB(A)
Construction	Lw/unit	115.9	_	-	-

10247 Holtville Peaker SoundPLAN Data - Construction

	Coord	Noise	
No.	X	Υ	Level
	(met	ters)	dB(A)
1	650832.11	3632119.27	55.0
2	650832.11	3632158.96	55.3
3	650829.99	3632227.75	55.2
4	650826.29	3632270.62	54.8
5	650731.04	3632313.48	57.3
6	650661.19	3632313.48	59.5
7	650604.57	3632311.89	60.5
8	650550.06	3632314.01	60.4
9	650458.52	3632311.36	58.8
10	650401.37	3632308.72	56.9
11	650363.80	3632307.13	55.6
12	650362.21	3632249.98	56.9
13	650364.33	3632205.53	57.7
14	650365.91	3632170.60	57.9
15	650365.39	3632137.27	57.6

ATTACHMENT 3

SoundPLAN Data – Operation

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	4 3						********
	7F						********
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	Coord	linates	Noise
No.	X	Υ	Level
	(me	ters)	dB(A)
1	650832.11	3632119.27	37.9
2	650832.11	3632158.96	38.0
3	650829.99	3632227.75	37.6
4	650826.29	3632270.62	37.2
5	650731.04	3632313.48	39.4
6	650661.19	3632313.48	41.6
7	650604.57	3632311.89	43.0
8	650550.06	3632314.01	43.3
9	650458.52	3632311.36	42.2
10	650401.37	3632308.72	40.6
11	650363.80	3632307.13	39.4
12	650362.21	3632249.98	41.1
13	650364.33	3632205.53	42.4
14	650365.91	3632170.60	43.1
15	650365.39	3632137.27	43.1

 Enner				Noise Level
Source		27.0		dB(A)
1 BESS1	1 Fl	37.9	0.0	11.7
BESS2				11.8
BESS3 BESS4				11.8 11.9
BESS5				11.9
BESS6 BESS7				12.0
BESSB				15:0
BESS9 BESS10				12.1
BESS11				12.2
BESS12 BESS13				12.2
BESS14				12.3
BESS15 BESS16				12.3
BESS17				12.5
BESS18 BESS19				12.5
BESS20				12.6
BESS21 BESS22				12.7
8ESS23				12.7
BESS24 BESS25				12.8
BESS26				129
BESS27 BESS28				12.9
BESS29				12.0
BESS30 BESS31				13.1
BESS32				13.2
BESS33 BESS34				13.2
8ESS35				13.3
BESS36 BESS37				13.4
BESS38				13.5
BESS39 BESS40				13.5
BESS41				13.6
BESS42 BESS43				12.7
BESS44				13.7 13.8
BESS45				13.5
BESS46 BESS47				13.9
BESS48				14.0
BESS49 BESS50				14.0
BESSS1				14.2
BESSS2 BESSS3				14.3
BESSS4				14.3
BESSSS BESSSS				14.4
BESS57				14.5
BESSSB BESSSB				146
BESS60				14.7
BESS61 BESS62				14.7
BESS63				14.8
BESS64 BESS65				14.9
BESS66				15:0
BESS67 BESS68				15.1
BESS69				12.5
BESS70				15.3
BESS72				15.4
BESS73 BESS74				15.4
BESS75				15.6
BESS76 BESS77				15.7
BESS78				15.8
BESS79 BESS80				15.8 15.9
BESS81				15.9
BESS82 BESS83				16.0
BESS84				16.2
BESS85 BESS86				16.2
BESS87				15.4
BESS88 Inverter	1			16.5
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Inverter !				253 257
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BESS1				11.8
BESS2				11,9
BESS3				11.8
BESS4				11.0
BESS5				12 0
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BESS7				12.0
BESSB				12 0
BESS9				12.2
BESS10				12.2
BESS11				12 2
BESS12				12 2
BESS13				12.4
BESS14				12.4
BESS15				12 3
BESS16				12.4
BESS17				12 5
BESS18				12 6
BESS19				12 5
BESS20				12 6
BESS21				12 7
BESS22				12 8
BESS23				12.7
BESS24				12.8
BESS25				12 9
BESS26				13 0
BESS27				12.9
BESS28				13 0
BESS29 BESS30				13 1 13 2
BESS31				13.1
BESS32				13.1
BESS33				13.3
BESS34				13.4
BESS35				13.3
BESS36				13.4
BESS37				13.5
BESS38				13.6
BESS39				13.5
BESS40				13 6
BESS41				13.7
BESS42				13 B
BESS43				13 7
BESS44				13.8
BESS45				13,9
BESS46				14.0
BESS47				13,9
BESS48				14.0
BESS49				14.2
BESSSO				14.2
BESS51				14.2
BESS52				14 2
BESS53				14.4
BESS54				14.5
BESS55				14 4
BESS56				14.5
BESSS7				14.6
BESS58 BESS59				147
BE5559				14.6 14.7
BESS61				14.9
BESS62				14.9
BESS63				14.9
BESS64				149
BESS65				15.1
BESS66				15.2
BESS67				15 1
BESS68				15.2
BESS69				15.3
BESS70				15.4
BESS71				15.3
BESS72				15.4
BESS73				15 6
BESS74				15.7
BESS75				15 6
BESS76				15 7
BESS77				15 9
BESS7B				15 9
BESS79 BESS80				15.9 15.9
3ESS81				15.9
BESS82				16.2
3ESS83				161
3ESS84				16 2
3ESS85				16.4
BESS86				16.5
3ESS87				16.4
3ESS88				16.5
nverter 1				219
nverter 2				22.2
nverter 3				22.7
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nverter 5				23 5
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nverter 7				24.4
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3	1,FI	37.6	0.0	
BESS1				11.7
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BESS4				11.6
BESS5 BESS6				11.5
BESS7				11.9 11.8
BESSB				11.8
BESS9 BESS10				12.1
BESS11				11.9
BESS12 BESS13				12.0
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BESS15 BESS16				12.1
BESS17				12.4
BESS1B				12.5
BESS19				12.3
BESS21				12.6
BESS22 BESS23				12.7
BESS24				12.5
BESS25 BESS26				12.8 12.8
BESS27				12.6
BESS28 BESS29				12.7
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BESS31				12.8
BESS32 BESS33				12.9
BESS34				13.2
BESS35 BESS36				13 Ö 13 1
BESS37				13.4
BESS38				13.4
BESS39 BESS40				13.2
BESS41				13.6
BESS42 BESS43				13.6 13.4
BESS44				13.5
BESS45 BESS46				13.8
BESS47				13.6
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BESS50			4	140
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BESS54				143
BESSSS BESSSS				14.0
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8ESS60				14.3
BESS61				14.6
BESS62 BESS63				14.7
BESS64				14.5
BESS65 BESS66				14.9
8ESS67				14.5
BESS68 BESS69				14.7
BESS70				15.2
BESS71 BESS72				149
BESS73				15.3
BESS74 BESS75				15.4
BESS76				15.2
BESS77				15.6
BESS78 BESS79				15.7
BESS80				15.4
BESS81 BESS82				15.8
BESS83				15.6
BESS84				15.6
BESS85 BESS86				16.2
BESS87 BESS88				15.8
BESSBB Inverter 1				21.7
Inverter 2				220
Inverter 3 Inverter 4				22.4
Inverter 5				23.2
Inverter 6 Inverter 7				23.6
Inverter 8				24.5
Inverter 9				25 0 25 4
Inverter 1				25.8
Inverter 1	2			26.4
Inverter 1	4			26.9

4	1,81	37 2	00	
BESS1				11.5
BESS2 BESS3				11.5
BESS4				11.4
BESS5				11.7
BESS6 BESS7				11.7
BESS8				11.5
BESS9 BESS10				11.9
BESS10				119
BESS12				11.7
BESS13 BESS14				12.0
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BESS16				11.9
BESS17 BESS18				12.2
BESS19				12.0
BESS20 BESS21				12.0
BESS22	-			12.4
BESS23 BESS24				12.2
BESS25				12.2
BESS26				12.6
BESS27 BESS28				12.3
BESS29				12.7
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BESS33				12.9
BESS34 BESS3S				12.7
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BESS40				12.9
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BESS47				13.2
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BESSS0				12.7
BESS51				13.4
BESS52 BESS53				13.4
BESS54				13.9
BESSSS BESSS6				13.6
BESS57				2.5 1
BESSS8 BESSS9				14.1
BESS60				13.8
BESS61				14.3
BESS62 BESS63				14.3
BESS64				14.0
BESS65 BESS66				14.5
BESS67				14.2
BESS68 BESS69				14.7
BESS70				14.8
BESS71				14.4
BESS72 BESS73				14.4
BESS74				15.0
BESS75 BESS76				14.6
BESS77				15.1
BESS78 BESS79				152
BE2218				14.8
BESS81				15.4
BESS82 BESS83				15.0
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BESS85 BESS86				15.6
8ESS87				15.2
BESS88				152
Inverter 1 Inverter 2				214
Inverter 3				22.1
Inverter 4				22.4
Inverter 5 Inverter 6				23.2
Inverter 7				23.5
Inverter 8 Inverter 9				240
Inverter 1	0			
Inverter 1				25.2 25.8
Inverter 1. Inverter 1.				262

5	1.Fl	39 4	00	
BESS1		33 4		13.6
BESS2 BESS3				13.6 13.2
8ESS4				13.2
BESS5				13.7
BESS6 BESS7				13.8
BESS8				13.4
BESS9 BESS10				13.9 14.0
BESS11				13.5
BESS12				13.6 14.1
BESS13 BESS14				14.2
BESS15				13.7
BESS16 BESS17				13.7 14.3
BESS18				14.3
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BESS21				14.5
BESS22 BESS23				14.5 14.0
BESS24				14.1
BESS25				14.7 14.7
BESS26 BESS27				14.7
BESS28				14.3
8ESS29 8ESS30				14.9 14.9
BESS31				14.4
BESS32 BESS33				14.4 15.1
BESS34				15.1
BESS35 BESS36				14.6 14.6
BESS37				15.3
BESS38				15.3 14.7
BESS39 BESS40				14.8
BESS41				15.5
BESS42 BESS43				15.5 14.9
BESS44				15.0
BESS45 BESS46				15.7 15.7
BESS47				15.1
BESS48 BESS49				15.1 15.9
BESS50				15.9
BESSS1				15.3 15.3
BESS52 BESS53				16.1
BESSS4				16.1
BESSSS BESSS6				15.4 15.5
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BESS58				16.3 15.6
BESS60				15.7
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BESS63				15.8
BESS64 BESS65				15.9 16.7
BESS66				16.7
BESS67 BESS68				16.0 16.0
BESS69				16.9
BESS70 BESS71				17.0 16.2
BESS72				16 2
BESS73 BESS74				17.1 17.2
BESS75				16.3
BESS76				16.4
BESS77 BESS78				17.3 17.4
BESS79				16.5
BESS80 BESS81				16.6 17.5
BESS82				17.6
BESS83 BESS84				16.7 16.7
BESS85				17.7
BESS86 BESS87				17.8 16.8
BESSEB				16.9
Inverter				23 8 24.1
Inverter :				24.5
Inverter -	4			24.9 25.3
Inverter !				25.3 25.7
Inverter	7			26.1
Inverter !				26.5 27.0
Inverter 1	10			27.3
Inverter				27.7 28.2
Inverter				28.5

6	1 FF	41.6	00
BESS1 BESS2			15 6
BESS3			15.7 15.0
BESS4 BESSS			15 1
BESS6			15 B
BESS7			15.9 15.2
82238 92238			15 3
BESS10			16.0 16.1
BESS11 BESS12			15.4
BESS13			15 4 16 2
BESS14 BESS15			16 3
BESS16			15.6 15.6
BESS17 BESS18			16.4 16.5
BES\$19 BES\$20			15.7
BESS21			15.8 16.6
BESS22 BESS23			16 7
8ESS24			15.9 16.0
8ESS25 8ESS26			16 8
BESS27			16 9 16 1
BESS28 BESS29			16.1
BESSao			17 O 17.1
8ESS31 8ESS32			16 3
BESS33			16.3 17 2
BESS34 BESS35			17,3
BESS36 BESS37			16.4 16.5
BESS38			17 4 17 5
BESS39 BESS40			16 6
BESS41			16.7 17.6
BESS42 BESS43			17,7
BESS44 BESS45			16.8 16.8
BES\$46			178 179
BESS47 BESS48			16.9
BESS49			17 O 18 O
BESSSO BESSS1			18.1
BESS52			17.1 17.1
BESS53 BESS54			18.2 18.3
8ESS55 8ESS56			17 3
BESSS7			17 3 18 4
BESSSB BESSS9			18.5
BESS60			17.4 17.5
BESS61 BESS62			18 6 18.6
BESS63 BESS64			17 6
BESS65			17 6 18.8
BESS66 BESS67			18 8
8ESS68			17 7 17.7
BESS69 BESS70			18 9 19 0
BESS71 BESS72			17.8
8ES\$73			17 9 19.1
BESS74 BESS75			191
BESS76			18.0 18.0
BESS77 BESS78			19.2 19.3
BESS80			181
78223B			18 1 19.4
BESS82 BESS83			19.4
BESS84			18.2 18.2
BESS85 BESS86			19.5
BESS87 BESS88			19.5 18.3
Inverter 1			18.3 26.2
Inverter 2 Inverter 3			26 5
inverter 4			27.0 27.4
Inverter 5 Inverter 6			27.9
Inverter 7			28 2 28 7
Inverter 8 Inverter 9			29.0 29.4
Inverter 10 Inverter 11			29.7
Inverter 12			30.0 30.3
Inverter 13			30.5

7	1.5	43.0	0.0	
BESS1 BESS2			00	17.4
BESSE				17 5 16.6
BESS4				16.6
BESSS BESSS				17 6
BESS7				17.7 16 8
BESSB				16.8
BESS9 BESS10				17 8
BESS11				17.9 16.9
BESS12 BESS13				17.0
BESS14				18.0 18.1
BESS15 BESS16				17.1
8ESS17				171
BESS18				18.2 18.3
8ESS20				17 2
BESS21				17.3 18.4
BESS22 BESS23				18.4
8ESS24				17.4 17.4
BESS25 BESS26				18 6
BESS27				18 6 17.5
8ES528 8ESS29				17.6
BESS30				18 7 18 8
8ESS31 8ESS32				17.7
EE223B				17.7
BESS34 BESS35				18 9 19.0
BESS36				17 8
BESS37				17 9 19 1
8E2238 9E2238				19.1
BESS40				18 0 18 0
BESS41 BESS42				19.2
BESS43				19 <u>.3</u> 18 1
BE\$\$44 BE\$\$4\$				18 1
BESS46				9.4 9.4
BESS47 BESS48			1	82
BES\$49				8.2 9.5
8ESS50 8ESS51				9.5
BESSS2				83 83
BESS58 BESS54			19	6
BESS55			19 18	
BESSS6 BESSS7			18	4
BESS58			19. 19	
BESSS9 BESS60			18	5
BESS61			18.1 19.4	
BESS62 BESS63			19 8	1
BESS64			18.5 18.5	
BESS6S BESS66			19.9	
BESS67			19 9 18 6	
8ESS68 8ESS69			18 6	
BESS70			19.9 20.0	
BESS71 BESS72			18,6	
BESS73			18.6 20.0	
8ESS74 8ESS75			20.0	
BESS76			18 6 18.7	
BESS77 BESS78			20.0	
BESS79			20 0 18 7	
BESS80 BESS81			18.7	
BESS82			20.0	
BESS83 BESS84			187	
BESS85			18.7	
BESS86 BESS87			20.0 20.0	
BESS87 BESS88			18.7	
Inverter 1			18.6 28.3	
Inverter 2 Inverter 3			28.6	
Inverter 4			29.1 29.4	
Inverter 5 Inverter 6			29.8	
Inverter 7			30.1 30.4	
Inverter 8 Inverter 9		-	30.6	
Inverter 10			30.8 31.0	
Inverter 11 Inverter 12		3	310	
Inverter 13			97.1 11.7	

8	1EI	43 3	0.0
BESS1		-5.	18.8
BESS3			18 9
BESS4			17.7 17.8
BESSS			190
BESS6 BESS7			190
BESSA			17.9
BESS9			17.9 19.1
BESS10			19.1
BESS11 BESS12			18.0
BESS13			19 0
8E\$\$14			19,3 19,3
8E5515 8E5516			18 1
BESS17			18,1
BESS18			19.4 19.4
BESS19 BESS20			18.2
BESS21			18 2
BESS22			19.5 19.5
BESS23			18.2
BESS24 BESS25			18 3
BESS26			19 6 19 6
BESS27			18.3
8ESS28 BESS29			18.3
BESS30			19 7 19.7
BESS31			18.4
BESS32 BESS33			18.4
BESS34			19 7 19 7
BESS36			18.4
BESS37			18.4 19.8
BESSAB			19.8
BESS39 BESS40			18.5
BESS41			18.5 19.8
8ESS42 8ESS43			19.8
BES\$44			18.5 18.5
BESS45			19.8
BESS46 BESS47			19.8
BESS48			18.5 18.5
BESS49 BESSS0			19.8
BESSS1			19 B 18 5
BESS52			18.5
BESS53 BESS54			19.8
BESSS5			19.8 18.5
BESSS6 BESSS7			18.5
BESS58			19 7
BESS59			19.7 18.4
BESS60 BESS61			18.4
BESS62			19.7 19.7
BESS63 BESS64			18.4
BESS65			18 4
BE5S66			19.6 19.6
BESS67 BESS68			18.3
BE\$\$69			18 3 19 5
BESS70			19.5
BESS71 BESS72			18 3
BE5573			18.3 19.4
BESS74 BESS75			19.4
BESS76			18.2 18.2
BESS77			19.3
BESS78 BESS79			19.3
BESS80			18.1 18.1
BESS81 BESS82			19 2
BES\$83			19.† 18.0
BESS84			18 0
882238 882238			19.0
BESS87			19.0 17.9
BESSBB Inverter 1			17.9
Inverter 2			29.9 301
Inverter 3			30,4
Inverter 4 Inverter 5			30.6
Inverter 6			30.7 30.8
Inverter 7 Inverter 8			30.8
Inverter 9			30.8 30.7
Inverter 10			30.6
Inverter 11 Inverter 12			30.5
Inverter 13			30.2 30.0

9				
BESS1	1.FI	42 2	0.0	10.0
BESS2				19.8 19.8
BESS3 BESS4				18 5
BESSS				18 5
BESS6				19 7 19 7
BESS7				18.4
9ESS8 8ESS9				18.4
BESS10				19 6 19 6
BESS11				18.4
BESS12 BESS13				18.3
8ESS14				19.5 19.5
BESS15				18.3
BESS16 BESS17				18 3
BES\$18				19.4
BESS19				19,4 18 2
BESS20 BESS21				18 2
8ESS22				19.3
BESS23				19 3 18 1
BESS24 BESS25				18 1
BESS26				19 2
BESS27				19 2 18 0
BESS28 BESS29				18.0
BESS30				19.1
1E2238				19.0 17.9
BESS32 BESS33				17.9
BESS34				18.9
BESS35				18 9 17 8
BESS36 BESS37				17.8
8ESS38				18 7 18 7
9ES239				17 7
BESS40 BESS41				17.6
BESS42				18.6 18.5
BESS43 BESS44				17.5
BESS45				17.5
BESS46				18.4 18.3
BESS47 BESS48				17,4
BESS49				17.3 18.2
BESS50				82
BESSS1 BESSS2				72
BESSS3				72 90
BESS54 BESS55			18	90
BESS56				71
BESS57			17	.o .a
9ESS58 BESS59			17	
BESS60			16 16	
BESS61			17	
BESS63			17	
BESS64			16 16.	
BESS6S BESS66			17.4	
BESS67			17.4	
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BESS69 BESS70			17.2	
BESS71			17.2 16.4	
8ESS72 BESS73			16.4	
BESS74			17.0	
BESS75			17 0 16.3	
BESS76 BESS77			16 2	
BESS78			16 B	
BESS79			16.1	
BESSBO BESSB1			16.1	
BESS82			16.6 16.6	
BESS83 BESS84			15 9	
8ESS85			15 9	
BESS86			15.4 16.4	
BESS87 BESS88			15 8	
inverter 1			15.7	
Inverter 2			30.8 30.6	
Inverter 3 Inverter 4			304	
Inverter 5			30,2 29.9	
Inverter 6			29.6	
Inverter 7 Inverter 8			292	
Inverter 9			28 9 28.5	
Inverter 10 Inverter 11			28.1	
Inverter 12			27.8	
Inverter 13			27.3 27.0	

10	1 FT	40 6		
BESS1		40.6	00	18 8
BESS2 BESS3				18.8
BESS4				17.7 17.7
BESSS BESSS				18 7
BESS7				18 6 17.6
BESSB BESS9				17.6
BESS10				18.5 18.4
BESS11 BESS12				17.5
BESS13				17 4 18 3
BESS14 BESS15				18.2
BESS16				17.3 17.3
BESS17 BESS18				18 1
BESS19				18 1 17 2
BESS20 BESS21				17.1
BESS22 BESS23				17.9 17.9
BESS24				17 0 17 0
BESS25 BESS26				17.7
BESS27				17.7 16.8
BESS28 BESS29				16.8
BESS30				17.5 17.5
BESS31 BESS32				167
BESS33				16 6 17.3
BESS34 BESS35				17.3
BESS36				16.5 16.5
BESS37 BESS38				17.1
BESS39				17.1 16.3
BESS40 BESS41				16 <u>.3</u> 16.9
8ESS42 8ESS43				16 9
BESS44				16 2 16 1
BESS45 BESS46			1	6.7
BESS47				6.6 6.0
BESS48 BESS49				5 9
BESS50				5.5 5.4
BESS51 BESS52				5.8
BESSS3				i 8 i 3
BESS54 BESS55			16 15	
BESSS6 BESSS7			15	6
BESSSB			16 16.	
BESS59 BESS60			15 15	5
BESS61 BESS62			15	9
BESS63			15 i	
BESS64 BESS65			15.2	?
8ESS66			15 7 15 6	
BESS67 BESS68			15 1	
BESS69			15 1 15 5	
BESS70 BESS71			15 4 14 9	
BESS72 BESS73			14 9	
BESS74			15 3 15 2	
BESS75 BESS76			14.8	
BESS77			14.7 15 1	
BESS78 BESS79			15 a 14 6	
BESS80 BESS81			145	
BESSB2			14.9 14.8	
8E5583 8E5584			14 4	
BESSBS			14 4 14 7	
BESS86 BESS87			14.7	
BESS88			14.2 14.2	
Inverter 1 Inverter 2			29.6 29.3	
Inverter 3 Inverter 4			28.9	
Inverter 5			28.6 28.1	
Inverter 6 Inverter 7			27.8	
Inverter 8			27.3 26.9	
Inverter 9 Inverter 10			26.5	
Inverter 11			26.1 25.8	
Inverter 12 Inverter 13			25.3	
			25.0	

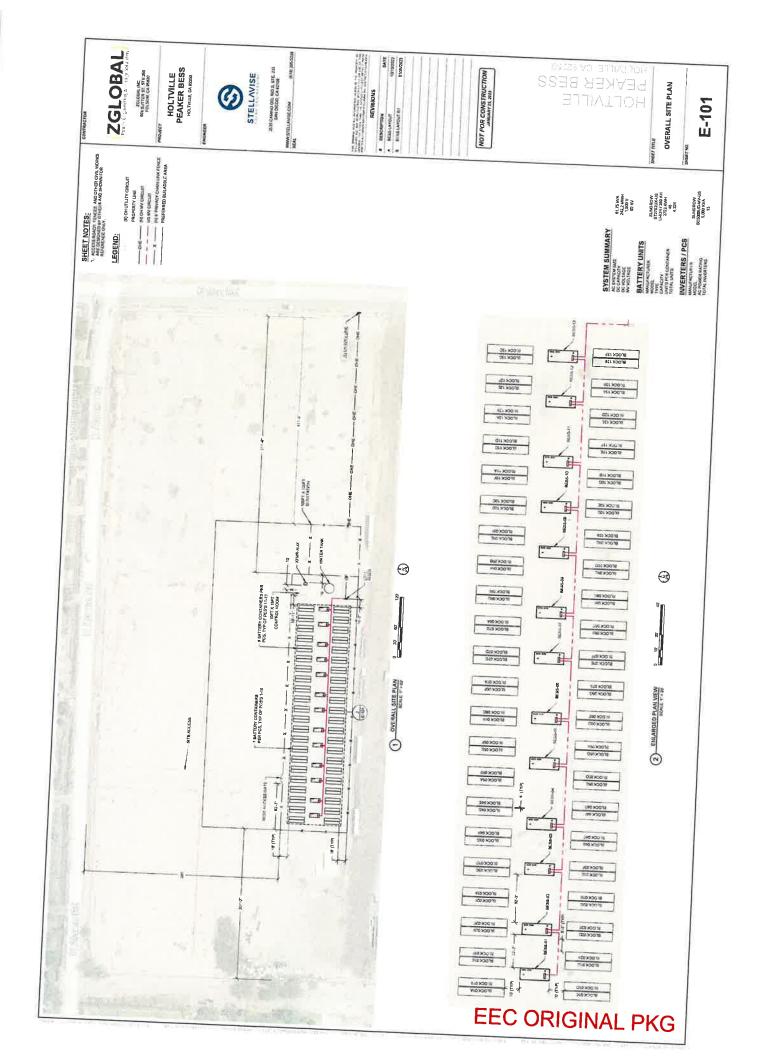
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BESSS				16.9 17.6
BESS6 BESS7				17.5
BESS8				16.7
BESS9				16.7 17.4
BESS10 BESS11				17.3
BESS12				16.6 16.5
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BESS16				16.3
8ESS17 BESS18				17.0
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BESS22				16.8 16.7
BESS23				16.0
BESS24 BESS25				16.0 16.6
BESS26				16.5
BESS27 BESS28				15.9
BESS29				15.8 16.4
BESS30 BESS31				16.3
BESS32				15.7 15.6
8ESS33 8ESS34				16.2
BESS35				16.1 15.5
BESS36				15.5
BESS37 BESS38				16.0
BESS39				15,9 15,3
BESS40 BESS41				15.3
BESS42				15.7 15.7
BESS43 BESS44				15.2
BESS45				15.1 15.5
BESS46 BESS47			1	15.5
BESS48				5.0 4.9
BESS49 BESSSO			1	5.3
BESSST				5.a 4.8
BESS52				4.7
BESS53 BESS54				5.2 5.1
BESS55			14	
BESSS6 BESSS7			14 15	
BESS58			14	
BESSS9 BESSSO			14.	
BESS61			14. 14.	
BESS62 BESS63			14.	
BESS64			14. 14.	
BESS65 BESS66			14.6	
BESS67			14.5	
BESS68 BESS69			14.0	
BESS70			14.4 14.3	
BESS71 BESS72			13.9	
BESS73			13.9 14.2	
BESS74 BESS75			14.1	
BESS76			13.8 13.7	
BESS77 BESS78			14.0	
BESS79			13.9 13.6	
BESSBO BESSB1			13.5	
8ESS82			13.8 13.8	
BESSAB			13.4	
BESS84 BESS85			13.4	
BESS86			13.6 13.6	
BESSBB BESSBB			13.3	
Inverter 1			13.2 28.4	
Inverter 2 Inverter 3			28.1	
Inverter 4			27.6 27.3	
Inverter 5 Inverter 6			26.8	
Inverter 7			26.4 25.9	
Inverter B Inverter 9			25.6	
Inverter 10			25 1 24.8	
Inverter 11 Inverter 12			24.5	
Inverter 12 Inverter 13			24.0 23.7	
			44.4	

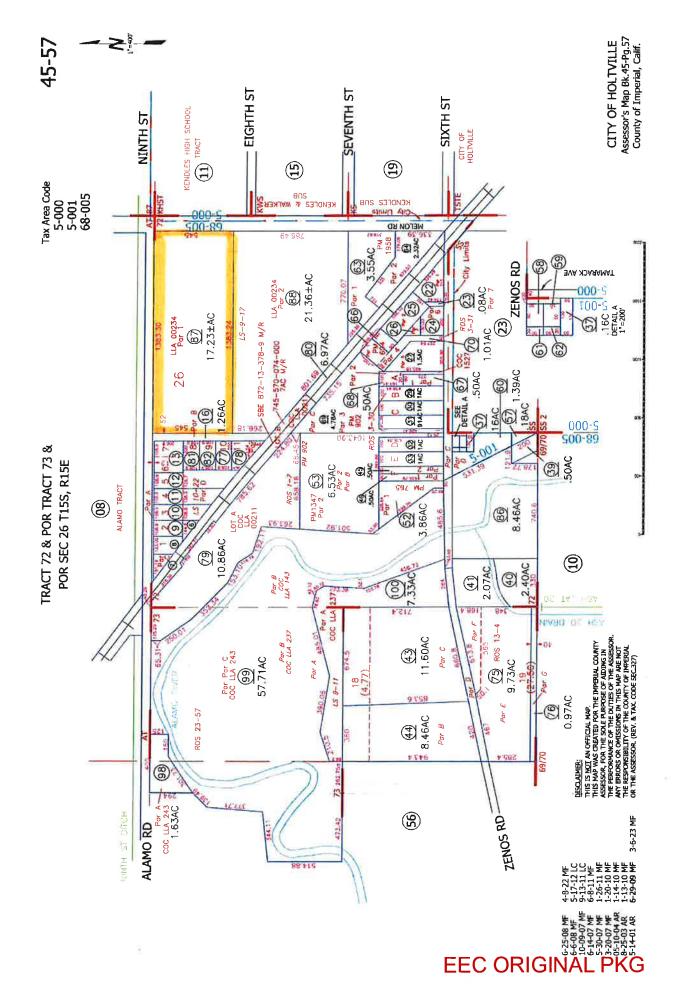
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BESS4			19.1		
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BESS6			19,6		
BESS7 BESS8			18 8		-
BESS9			18 7 19 3		
BESS10			192		
BESS12			18 5		85
BESS13			18.5		
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BESS15			18 3		
BESS16 BESS17			18 2		
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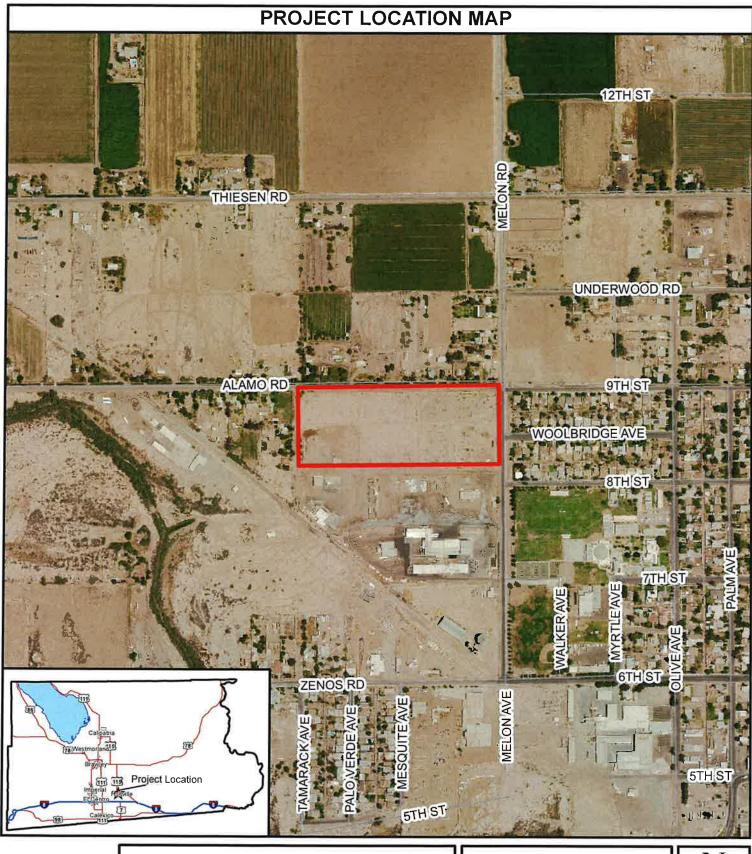
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HOLTVILLE PEAKER BESS FACILITY CONDITIONAL USE PERMIT #22-0029 APN #045-570-087-000







An Employee-Owned Company

February 15, 2023

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro, CA 92243

Reference: Air Quality Analysis for the Holtville Peaker BESS Project, Holtville, California (RECON Number 10247)

Dear Mr. Gonzalez:

The purpose of this report is to assess potential short-term local and regional air quality impacts resulting from development of the Holtville Peaker Battery Energy Storage Site (BESS) Project (project). The analysis of impacts is based on state and federal Ambient Air Quality Standards (AAQS) and assessed in accordance with the regional quidelines, policies, and standards and the Imperial County Air Pollution Control District (ICAPCD).

1.0 Project Description

The 17.2-acre project site consists of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road, in the City of Holtville's (City's) sphere of influence (SOI) within Imperial County, California (Figure 1). The project site is surrounded by residential development with scattered commercial and industrial development (Figure 2).

The project would include development of a BESS facility that would connect to an existing 92-kilovolt gen-tie line (Figure 3). The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

2.0 Environmental Setting

2.1 Regulatory Setting

2.1.1 Federal Regulations

AAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 (42 U.S. Code [U.S.C.] 7401) for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 U.S.C. 7409], the U.S. Environmental Protection Agency (U.S. EPA) developed primary and secondary National AAQS (NAAQS).

Six pollutants of primary concern were designated: ozone, carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead (Pb), particulate matter with a diameter of 10 microns and less (PM₁₀), and particulate matter with a diameter of 2.5 microns and less (PM_{2.5}). The primary NAAQS "in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health" and the secondary standards ". . . protect the public welfare from any known or anticipated adverse effects associated with the presence

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of such air pollutant in the ambient air" [42 U.S.C. 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 1 (California Air Resources Board [CARB] 2016).

If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as non-attainment area for that pollutant. The project is located within the Salton Sea Air Basin (SSAB). The County is classified as a federal moderate non-attainment area for the 2008 8-hour ozone standards, marginal non-attainment area for the 2015 8-hour ozone standards, and a partial moderate non-attainment area for the PM_{2.5} standards.

2.1.2 State Regulations

Criteria Pollutants

The CARB has developed the California AAQS (CAAQS) and generally has set more stringent limits on the criteria pollutants than the NAAQS (see Table 1). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Similar to the federal CAA, the state classifies either "attainment" or "non-attainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The County is a non-attainment area for the state ozone standards and the state PM₁₀ standard. The California CAA, which became effective on January 1, 1989, requires all areas of the state to attain the CAAQS at the earliest practicable date. The California CAA has specific air quality management strategies that must be adopted by the agency responsible for the non-attainment area. In the case of the SSAB, the responsible agency is the ICAPCD.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. Diesel particulate matter (DPM) emissions have been identified as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The California Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air.

The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

			Table 1 Ambient Air Quality S	tandards		
	Averaging	Californi	a Standards ¹	National Standards ²		
Pollutant	Time	Concentration ³	Method⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet	440	Same as Primary	Ultraviolet
OZONE	8 Hour	0.07 ppm (137 µg/m³)	Photometry	0.070 ppm (137 µg/m³)	Standard	Photometry
Respirable	24 Hour	50 µg/m³		150 μg/m ³	Same as	Inertial Separation
Particulate Matter (PM ₁₀) ⁹	Annual Arithmetic Mean	20 μg/m³	Gravimetric or Beta Attenuation	5 1	Primary Standard	and Gravimetric Analysis
Fine Particulate	24 Hour	No Separate State	: Standard	35 μg/m³	Same as Primary Standard	Inertial Separation
Matter (PM _{2.5}) ⁹	Annual Arithmetic Mean	12 μg/m³	Gravimetric or Beta Attenuation	12 μg/m³	15 μg/m³	Analysis
	1 Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)	/ <u>-</u>	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	Non-dispersive Infrared Photometry	9 ppm (10 mg/m³)	:-	Non-dispersive Infrared Photometry
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		<u>=</u> 2	=	
Nitro	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemi-	100 ppb (188 µg/m³)	æ	Gas Phase Chemi-
Nitrogen Dioxide (NO ₂) ¹⁰	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	luminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	luminescence
	1 Hour	0.25 ppm (655 µg/m³)		75 ppb (196 µg/m³)	-	Ultraviolet
Sulfur Dioxide	3 Hour	=	Ultraviolet	.=.	0.5 ppm (1,300 µg/m³)	Fluorescence;
(SO ₂) ¹¹	24 Hour	0.04 ppm (105 µg/m³)	Fluorescence	0.14 ppm (for certain areas) ¹¹	-	Spectro- photometry (Pararosaniline
	Annual Arithmetic Mean			0.030 ppm (for certain areas) ¹¹	-	Method)
	30 Day Average	1.5 µg/m³		i Air	=	
Lead ^{12,13}	Calendar Quarter	=	Atomic Absorption	1.5 µg/m³ (for certain areas) ¹²	Same as	High Volume Sampler and Atomic
	Rolling 3-Month Average	-		0.15 μg/m³	Primary Standard	Absorption
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape			
Sulfates	24 Hour	25 μg/m³	Ion Chroma- tography	N	o National Standa	ards
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m³)	Gas Chroma- tography			

Table 1 Ambient Air Quality Standards

NOTES:

ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter; - = not applicable.

- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM₁₀, PM₂₅, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- Oncentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
- ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁹ On December 14, 2012, the national annual PM₂₅ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour PM₂₅ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standards of 15 μg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 μg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ¹¹ On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
 - Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ¹³ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 μg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- ¹⁴ In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016.

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The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the ICAPCD Regulation X. Of particular concern statewide are DPM emissions. DPM was established as a TAC in 1998, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of DPM as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). Sensitive land uses include but are not limited to, schools, hospitals, residences, resident care facilities, and day-care centers. The handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles/day should be avoided when possible.

As an ongoing process, CARB will continue to establish new programs and regulations for the control of DPM and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM and other TACs will continue to decline.

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as air quality management plans, monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The ICAPCD is the air district responsible for the project area. Applicable ICAPCD SIPs include:

- Imperial County 2009 State Implementation Plan for Particulate Matter Less than 10 Microns in Aerodynamic Diameter:
- Imperial County 2013 State Implementation Plan for the 2006 24-Hour PM_{2.5} Moderate Non-attainment Area;
- Imperial County 2017 State Implementation Plan for the 2008 8-Hour Ozone Standard.



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California Environmental Quality Act

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires discussion of any inconsistencies between the project and applicable general plans and regional plans, including the applicable air quality attainment or maintenance plan (or SIP).

2.1.3 Local Regulations

CEQA Air Quality Handbook

The ICAPCD adopted its CEQA Air Quality Handbook: Guidelines for the Implementation of the California Environmental Quality Act of 1970 in 2007 and amended the handbook in December 2017 (ICAPCD 2017a). The ICAPCD CEQA Air Quality Handbook provides guidance on how to determine the significance of impacts, including air pollutant emissions, related to the development of residential, commercial, and industrial projects. Where impacts are determined to be significant, the ICAPCD CEQA Air Quality Handbook provides guidance to mitigate adverse impacts to air quality from development projects.

Stationary Source Permitting

Pursuant to ICAPCD Rule 207 (New & Modified Stationary Source Review) and associated rules such as Rule 201 (Permits Required) and Rule 208 (Permit to Operate), the construction, installation, modification, replacement, and operation of any equipment which may emit air contaminants requires ICAPCD permits. The ICAPCD requires that all such equipment be assessed for the potential to result in health risk impacts, and permits to operate equipment must be renewed each year equipment is in use or upon the modification of equipment.

Policy Number 5-Off-site Mitigation/In-Lieu Fee

The ICAPCD issued Policy Number 5, Off-site Mitigation/In-lieu Fee in April 2014. The policy references the ICAPCD CEQA Air Quality Handbook and discusses how project proponents may achieve additional mitigation by either proposing an off-site mitigation project or paying an in-lieu mitigation fee. Mitigation fees collected by the ICAPCD are used to fund the emissions offsets projects through the ICAPCD Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program). Specific projects funded by the program achieve emissions reductions by replacing old, highly polluting equipment with newer, cleaner equipment earlier than required by regulation or through normal attrition. As outlined in Policy Number 5, total in-lieu fees for mitigation of construction emissions are calculated based on the quantity and duration of the project's construction emissions and the cost-effectiveness of the Carl Moyer Program for offsetting oxides of nitrogen (NO_X) and PM₁₀ emissions.

Operational Development Fee Mitigation Program

Adopted in November 2007, Rule 310, Operational Development Fee Mitigation Program, is designed to assist in the reduction of excess air emissions resulting from new residential and commercial development (warehousing is considered a commercial use under the program) in Imperial County. Funds collected by the program are used to offset NO_x and PM₁₀ emissions through a local emission reduction projects such as paving unpaved roadways to reduce fugitive dust.

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Fugitive Dust Control

The ICAPCD Regulation VIII regulates emissions of fugitive dust. Fugitive dust is:

Particulate Matter entrained in the ambient air which is caused from man-made and natural activities such as, but not limited to, movement of soil, vehicles, equipment, blasting, and wind. This excludes Particulate Matter emitted directly in the exhaust of motor vehicles or other fuel combustion devices, from portable brazing, soldering, or welding equipment, pile drivers, and stack emissions from stationary sources (ICAPCD, Rule 800 (c)(18)).

Regulation VIII includes the following specific rules:

- Rule 800–Fugitive Dust Requirements for Control of PM_{2,5}
- Rule 801–Construction and Earthmoving Activities
- Rule 802–Bulk Materials
- Rule 803–Carry Out and Track Out
- Rule 804–Open Areas
- Rule 805–Paved and Unpaved Roads
- Rule 806–Conservation Management Practices

ICAPCD Rule 428

Adopted on September 11, 2018, Rule 428, Wood Burning Appliances, is to limit emissions of particulate matter from wood burning appliances. This rule applies to any person who manufactures, sells, offers for sale, or operates a permanently installed, indoor or outdoor, wood burning appliance within the Imperial County PM_{2.5} nonattainment area. This rule also applies to any person who installs a wood burning appliance in any residential or commercial, single- or multi-building unit within the Imperial County PM_{2.5} nonattainment area.

2.2 Existing Air Quality

2.2.1 Climate and Meteorology

Climate conditions at the project site, like the rest of Imperial County, are governed by the large-scale sinking and warming of air in the semi-permanent tropical high-pressure center of the Pacific Ocean. The high-pressure ridge blocks out most storms except in winter when it is weakest and farthest south. The coastal mountains prevent the intrusion of any cool, damp air found in California coastal environs. Because of the barrier and weakened storms, Imperial County experiences clear skies, extremely hot summers, mild winters, and little rainfall (ICAPCD 2017b).

Winters are mild and dry with daily average temperatures ranging between 65 and 75 degrees Fahrenheit. Summers are extremely hot with daily average temperatures ranging between 104 and 115 degrees Fahrenheit. The flat terrain and the strong temperature differentials created by intense solar heating result in moderate winds and deep thermal convection. The combination of subsiding air, protective mountains, and distance from the ocean all combine to severely limit precipitation (ICAPCD 2017b).

Imperial County experiences surface inversions almost every day of the year. Due to strong surface heating, these inversions are usually broken and allow pollutants to be more easily dispersed. In some circumstances, the presence of the Pacific high-pressure cell can cause the air to warm to a temperature higher than the air below. This highly stable atmospheric condition, termed a subsidence inversion, can act as a nearly impenetrable lid to the vertical mixing of pollutants. The strength of these inversions makes them difficult to disrupt. Consequently, they can persist



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for one or more days, causing air stagnation and the buildup of pollutants. Highest and worst-case ozone levels are often associated with the presence of subsidence inversions (ICAPCD 2017b).

The large daily oscillation of temperature produces a corresponding large variation in the relative humidity. Nocturnal humidity rises to 50 to 60 percent, but drops to about 10 percent during the day. Prevailing winds are from the west-northwest through southwest; a secondary flow maximum from the southeast is also evident. The prevailing winds from the west and northwest occur seasonally from fall through spring and are known to be from the Los Angeles area. Occasionally, Imperial County experiences periods of extremely high wind speeds. Wind speeds can exceed 31 miles per hour (mph) and this occurs most frequently during the months of April and May. However, speeds of less than 6.8 mph account for more than one-half of the observed wind measurements (ICAPCD 2017b).

2.2.2 Background Air Quality

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB or federal standards set by the U.S. EPA. The ICAPCD maintains air quality monitoring stations throughout the SSAB. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The El Centro - 9th Street monitoring station, located at 150 9th Street, approximately 10 miles west of the project site, is the nearest station to the project site. The El Centro monitoring station measures ozone, NO₂, PM₁₀, and PM_{2.5}. Table 2 provides a summary of measurements collected at the El Centro monitoring station for the years 2017 through 2021.

Table 2 Summary of Air Quality Measurements Recorded at	the El Con	tro Monit	oring Stati	on	
Pollutant/Standard	2017	2018	2019	2020	2021
Ozone					
Federal Max 8-hour (ppm)	0.092	0.090	0.071	0.077	0.083
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	17	14	1	2	6
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	8	3	0	1	2
State Max 8-hour (ppm)	0.092	0.090	0.071	0.077	0.084
Days State 8-hour Standard Exceeded (0.07 ppm)	17	15	1	2	7
Max. 1-hour (ppm)	0.110	0.102	0.080	0.097	0.096
Days State 1-hour Standard Exceeded (0.09 ppm)	4	2	0	1	1
Nitrogen Dioxide					
Max 1-hour (ppm)	0.0488	0.0341	0.0367	0.0448	0.0558
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppb)	0	0	0	0	0
Annual Average (ppm)	357	7.55		7.5	
PM ₁₀ *					
Federal Max. Daily (µg/m³)	268.5	256.3	123.9	197.5	194.5
Measured Days Federal 24-hour Standard Exceeded (150 μg/m³)	5	5	0	2	1
Calculated Days Federal 24-hour Standard Exceeded (150 μg/m³)	5.0	5.1	0.0	2.0	1.0
Federal Annual Average (μg/m³)	41.6	47.3	34.9	41.5	41.8
State Max. Daily (µg/m³)	186.4	253.0	130.0	197.7	186.9
Measured Days State 24-hour Standard Exceeded (50 μg/m³)	60	111	53	92	88
Calculated Days State 24-hour Standard Exceeded (50 µg/m³)	272	113.0	53.7	92.0	88.6
State Annual Average (µg/m³)		46.8	35.6	41.5	41.6
PM _{2.5} *					
Federal Max. Daily (µg/m³)	23.2	22.4	21.4	28.5	19.1
Measured Days Federal 24-hour Standard Exceeded (35 μg/m³)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m³)	0.0	0.0	0.0	0.0	0.0
Federal Annual Average (μg/m³)	8.4	8.6	7.8	9.7	8.2
State Max. Daily (µg/m³)	23.2	22.4	21.4	28.5	19.1
State Annual Average (µg/m³)	8.4	8.7	7.9	9.8	8.3

SOURCE: CARB 2023.

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; -- = Not available.

3.0 Thresholds of Significance

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the CEQA Guidelines Appendix G. The project would have a significant air quality impact if it would:

- 1. Conflict with or obstruct implementation of the applicable air quality plan.
- 2. 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.
- 3. Expose sensitive receptors to substantial pollutant concentrations.
- 4. Result in other emissions such as those leading to odors adversely affecting a substantial number of people.

^{*}Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

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As stated in the State CEQA Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance" (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, Environmental Checklist Form). The State CEQA Guidelines encourage lead agencies to adopt regionally specific thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

The ICAPCD CEQA Air Quality Handbook establishes the following four separate evaluation categories (ICAPCD 2017a):

- 1. Comparison of calculated project emissions to ICAPCD emission thresholds.
- 2. Consistency with the most recent Clean Air Plan for Imperial County.
- 3. Comparison of predicted ambient pollutant concentrations resulting from the project to state and federal health standards, when applicable.
- 4. The evaluation of special conditions which apply to certain projects.

Any development with a potential to emit criteria pollutants below significance levels defined by the ICAPCD is called a "Tier I project," and is considered by the ICAPCD to have less than significant potential adverse impacts on local air quality. For Tier I projects, the project proponent should implement a set of feasible "standard" mitigation measures (enumerated by the ICAPCD) to reduce the air quality impact to an insignificant level. A "Tier II project" is one whose emissions exceed any of the thresholds. Its impact is significant and the project proponent should select and implement all feasible "discretionary" mitigation measures (also enumerated by the ICAPCD) in addition to the standard measures.

3.1 Operational Impacts

Table 3 provides general guidelines for determining the significance of impacts based on the total emissions that are expected from project operation established by the ICAPCD.

Table 3 Significance Thresholds for Operations				
Pollutant	Tier I	Tier II		
NO _x and ROG	Less than 137 lbs/day	137 lbs/day and greater		
PM ₁₀ and SO _X	Less than 150 lbs/day	150 lbs/day and greater		
CO and PM ₂₅	Less than 550 lbs/day	550 lbs/day and greater		

ROG = reactive organic gas; NO_X = oxides of nitrogen; SO_X = oxides of sulfur; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic diameter 10 microns or less; $PM_{2.5}$ = particulate matter with an aerodynamic diameter 2.5 microns or less; lbs/day = pounds per day SOURCE: ICAPCD 2017a.

As stated above, Tier 1 projects are required to implement all feasible standard measures specified by the ICAPCD. Tier II projects are required to implement all feasible standard measures as well as all feasible discretionary measures specified by the ICAPCD.

3.2 Construction Impacts

The ICAPCD has also established thresholds of significance for project construction. Table 4 provides general guidelines for determining significance of impacts based on the total emissions that are expected from project construction.

	ble 4 nolds for Construction
Pollutant	Thresholds (pounds/day)
PM ₁₀	150
ROG	75
NO _X	100
СО	550

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic diameter 10 microns or less. SOURCE: ICAPCD 2017a.

Regardless of project size, all feasible standard measures specified by the ICAPCD for construction equipment and fugitive PM_{10} control for construction activities should be implemented at construction sites. Control measures for fugitive PM_{10} construction emissions in Imperial County are found in ICAPCD Regulation VIII and in the ICAPCD CEQA Air Quality Handbook and are discussed below.

3.3 Public Nuisance Law (Odors)

State of California Health and Safety Code Sections 41700 and 41705 and ICAPCD Rule 407 prohibit emissions from any source whatsoever in quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property.

The ICAPCD CEQA Air Quality Handbook provides screening level distances for potential odor sources. If a project is proposed within one mile of a wastewater treatment plant, sanitary landfill, composting station, feedlot, asphalt plant, painting and coating operation, or rendering plant, a potential odor problem may result (ICAPCD 2017a).

4.0 Emission Calculations

The project would result in air pollutant emissions associated with the construction and operation. Emissions were calculated using California Emissions Estimator Model (CalEEMod) Version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022). The CalEEMod program is a tool used to estimate emissions resulting from land development projects in the state of California. CalEEMod was developed with the participation of several state air districts.

CalEEMod estimates parameters such as the type and amount of construction equipment required, trip generation, and utility consumption based on the size and type of each specific land use using data collected from surveys performed in SCAQMD. Where available, parameters were modified to reflect project-specific data.

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4.1 Construction-related Emissions

Construction-related activities are temporary, short-term sources of air pollutant emissions. Sources of construction-related emissions include:

- Fugitive dust from grading activities;
- Exhaust emissions from construction equipment;
- Application of chemical coatings (paints, stains, sealants, etc.); and
- Exhaust and fugitive dust emission from on-road vehicles (trips by workers, delivery trucks, and material-hauling trucks).

Heavy-duty construction equipment is usually diesel powered. Based on CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation, heavy-duty construction equipment includes off-road diesel vehicles 25 horsepower or greater. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. The construction equipment estimates are based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

Construction emissions were calculated assuming construction would begin in June 2023 and last for eight months. Construction stages would include site preparation, grading/trenching, and foundations/equipment installation/wiring/commissioning.

4.1.1 Fugitive Dust

Fugitive dust would be associated with construction activities that involve ground disturbance. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Calculation of fugitive dust emissions are based on the area of disturbed ground and the fugitive dust measures implemented. Based on discussion with ICAPCD staff, watering during ground disturbing activities would achieve a 50 percent reduction in fugitive dust.

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for fugitive PM₁₀ must be implemented at construction sites. Additionally, all feasible discretionary measures for PM₁₀ apply to those construction sites that are 5 acres or more for non-residential developments or 10 acres or more in size for residential developments. The project footprint consists of 4.5 acres of the 17.2-acre project site. However, because other portions of the project site may be used for staging areas, it was assumed that the total disturbed area could exceed 5 acres. Standard and discretionary measures from the ICAPCD handbook include:



Standard Measures for Fugitive PM₁₀ Control:

- a) All disturbed areas, including bulk material storage which is not being actively utilized, shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by using water, chemical stabilizers, dust suppressants, tarps or other suitable material such as vegetative ground cover.
- b) All on-site and off-site unpaved roads will be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering.
- c) All unpaved traffic areas one acre or more with 75 or more average vehicle trips per day will be effectively stabilized and visible emission shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering. The transport of bulk materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of bulk material. In addition, the cargo compartment of all haul trucks is to be cleaned and/or washed at delivery site after removal of bulk material.
- d) The transport of bulk materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of bulk material. In addition, the cargo compartment of all haul trucks is to be cleaned and/or washed at delivery site after removal of bulk material.
- e) All track-out or carry-out will be cleaned at the end of each workday or immediately when mud or dirt extends a cumulative distance of 50 linear feet or more onto a paved road within an urban area.
- f) Movement of bulk material handling or transfer shall be stabilized prior to handling or at points of transfer with application of sufficient water, chemical stabilizers or by sheltering or enclosing the operation and transfer line.
- g) The construction of any new unpaved road is prohibited within any area with a population of 500 or more unless the road meets the definition of a temporary unpaved road. Any temporary unpaved road shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emission by paving, chemical stabilizers, dust suppressants and/or watering.

Discretionary Measures for Fugitive PM₁₀ Control

- a) Water exposed soil with adequate frequency for continued moist soil.
- b) Replace ground cover in disturbed areas as quickly as possible.
- c) Automatic sprinkler system installed on all soil piles.
- d) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- e) Develop a trip reduction plan to achieve a 1.5 average vehicle ridership for construction employees.
- f) Implement a shuttle service to and from retail services and food establishments during lunch hours.

4.1.2 Construction Equipment

CalEEMod calculates emissions of all pollutants from construction equipment using emission factors from CARB's offroad diesel equipment emission factors database. The specific required construction equipment amount needed for



the project is not known at this stage. Modeling was based on the default equipment type and amount for the ground-up construction of a light industrial use. This is conservative since the project would haul the necessary equipment to the site for installation while a light industrial use involves the ground-up construction of buildings which would require more construction equipment. The modeled construction equipment is summarized in Table 5.

Construc	Table 5 ction Phases and Equipm	nent
Equipment	Quantity	Daily Operation Time (hours)
Site	Preparation (3 weeks)	
Rubber Tired Dozers	3	8
Tractors/Loaders/Backhoes	4	8
Gradi	ing/Trenching (10 weeks	5)
Grader	1	8
Excavator	1	8
Rubber Tired Dozer	1	8
Tractors/Loaders/Backhoes	3	8
Foundations/Installa	ation/Wiring/Commissio	ning (19 weeks)
Crane	1	7
Forklifts	3	8
Generator Set	1	8
Tractors/Loaders/Backhoes	3	7
Welder	1	8
NOTE: Each phase would also includ trucks for hauling, and trucks for del		ith work commutes, dump

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for construction equipment must be implemented at construction sites. Standard measures from the ICAPCD handbook include:

Standard Measures for Construction Combustion Equipment

- a) Use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel powered equipment.
- b) Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.
- c) Limit, to the extent feasible, the hours of operation of heavy duty equipment and/or the amount of equipment in use.
- d) Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).

4.1.3 On-Road Vehicles

Construction would generate mobile source emissions from worker trips, hauling trips, and vendor trips. CalEEMod calculates emissions of all pollutants from on-road trucks and passenger vehicles using emission factors derived from CARB's motor vehicle emission inventory program EMFAC2017 (CARB 2017). Vehicle emission factors were multiplied by the model default total estimated number of trips and the average trip length to calculate the total mobile emissions.

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CalEEMod calculates dust emissions from travel on paved and unpaved roads. By default, CalEEMod assumes the percentage of paved and unpaved roads for each district as provided by the district. For Imperial County, the default assumption is 50 percent paved and 50 percent unpaved. However, this is not characteristic of the roads in the vicinity of the project site. During construction, vehicles traveling to and from the project site would not traverse unpaved roads. However, it should be noted that Imperial County roadways do experience higher levels of entrained roadway dust. To account for these dust emissions, ICAPCD recommends modeling 90 percent paved roads during construction activities.

4.1.4 Construction Emission Estimates

Table 6 provides a summary of the criteria pollutant emissions generated by the project construction. CalEEMod output files for project construction and operations are contained in Attachment 1.

Maximum Da	aily Const	Table 6 ruction Ai	r Pollutan	t Emissio	ns	
		Maximu	m Daily E	missions	(pounds)	
Emission Source	ROG	NOx	СО	SO _X	PM ₁₀	PM _{2.5}
Site Preparation	4	40	38	<1	59	11
Grading/Trenching	2	20	22	<1	45	7
Foundations/Installation/ Wiring/Commissioning	1	12	14	<1	28	3
Max Daily Emissions	4	40	38	<1	59	11
Significance Threshold	75	100	550	-	150	
Exceeds Threshold?	No	No	No	•	No	20

SOURCE: Attachment 1.

NOTE: Totals may vary due to independent rounding.

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide;

PM₁₀ = particulate matter with an aerodynamic diameter 10 microns or less;

PM_{2.5} = particulate matter with an aerodynamic diameter 2.5 microns or less.

As shown in Table 6, construction emissions associated with future construction of the project site would be less than all applicable ICAPCD significance thresholds. The emissions summarized in Table 6 account for the 50 percent reduction in dust due to daily watering, but do not account for any other emission reductions from any other standard or discretionary measure for dust control or construction equipment. These emissions are therefore conservative.

With implementation of the standard and discretionary measures for fugitive PM_{10} control and standard measures for construction combustion equipment, project construction impacts would be less than significant.

4.2 Operation-related Emissions

Operation-related sources of air pollutant emissions include the direct emission of criteria pollutants. Common direct emission sources associated with typical projects include mobile sources such as project-generated traffic, area sources such as the use of landscaping equipment, and energy sources such as the combustion of natural gas.

4.2.1 Mobile Sources

CalEEMod calculates mobile source emissions using emission factors derived from CARB's motor vehicle emission inventory program, EMFAC2017 (CARB 2017). The project would be an unmanned facility that would be operated



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remotely. Therefore, the project would not generate routine daily trips. Occasional maintenance trips would be required. To account for these trips, a total of one round trip (two one-way trips) was modeled per weekday. The default trip length was increased to 20 miles. CalEEMod default emission factors for the soonest operational year of 2024 were modeled.

As discussed under the construction emission methodology for on-road vehicles, CalEEMod calculates dust emissions from travel on paved and unpaved roads. For Imperial County, the default assumption is 50 percent paved and 50 percent unpaved. However, this is not characteristic of the roads in the vicinity of the project site. During project operation, vehicles traveling to and from the project site would not traverse unpaved roads. However, the project site access road from Melon Road would be unpaved. However, as with construction activities, to account for these dust emissions and any entrained dust on paved roads, 90 percent paved roads was modeled.

4.2.2 Area and Energy Sources

Area source emissions associated with typical development projects include consumer products, natural gas used in space and water heating, architectural coatings, landscaping equipment, and mechanical equipment such as boilers or backup generators. Hearths (fireplaces) and woodstoves are also a source of area emissions. Emissions are generated from energy use such as the combustion of natural gas used in space and water heating. As discussed, the project would be an unmanned facility that would not be a source of area or energy emissions. However, as a conservative analysis, the project was modeled as a light industrial land use and default emission factors for light industrial area and energy sources were modeled.

4.2.3 Operational Emission Estimates

Table 7 provides a summary of the criteria pollutant emissions generated by the project operations. CalEEMod output files for project construction and operations are contained in Attachment 1.

Maximu	ım Daily Op	7 Table Perations A		nt Emissior	ns	
		Maximu	ım Daily E	missions (pounds)	TATE IS
Emission Source	ROG	NOx	СО	SO _X	PM ₁₀	PM ₂₅
Mobile Sources	<1	<1	<1	<1	1	<1
Area Sources	1	<1	1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Total Operations	1	<1	1	<1	1	<1
Significance Threshold	137	137	550	150	150	550
Exceeds Threshold?	No	No	No	No	No	No

SOURCE: Attachment 1.

NOTE: Totals may vary due to independent rounding.

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide;

PM₁₀ = particulate matter with an aerodynamic diameter 10 microns or less;

PM_{2.5} = particulate matter with an aerodynamic diameter 2.5 microns or less.

As shown in Table 7, operation of the project would result in minimal emissions that would be less than the applicable thresholds for all criteria pollutants. The project would not result in a cumulatively considerable net increase of criteria pollutants, and operational impacts would be less than significant.



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5.0 Air Quality Impact Analysis

Would the project conflict with or obstruct implementation of the applicable air quality plan?

CARB is the lead agency for preparation of the SIP, which outlines the state measures to achieve NAAQS. CARB delegates responsibility for preparation of SIP elements to local air districts and requires local air districts to prepare Air Quality Attainment Plans outlining measures required to achieve CAAQS.

The ICAPCD is the air district responsible for the project area. Applicable ICAPCD air quality plans include:

- Imperial County 2009 State Implementation Plan for Particulate matter Less than 10 Microns in Aerodynamic Diameter;
- Imperial County 2013 State Implementation Plan for the 2006 24-Hour PM_{2.5} Moderate Non-attainment Area; and
- Imperial County 2017 State Implementation Plan for the 2008 8-Hour Ozone Standard.

The primary concern for assessing consistency with air quality plans is whether the project would induce growth that would result in a net increase in criteria pollutant emissions that exceed the assumptions used to develop the plan. The criteria pollutant emission projections for the ICAPCD air quality plans are based on Southern California Association of Governments' (SCAG) population growth and regional vehicle miles traveled (VMT) projections, which are based in part on the land uses established by local general plans. As such, projects that propose development that is consistent with the local land use plans would be consistent with growth projections and air quality plans criteria pollutant emissions estimates. In the event that a project would result in development that is less dense than anticipated by the growth projections, the project would be considered consistent with the air quality plans. In the event a project would result in development that results in greater than anticipated growth projections, the project would result in air pollutant emissions that may not have been accounted for in the air quality plans and thus may obstruct or conflict with the air quality plans.

The project site is located within the City's SOI and is designated as an Urban Area land use in the Imperial County General Plan. The Urban Area designation includes areas surrounding the following seven incorporated cities: Brawley, El Centro, Westmorland, Holtville, Calipatria, Imperial, and Calexico. It is anticipated that these areas will eventually be annexed or incorporated. The project would construct a BESS that would not be a significant source of emissions. The project would be consistent with the growth projections and air quality plans criteria pollutant emissions estimates. Furthermore, the project would not construct housing or other uses that would result in regional population growth. The project would provide needed energy storage for the region and the state. Therefore, the project would not result in new growth beyond what was originally anticipated in SCAG's growth projections for Imperial County. Additionally, as summarized in Tables 6 and 7, construction and operation of the project would result in emissions that are below all applicable project-level significance thresholds. Therefore, project emissions would be consistent with SCAG's growth projections and the ICAPCD's air quality plans, and impacts would be less than significant.

2. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The project area is in non-attainment areas for NAAQS and CAAQS for ozone and particulate matter. The majority of regional PM_{10} and $PM_{2.5}$ emissions originate from dust stirred up by wind or by vehicle traffic on unpaved roads (ICAPCD 2009). Other PM_{10} and $PM_{2.5}$ emissions originate from grinding operations, combustion sources such as

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motor vehicles, power plants, wood burning, forest fires, agricultural burning, and industrial processes. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone. Approximately 88 percent of NO_X and 40 percent of ROG regional emissions originate from on- and off-road vehicles (ICAPCD 2010). Other major sources include solvent evaporation and miscellaneous processes such as pesticide application.

As shown in Table 6, project construction would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. The project would implement all standard and discretionary measures for fugitive PM_{10} control and standard measures for construction combustion equipment. Therefore, project construction would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10} , or $PM_{2.5}$, and impacts would be less than significant.

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 7, operation of the project would result in minimal emissions that would be less than the applicable thresholds for all criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM₂₅, and impacts would be less than significant.

3. Would the project expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, day-care centers and project residents) to substantial pollutant concentrations?

Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. The project site is located adjacent to residential uses.

Diesel Particulate Matter - Construction

Construction of the project and associated infrastructure would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel-exhaust DPM emissions from the use of off-road diesel equipment required for site preparation and grading, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction is anticipated to last for approximately one year. The dose of DPM to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were eight months, the exposure would be 2 percent (8 months divided by 30 years) of the total exposure period used for health risk calculation. Further, the project would implement the standard measures for construction combustion equipment summarized in Section 4.1.2. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be reduced over time. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Therefore, due to the limited duration of construction activities, implementation of standard measures for

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construction combustion equipment, and implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. No intersections in the vicinity of the project carry this substantial amount of traffic. Additionally, there are no signalized intersections in the vicinity of the project site. Traffic generated by the project would not result in any heavily congested intersections. Thus, the project is not anticipated to result in a CO hot spot.

4. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. Project construction would result in the emission of diesel fumes and other odors typically associated with construction activities. Sensitive receptors near the project site include residential uses; however, exposure to odors associated with project construction would be short term (8 months) and temporary in nature. Further, per CARB's Airborne Toxic Control Measures 13 (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed 5 minutes unless more time is required per engine manufacturers' specifications or for safety reasons. Therefore, project construction would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

The ICAPCD CEQA Air Quality Handbook provides screening level distances for potential odor sources. If a project is proposed within one mile of a wastewater treatment plant, sanitary landfill, composting station, feedlot, asphalt plant, painting and coating operation, or rendering plant, a potential odor problem may result (ICAPCD 2017a). The project does not include the construction of any of these uses. Energy storage facilities are not known to emit odors during operation. Project operation would include occasional inspection and maintenance. These operational activities are not known to emit odors. Therefore, operational impacts related to odor would also be less than significant.

6.0 Conclusions

The project's potential to result in impacts to air quality was assessed in accordance with the guidelines, policies, and standards established by the ICAPCD. The applicable ICAPCD air quality plans include the 2009, 2013, and 2017 SIPs for reducing PM₁₀, PM_{2.5}, and ozone. The project would construct a BESS that would not be a significant source of emissions. The project would be consistent with the growth projections and air quality plans criteria pollutant emissions estimates. Additionally, the project would not result in an air quality violation. Therefore, the project would



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not conflict with or obstruct the implementation of the regional air quality plans, and impacts would be less than significant.

As shown in Table 6, project construction would not exceed the applicable regional emissions thresholds. The project would implement all standard and discretionary measures for fugitive PM_{10} control and standard measures for construction combustion equipment. As shown in Table 7, operation of the project would result in minimal emissions that would be less than the applicable thresholds for all criteria pollutants. Therefore, project construction and operation would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10} , or $PM_{2.5}$, and impacts would be less than significant.

Project construction would not result in the exposure of sensitive receptors to significant levels of DPM that could result in excess cancer risks. Additionally, the project would not result in the creation of a CO hot spot. Therefore, construction and operation of the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

During construction, potential odor sources would be associated with construction equipment; however, exposure to odors associated with project construction would be short term and temporary in nature. Operation of the project would not include any uses that would generate substantial odors. Therefore, the project would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming Senior Air Quality Specialist

JLF:sh

Attachment

7.0 Certification

The following is a list of preparers, persons, and organizations involved with the air quality analysis.

RECON Environmental, Inc.

Jessica Fleming, County-approved Air Quality Consultant Stacey Higgins, Senior Production Specialist Benjamin Arp, GIS Specialist Mr. Ramon Gonzalez Page 21 February 15, 2023

8.0 References Cited

California Air Pollution Control Officers Association (CAPCOA)

2022 California Emissions Estimator Model (CalEEMod), Version 2022.1.

California Air Resources Board (CARB)

- 2000 Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. California Air Resources Board. Stationary Source Division, Mobile Source Control Division. October.
- 2005 Air Quality and Land Use Handbook: A Community Health Perspective. April.
- 2016 Ambient Air Quality Standards. May 4.
- 2017 EMFAC2017 Emissions Database Inventory Model.
- 2023 California Air Quality Data Statistics. Available at http://www.arb.ca.gov/adam/welcome.html. Top 4 Summary and Hourly Listing. Accessed on February 9, 2023.

Imperial County Air Pollution Control District (ICAPCD)

- 2009 Imperial County State Implementation Plan for Particulate Matter Less Than 10 Microns in Aerodynamic Diameter. August.
- 2010 2009 1997 8-Hour Ozone Modified Air Quality Management Plan. July
- 2017a CEQA Air Quality Handbook, Guidelines for the Implementation of the California Environmental Quality Act of 1970. December.
- 2017b 2017 Imperial County State Implementation Plan for the 2008 8-Hour Ozone Standard, Draft March.

Office of Environmental Health Hazard Assessment (OEHHA)

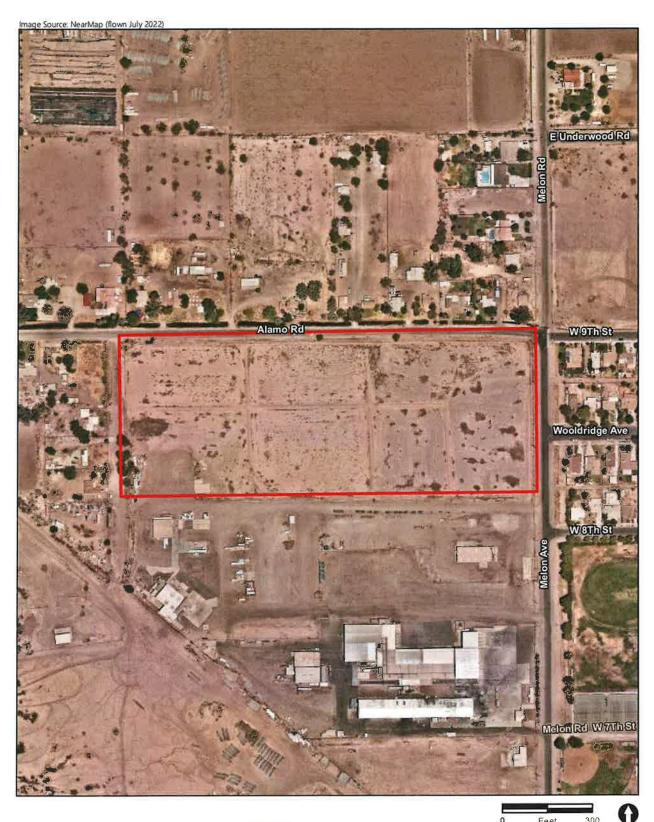
2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.





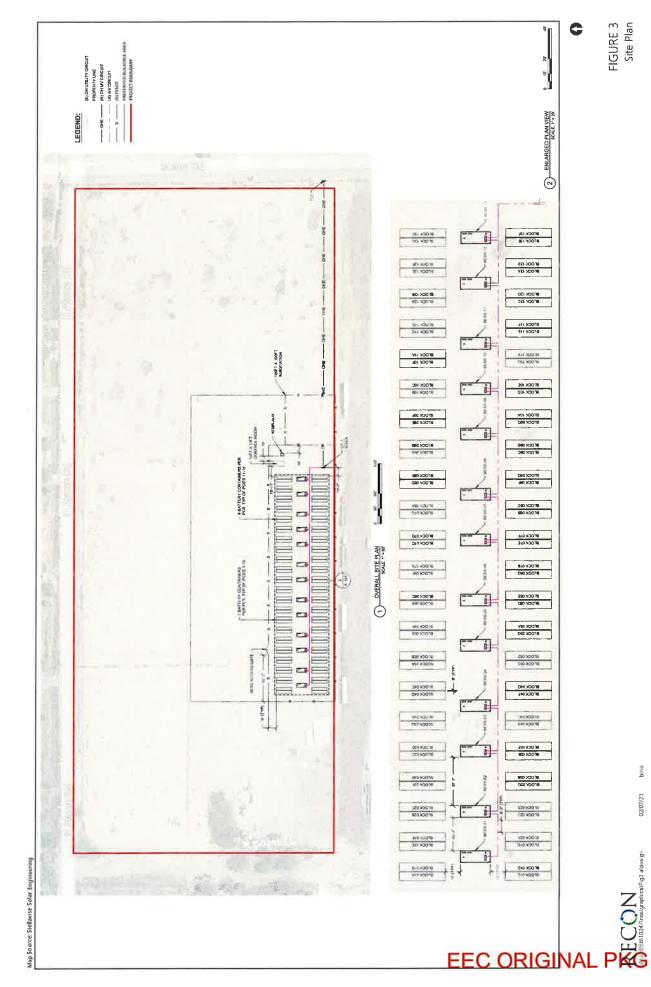






Project Boundary

Project Location on Aerial Photograph
EEC ORIGINAL PKG



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ATTACHMENT 1

Holtville Peaker Detailed Report

Holtville Peaker Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Holtville Peaker
Lead Agency	
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	4.80
Location	32.81815122274024, -115.39010295719622
County	Imperial
City	Unincorporated
Air District	Imperial County APCD
Air Basin	Salton Sea
TAZ	5604
Electrod Utility	Imperial Irrigation District
Gas Carry	Southern California Gas
C	

1.2. Eand Use Types

Land Use Size Unit Lot Acreage Building Area (sq. ft) Landscape Area (sq. ft) Area (sq. ft) Area (sq. ft)	0.00	
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected 2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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2.2. Construction Emissions by Year, Unmitigated

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2023	4.85	4.08	39.9	37.9	0.05	1.81	57.1	58.9	1.66	9.80	11.5	I	5,577	5,577	0.23	0.05	1.12	5,599
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2023	1.57	1.31	12.0	13.9	0.02	0.55	27.6	28.1	0.51	2.77	3.28	1	2,618	2,618	0.10	0.04	0.02	2,632
2024	1.50	1.25	11.4	13.8	0.02	0.50	27.6	28.1	0.46	2.77	3.23	ı	2,614	2,614	0.10	0.04	0.02	2,628
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2023	0.93	0.78	7.29	7.82	0.01	0.34	15.0	15.3	0.31	1.86	2.17	1	1,296	1,296	0.05	0.02	0.16	1,302
2024	0.03	0.02	0.22	0.27	< 0.005	0.01	0.54	0.55	0.01	0.05	90.0	1	51.3	51.3	< 0.005	< 0.005	0.01	51.6
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2024	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	0.10	0.10	< 0.005	0.01	0.01	1	8.50	8.50	< 0.005	< 0.005	< 0.005	8.54

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2.5. Derations Emissions by Sector, Unmitigated

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

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oile	0.01	0.01	0.02	0.18	Mobile 0.01 0.01 0.02 0.18 < 0.005 < 0.005 0.58	< 0.005		0.58	< 0.005 0.09		60.0	Į	36.5	36.5	< 0.005 < 0.005 0.14	< 0.005		37.1

Area	0.15	0.65	0.01	0.87	< 0.005	< 0.005	1	< 0.005	< 0.005	1	< 0.005	ı	3.58	3.58	< 0.005	< 0.005	Î	3.59
Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	ī	0.01	0.01	1	0.01	1	896	896	0.07	0.01	Ì	972
Water	1	1	1	1	1	1	1	1	Ī	1	1	0.00	0.00	0.00	0.00	0.00	Ī	0.00
Waste	Ĩ	Į.	ı	_1	ı	ľ	1	f	Î	ī	1	0.00	0.00	0.00	0.00	0.00	Î	0.00
Refrig.	ï	1	1	1	Ĭ	1	1	1	ì	ĩ	1	1	1	ì	1.	1	5.21	5.21
Total	0.19	0.67	0.20	1.20	< 0.005	0.01	0.58	09.0	0.02	60.0	0.10	0.00	1,008	1,008	0.07	0.01	5.35	1,018
Daily, Winter (Max)	Î	1	1	Ţ	1	Ï	1	1	ì	ī	1	1	Î.	ĵ.	1	1	Ĺ	1
Mobile	0.01	0.01	0.02	0.11	< 0.005	< 0.005	0.58	0.58	< 0.005	0.09	60.0	1	32.0	32.0	< 0.005	< 0.005	< 0.005	32.5
Area	1	0.50	1	1	ī	1	1	1	Î	ľ	ľ	1	Î	Î	I	1	Î	1
Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	1	0.01	0.01	î	0.01	1	968	896	0.07	0.01	Ĩ	972
Water	1	ı	1	L	1	1	1	1	î	1	1	0.00	0.00	0.00	0.00	0.00	Î	0.00
Waste	1	1	ı	I	ĺ	I	ı	1	Ĕ	Ĩ	ļ	0.00	0.00	0.00	0.00	0.00	Ï	0.00
Refrig.	ĵ	1	1	I	1	1	1	1	1	ï	1	1	1	1	1	1	5.21	5.21
Total	0.03	0.52	0.19	0.26	< 0.005	0.01	0.58	09.0	0.01	60.0	0.10	0.00	1,000	1,000	0.07	0.01	5.21	1,010
Average Daily	Ī	1	1	1	Í	1	1	1	Ĭ	ĵ	ı	1	Ĩ	1	1	1	i .	1
Mobile	0.01	0.01	0.01	0.10	< 0.005	< 0.005	0.42	0.42	< 0.005	90.0	90.0	1	24.2	24.2	< 0.005	< 0.005	0.04	24.5
Area	0.08	0.57	< 0.005	0.43	< 0.005	< 0.005	I	< 0.005	< 0.005	ı	< 0.005	ı	1.76	1.76	< 0.005	< 0.005	1	1.77
	0.02	0.01	0.17	0.15	< 0.005	0.01	I.	0.01	0.01	1	0.01	1	896	896	0.07	0.01	1	972
Wate	ĵ	1	1	Í	1.	1	1	į	Ĺ	ı	1	0.00	0.00	0.00	0.00	0.00	ı	0.00
Waste	Î	1	1	Í	Ĭ	1	1	Ţ	ı	1	1	0.00	0.00	00.00	0.00	0.00	Ĩ	0.00
Refrie	1	1	1	1	1	1	1	J	1	1	1	1	1	1	1	Į.	5.21	5.21
NA Lota	0.10	0.59	0.19	0.67	< 0.005	0.01	0.42	0.43	0.01	90.0	80.0	0.00	994	994	0.07	0.01	5.25	1,004
Annual	1	1	1	1	ĺ	1	1	1	1	1	1	Ţ	1	1	1	_1	1	1
Mobile	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	ı	4.00	4.00	< 0.005	< 0.005	0.01	4.06
Area	0.01	0.10	< 0.005	0.08	< 0.005	< 0.005	1	< 0.005	< 0.005	1	< 0.005	Ţ	0.29	0.29	< 0.005	< 0.005	1	0.29
Energy	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	.f	< 0.005	< 0.005	t	< 0.005	_[160	160	0.01	< 0.005	ĺ	161

0.00	0.00	0.86	166
-	-	0.86	0.87
0.00	00.0		02
0.00		1	0.01
0.00	0.00	1	165
0.00	00.00	1	165
0.00	0.00	ı	0.00
1	_ [1	0.01
1	l	1	
1	ţ	I	< 0.005
Ţ	1	ļ	0.08
1	_1_	1	90.0
1	Ĭ	1	< 0.005 < 0.005 0.08
Î	ľ	ĵ	< 0.005
Ī	L	Î	0.12
1		1	0.03
1	1	1	0.11
1	Ĺ	ĵ	0.02
Water	Waste	Refrig.	Total

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Categoria Dellistanto //h/dan for

Criteria	Pollutan	'da	/ for daily	y, ton/yr	for annu	al) and (.o	daily, M	T/yr for a								
Location	TOG	ROG	×ON	ဝ	802	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBC02	CO2T	CH4	N20	œ	CO2e
Onsite	1	1	1	1	1	1	1	j	1	1	1	ĺ	1	1	1	ĵ	î	1
Daily, Summer (Max)	I	ı		ì	ľ		ı			ī	1	Ĩ	Ĭ	ľ	F	Ĩ	I	1
Off-Road 4.70 Equipment	4.70 nt	3.95	39.7	35.5	0.05	1.81	ı	1.81	1.66	ľ	1.66	ĵ	5,295	5,295	0.21	0.04	ĩ	5,314
Dust From Material Movemen:	ا خ	ı	I	I	ı	1	9.83	9.83	Ĭ	5.05	5.05	Ĭ	ī	1		Î	Î	ĭ
Onsi C Spurt	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	ï	0.00	0.00	0.00	0.00	0.00	0.00
Orik Wint (Max)	ı	ı	ſ	ı	I	1		Ĭ	ı		1	Ĭ	ĩ	ľ		Ĭ	l	1
Average	L	1	ĵ.	1	ı	ſ	Í	I	1	1		Ĭ	1	ľ		ĺ	ſ	1
Off-Feed 0.19	nt	0.16	1.63	1.46	< 0.005	0.07	Ĭ	0.07	0.07	1	0.07	ī	218	218	0.01	< 0.005	1	218

Dust From Material Movemen:	Onsite truck	Annual	Off-Road 0.04 Equipment	Dust From Material Movemen:	Onsite truck	Offsite	Daily, Summer (Max)	Worker	Vendor	Hauling	Daily Winter	Avera Daily	Work	Vende	Hani	Annua	Work	Vendor
1	0.00	1	0.04 rt	1	0.00	ı	1	0.15	0.00	0.00	1	1	0.01	0.00	0.00	ľ	< 0.005	0.00
f	00:00	ı	0.03	1	0.00	1	ı	0.13	0.00	0.00		ı	< 0.005	00.0	0.00	Ĭ	< 0.005	0.00
ţ.	0.00	Į	0:30	1	0.00	ì	Ï	0.14	0.00	0.00	Î	1	0.01	0.00	0.00	I,	< 0.005	0.00
I.	0.00	I	0.27	1	0.00	1	Ĩ	2.42	0.00	0.00	1	ĵ	0.07	0.00	0.00	ľ	0.01	0.00
ť	0.00	ı	< 0.005	1	0.00	1	1	0.00	0.00	0.00	1	1	0.00	0.00	0.00	ľ	00.00	0.00
1	0.00	ľ	0.01	I	0.00	1	1	0.00	0.00	0.00	1	1	0.00	0.00	0.00	Ţ	0.00	0.00
0.40	0.00	1	1	0.07	0.00	1	Ĩ	47.2	0.00	0.00	Ï	Ĩ	1.94	0.00	00.00	I	0.35	0.00
0.40	0.00	Ĭ	0.01	0.07	0.00	1	1	47.2	0.00	0.00	1	1	1.94	0.00	00.00	I	0.35	0.00
Ĩ.	0.00	1	0.01	Ţ	0.00	1	I	0.00	0.00	0.00	1	1	0.00	0.00	0.00	ı	0.00	0.00
0.21	0.00	1	1	0.04	0.00	1	1	4.75	0.00	0.00	1	J.	0.20	0.00	0.00	ı	0.04	0.00
0.21	0.00	I	0.01	0.04	0.00	1	I	4.75	00.00	0.00	Î	1	0.20	0.00	00.00	ľ	0.04	0.00
Ï	Î	Ĭ	1	1	1	1	Ĭ.,	Ĩ	1	ľ	1	1	1	I.	1	Ī	1	1.
1	0.00	Ţ	36.0	Ĭ.	0.00	1	1	281	0.00	0.00	1	1	10.5	0.00	0.00	ľ	1.74	0.00
1	0.00	1	36.0	1	0.00	1	Į.	281	00.00	0.00	1	1	10.5	0.00	0.00	ı	1.74	0.00
1	0.00	1	< 0.005	ļ,	0.00	1	I	0.01	0.00	0.00	Ĭ.	Ì	< 0.005	0.00	0.00	Í	< 0.005	0.00
Ī	0.00	Ī	< 0.005	Î	0.00	1	1	0.01	0.00	0.00	î	1	< 0.005	0.00	0.00	Ī	< 0.005	00.00
1	0.00	Î	1	1	0.00	1	1	1.12	0.00	0.00	1	1	0.02	00.0	0.00		< 0.005	0.00
1	0.00	1	36.2	I	0.00	1	I	285	0.00	0.00	1	1	10.6	0.00	0.00	1	1.76	00.00

CO2e

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	00.00	
	0.00	
Ì	Hauling	

3.3. Grading (2023) - Unmitigated

0.00 0.00 1 1 < 0.005 < 0.005 N20 0.00 0.00 0.02 < 0.005 0.12 0.00 0.02 0.00 CH4 CO2T 2,958 0.00 0.00 67.1 405 NBC02 2,958 0.00 0.00 67.1 405 BC02 Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual) PM2.5E | PM2.5D | PM2.5T 0.12 0.00 0.00 0.23 0.02 0.87 1.71 0.00 1.71 0.23 0.00 0.00 0.00 0.02 0.12 0.87 1 PM10E | PM10D | PM10T 0.00 0.13 0.49 0.00 0.02 0.94 3.54 0.00 0.49 3.54 0.00 0.00 0.13 0.00 0.02 0.94 < 0.005 < 0.005 0.00 0.00 **SO2** 0.03 0.00 2.70 0.00 0.49 19.7 2.74 0.50 ×ON 20.0 0.00 0.00 ROG 0.00 0.28 0.00 0.05 2.04 Ī Off-Road 0.06 Equipment Off-Road 0.33 Equipment 0.00 0.00 Location TOG Off-Road 2.43 Materal Movemen: Equipment Movemen: Average Daily Onsite Material Drust O Summer Annua truck Onsite Onsite Winter (Max) (Max) Daily, From Daily, Dust truck

0.00

407

67.3

Dust From Material Movemen:	Onsite truck	Offsite	Daily, Summer (Max)	Worker	Vendor	Hauling	Daily, Winter (Max)	Average Daily	Worker	Vendor	Hauling	Annyat	Work	Vender	Hanlin
I	0.00	1	i	0.13	00.0	00.0	Ī	f	0.02	00.00	00.0	1	< 0.005	00:0	0.00
1	0.00	ì	Ĭ,	0.12	0.00	0.00	Ī	Ì	0.01	0.00	0.00	Î	< 0.005	00.0	0.00
1	0.00	1	I	0.12	00.00	00.00	Ī	1	0.02	00.0	00.0	1	< 0.005	00.00	0.00
1	0.00	1	t.	2.07	0.00	0.00	1	1	0.20	0.00	0.00	1	0.04	0.00	0.00
1	0.00	1	1	0.00	0.00	0.00	1	1	0.00	0.00	0.00	1	0.00	0.00	0.00
1	0.00	1	1	0.00	0.00	0.00	I _	1_	0.00	0.00	0.00	Į	0.00	0.00	000
60.0	0.00	1	Ĭ.	40.5	0.00	0.00	Ĩ	1	5.55	00.00	00.00	Ī	1.01	0.00	00.0
0.09	0.00	1	.1	40.5	0.00	0.00	1	ì	5.55	0.00	0.00	Ī	1.01	0.00	0.00
I	0.00	1	1	0.00	00.00	00.00	1	L	00.00	00.00	00.00	_!;	0.00	0.00	000
0.04	0.00	1	1	4.07	00.0	00.0	1	1.	0.56	00.00	00.00	ţ	0.10	0.00	000
0.04	0.00	1	1	4.07	00.00	0.00	1	1	0.56	0.00	0.00	I	0.10	00.0	000
Ĭ.	1_	1	Î	1	Î.	1	1	1_1_	Ĩ	1	1	ľ	1	ţ	j
ľ	0.00	ı	1	241	0.00	0.00			30.0	0.00	0.00	ţ	4.96	0.00	000
ţ	0.00	I	1	241	0.00	0.00	1	1_	30.0	0.00	0.00	Ĭ	4.96	0.00	000
Í	00.00	I	1	0.01	0.00	0.00	Ī	Ī	< 0.005	00.00	0.00	Ĩ	< 0.005	0.00	000
J	0.00	ı	1	0.01	0.00	0.00	1	1	< 0.005	0.00	0.00	Î	< 0.005		000
1	0.00	1	1	96.0	0.00	0.00	1	t	90.0	0.00	0.00	Ţ	0.01	0.00	0
1	0.00	1	1	245	0.00	0.00	1	1	30.4	0.00	0.00	1	5.03	0.00	5

の 3.5.<mark>尹</mark>uilding Construction (2023) - Unmitigated シ Crite<mark>ri</mark>a Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

5	Olldidi	Single Single (15) day for daily, totally for allinear and Olice	2 2	, , , , , , , , , , , , , , , , , , ,	5	100	200	(,			11	G			
Location	TOG	ROG	NOx	00	802	PM10E PM10D	PM10D	PM10T	PM2.5E	PM2.5D PM2.5T	PM2.5T	BC02	NBC02	CO2T	CH4	NZO	œ	C02e
G isuC	t	Ĺ	Ĭ.	1	ſ	I.	ĺ	ı		ŀ	Ĭ	ı	1	J	Ī	Ī	1	. 1

Daily, Winter (Max)	ļ	ı	1	1	1	1	1	1	1	1	1	11	1	Į.	Ĺ	ľ	1	I
Worker	90.0	0.05	90.0	99.0	0.00	0.00	22.7	22.7	0.00	2.28	2.28	1	114	114	0.01	< 0.005	0.01	115
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	4.88	4.89	< 0.005	0.49	0.49	1	107	107	< 0.005	0.01	0.01	111
Hauling	0.00	0.00	0.00	00.0	0.00	0.00	0.00	0.00	0.00	00.00	0.00	1	0.00	0.00	0.00	0.00	0.00	00.0
Average Daily	1	1	ĺ	1	ı		Ė	1	ı	ĺ	İ	ı	Ī	Ĵ	Ï	1	1	Ī
Worker	0.02	0.01	0.02	0.20	0.00	0.00	5.46	5.46	00.00	0.55	0.55	1	29.5	29.5	< 0.005	< 0.005	90.0	29.9
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	1.18	1.18	< 0.005	0.12	0.12	1	25.7	25.7	< 0.005	< 0.005	0.03	26.8
Hauling	0.00	0.00	00.00	00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	00.00	0.00	0.00	00:00	0.00	0.00
Annual	I	1	Ī	1	1	Ĩ	1	1	1	Ĭ	1	1	1	I	1	1	1	ĺ
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	1.00	1.00	0.00	0.10	0.10	1	4.88	4.88	< 0.005	< 0.005	0.01	4.95
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.21	0.21	< 0.005	0.02	0.02	1	4.25	4.25	< 0.005	< 0.005	< 0.005	4.43
Hauling	0.00	0.00	0.00	00.00	0.00	0.00	0.00	00.00	0.00	0.00	0.00	1	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

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

) and ()						1	,	((mm							
Location	TOG	ROG	×ON	co	S02	PM10E PM10D		PM10T	PM2.5E	PM2.5D PM2.5T BCO2	PM2.5T		NBC02	СО2Т	CH4	N20	ď	CO2e
Onsile	Ĩ	1	1	1	1	Ĩ	1	1	1	į	1	1	1	1	1	1	1	Ĩ
Summer	ĺ	ľ	t	ľ	1	į.	Î.	1	ľ	ĺ	1	I	1	Ĩ	ï	ı	ı	Ĩ
)R (Max)																		
Oaily Winte	1	1	I	1	I	Ĺ	ï			1	1	ľ	1)	Î		ľ	ţ.	Ĩ
(Max)																		
Off-Road 1.44	1.44 it	1.20	11.2	13.1	0.02	0.50	I	0.50	0.46	ľ	0.46	ľ	2,398	2,398	0.10	0.02	Ţ.	2,406
Onsity 0.00 kruck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0.00	0.00	0.00	0.00	0.00	0.00

Summer (Max)	Off-Road 1.50 Equipment	Onsite 0 truck	Daily, Winter (Max)	Off-Road 1.50 Equipment	Onsite 0 truck	Average – Daily	Off-Road 0.36 Equipment	Onsite 0 truck	Annual -	Off-Road 0.07 Equipment	Onsign Figure	QF QISJJO	Sumarical Sumarical (Maximus)	Worker	Vender 0	Hauli
	.50	0.00	ĩ	1.50	0.00	1	36	0.00	ì	7.07	0.00	Í	Ĩ	0.07	0.01	0.00
l	1.26	00.00	1	1.26	0.00	Ï	0.30	0.00	1	90.0	0.00	1	1	90.0	0.01	00.0
	11.8	0.00	1	11.8	0.00	1	2.84	0.00	1.	0.52	0.00	, <u>I</u>	1	0.07	0.13	000
	13.2	0.00	1	13.2	0.00	1	3.17	0.00	ı	0.58	00.00	ŀ	1	1.16	0.07	000
	0.02	0.00	I	0.02	0.00	I	0.01	0.00	1	< 0.005	0.00	ĺ	1	0.00	< 0.005	0
Ú	0.55	0.00	Ī	0.55	0.00	1	0.13	0.00	<u> </u>	0.02	0.00	Î	1	0.00	< 0.005	000
	t	0.00	ĵ	1	00.00	1	Ţ	0.00	I	1	0.00	1	1	22.7	4.88	
	0.55	0.00	J	0.55	0.00	1	0.13	0.00	1	0.02	0.00	1	ĵ.	122.7	4.89	000
	0.51	0.00	İ	0.51	0.00	1	0.12	0.00	! 	0.02	0.00	ŀ	I	0.00	< 0.005	000
	Ĕ	0.00	L	L	0.00	1	ĺ	0.00	Ĭ	1	0.00	1	1	2.28		000
Ĺ	0.51	0.00	1	0.51	0.00	I	0.12	0.00	1	0.02	0.00	_1	1	2.28	0.49	000
t	Į.	1	1	1	1	1	ţ	11	1	1	ı	Ţ	l	1	.1	
	2,397	00.00	Į.	2,397	0.00	.]	277	0.00		95.5	0.00	1	1	135	107	000
ĺ	2,397	0.00	Î	2,397	0.00	1	222	0.00	Ï	95.5	0.00	Ĩ	1	135	107	000
1	0.10	00.00	1	0.10	0.00	į	0.02	0.00	1	< 0.005	0.00	1	1	0.01	< 0.005	000
l	0.02	0.00	1	0.02	0.00	1	< 0.005	0.00	1		0.00	_1_	1	< 0.005	0.01	
<u> </u>	<u></u>	0.00	<u> </u>	<u>.</u>	0.00	1	1	0.00		1	0.00	Ì	1	0.54	0.29	0
	2,406	0.00	: 	2,406	0.00	ı	579	0.00	1	95.9	0.00	1	I	137	111	0

1	46.9 < 0.005 < 0.005	0.00 0.00 0.00	1	7.77 < 0.005 < 0.005	0.00 0.00 0.00	l I	1	1	112 0.01 < 0.005	105 < 0.005 0.01			2.35 < 0.005 < 0.005		0.00 0.00 0.00 0.00	1	0.39 0.39 < 0.005 < 0.005	0.34 < 0.005 < 0.005
1	0.01	0.00	1	< 0.005	0.00	ľ	1	J J	2.28 — 1	Ï	0.00	1	0.04	Ì	0.00	Ĩ	0.01 — 0	< 0.005
1	0.01	0.00 0.00	1	< 0.005	0.00 0.00	I I	1	1	0.00 2.28	< 0.005 0.49	0.00 0.00	1	0.00 0.04	< 0.005 0.01	0.00 00.00	1	0.00 0.01	< 0.005 < 0.005
1	0.01	0.00 0.00	Ĩ	< 0.005	0.00 0.00	Ï	l	Î	22.7 22.7	4.88 4.89	0.00 0.00	ĭ	0.44 0.44	0.10 0.10	0.00 00.00	Î	0.08 0.08	0.02 0.02
1	0.01	0.00	Ţ	> 0.005	0.00	I	1	I	0.00	< 0.005	0.00	1	0.00	< 0.005	0.00	1	0.00	< 0.005
Î	0.26 < 0.005	0.00 0.00	I.	0.05 < 0.005	0.00 0.00	Ü	Î	Î	0.01 0.00	0.06 < 0.005	00.0 00.0	1	0.02 0.00	< 0.005 < 0.005	0.00 0.00	Î	< 0.005 0.00	< 0.005 < 0.005
1	0.22 0	0.00	į.	0.04	0.00		1	1	0.07	0.13	0.00	a]	< 0.005	< 0.005	0.00	ı	< 0.005	< 0.005
1	0.03 0.02 It	0.00 0.00	1	0.005	0.00 0.00	I.	1	1	0.05 0.05	0.01 < 0.005	00.0 00.0		< 0.005 < 0.005	< 0.005 < 0.005	0.00 0.00	1.	< 0.005 < 0.005	< 0.005 < 0.005
Average — Daily	Off-Road 0. Equipment	Onsite 0 truck	Annual –	Off-Road 0.01 Equipment	Onsite 0 truck	Offsite -	Daily, – Summer (Max)	Daily, Winter (Max)	Worker 0	Vendor 0	Hauling 0	Average DailyTT	Work	> Apuay	0 HameH	- Annuar	Work	Vendor <

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (Ib/day for daily, ton/vr for annual) and GHGs (Ih/day for daily, MT/vr for

ROG NOX CO SC	I.	0.01 0.02 0.18 < 0.005	0.01 0.02 0.18 < 0.005	I I	0.01 0.02 0.11 < 0.005	0.01 0.02 0.11 < 0.005	1	< 0.005 < 0.005 0.02 < 0.005	< 0.005 < 0.005 0.02 < 0.005
00		0.18	0.18	Î	0.11	0.11		0.02	0.02
SC	Ī			1			1		
S02		55	Ŋ					2	ıo
PM10E	Ī	< 0.005	< 0.005	1	< 0.005	< 0.005	1	< 0.005	< 0.005
PM10D	ı	0.58	0.58	1	0.58	0.58	1	0.08	0.08
PM10T	ı	0.58	0.58	Ī	0.58	0.58	ĵ	0.08	0.08
PM2.5E	Î	< 0.005	< 0.005	1	< 0.005	< 0.005	1	< 0.005	< 0.005
PM2.5D	1	60.0	60.0	1	60.0	0.09	1	0.01	0.01
PM2.5T	ı	0.09	60.0	Ţ	0.09	60.0	1	0.01	0.01
BC02	ı	1	Į	1	J	I	1	Ţ	Ì
NBCO2	ı	36.5	36.5	1	32.0	32.0	1	4.00	4.00
согт	I	36.5	36.5	1	32.0	32.0	1	4.00	4.00
CH4	1	< 0.005	< 0.005	1	< 0.005	< 0.005	Į	< 0.005	< 0.005
N20	ı	< 0.005	< 0.005	ì	< 0.005	< 0.005	Ţ	< 0.005	< 0.005
oc.	I	0.14	0.14	i .	< 0.005	< 0.005	ſ	0.01	0.01
C02e	Ī	37.1	37.1	1	32.5	32.5	1	4.06	4.06
	PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	PM10E PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R <td< td=""><td>PM10E PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R </td><td>PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R -</td><td>PM10E PM10D PM10T PM2.5F PM2.5T BCO2 NBCO2 CO2T CH4 N2O R -</td><td>PM10E PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R </td><td>PM10E PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R < 0.005</td> 0.08 0.09 0.00 0.09 0.09 0.09 0.00</td<>	PM10E PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R -	PM10E PM10D PM10T PM2.5F PM2.5T BCO2 NBCO2 CO2T CH4 N2O R -	PM10E PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	PM10E PM10D PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R < 0.005	PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R

4.2. Energy
4.2. Felectricity Emissions By Land Use - Unmitigated

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	C02e	1	763	763	Ĩ	763	763	1	126	126
	œ	1	I	1	Ĭ	Ĭ	Ĩ	1	Í	I
	NZO	1	0.01	0.01	ı	0.01	0.01	1	< 0.005	< 0.005
	CH4	1	0.05	0.05	1	0.05	0.05	1	0.01	0.01
	CO2T	1	760	260	Î	760	092	1	126	126
	NBC02	j _	760	260	ĵ	760	760	1	126	126
	BC02	1	1	1	11	t	E	1	l.	J
annuar	PM2.5T	1	1	1	1	ı	ı	1	ſ	1
11/yr 10r	PM2.5D	1	j	ĺ	Ţ	Ĭ,	ľ	ĵ	ľ	1
Criteria Poliutants (Ib/day for daily, ton/yr for annual) and Grics (Ib/day for daily, MT/yr for annual)	PM2.5E	Ĭ	1.	ĺ	Î	Í	Ĩ	ĵ	ĺ	I
ID/day IC	PM10T	1	1	ı	1	ı	1	1	ł	Ţ
SOLO	PM10D	1	1	1	Ι	1	ı	1	ſ	1
uai) and	PM10E	Î	1	Ĭ	Ï	I.	ı	1	ı	l
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Pollular	TOG	1	î	ı	Ĩ.	Ü	Î	ī	1	1
Cilieria	Land Use	Daily, Summer (Max)	General Light Industry	Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.2.8TNatural Gas Emissions By Land Use - Unmitigated

annual)	PM2.5T BCO2 NBCO2 CO2T CH4 N2O R CO2e		0.01 — 208 208 0.02 < 0.005 — 2
(lb/day for daily, MT/yr for annual)	PM10T PM2.5E PM2.5D PM2.5T BCO2	I	0.01 0.01
ual) and GHGs (lb/c	PM10E PM10D PN	1	.
aily, ton/yr for annu	802	Ĭ.	0.15 < 0.005 0.01
Critera Pollutants (Ib/day for daily, ton/yr for annual) and GHGs	ROG NOx	1	0.01 0.17
Criteria Pollu	Land TOG Use O	Summar Sumar (Max)	General 0.02 Lighty

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< 0.005	1	< 0.005	< 0.005	1	< 0.005	< 0.005
0.02	ţ	0.02	0.02	Ì	< 0.005	< 0.005
208	Ĭ	208	208	ĺ	34.5	34.5
208	Ţ	208	208	1	34.5	34.5
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0.01	Ī	0.01	0.01	I	< 0.005	< 0.005
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0.01	ı	0.01	0.01	1	< 0.005	< 0.005
0.01	I	0.01	0.01	1	< 0.005	< 0.005
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0.01	I.	0.01	0.01	Ì	< 0.005	< 0.005 < 0.005
< 0.005 0.01	1	< 0.005	< 0.005	1	< 0.005	< 0.005
0.15	1	0.15	0.15	1	0.03	0.03
0.17	1	0.17	0.17	1	0.03	0.03
0.01	1	0.01	0.01	1	< 0.005	< 0.005 < 0.005 0.03
0.02	1	0.02	0.02	Ĭ	< 0.005	< 0.005
Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.3. Area Emissions by Source

4.3.2. Unmitigated

	CO2e	ı	Ĺ	ī	3.59	3.59
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	œ			J.	J.	Ţ
	N20	1	T.	1	< 0.005	< 0.005 < 0.005
	CH4	(1)	1	1	< 0.005	< 0.005
	CO2T	Ī	Ĩ	1	3.58	3.58
	NBC02	1	<u>J</u>	Į	3.58	3.58
	BCO2	1	1	I	i	1
annual)	PM2.5T	1	1	1	< 0.005	< 0.005
1T/yr for	PM2.5D	1	1	ì	î.	1
daily, N	PM2.5E	1	ļ	ļ	< 0.005	< 0.005 < 0.005
b/day for	PM10T	1	1	1	< 0.005 < 0.005	< 0.005
Criteria Pollutants (Ib/day for daily, ton/yr for annual) and GHGs (Ib/day for daily, MT/yr for annual)	PM10D	.1	1	1	1	1
ual) and	PM10E	1	1	1	< 0.005	< 0.005
for annu	SO2	ı	,l	1	< 0.005 < 0.005	< 0.005 < 0.005
ly, ton/yr	CO	Ţ	1	1	0.87	0.87
y for dai	×ON	1	1	1	0.01	0.01
ıts (Ib/da	ROG	1	0.43	0.08	0.14	0.65
Pollutan	TOG	Î	Î	Î	0.15	0.15
Criteria	Source	Summer (Max	Conse	Archin Set Coating	Landera 0.15 pe Kquipae	Total

4.4 Water Emissions by Land Use

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

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General Light Industry	Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

	CO2e	1	0.00	0.00	L
	œ	1	I	ı	Ĺ
	N20	1	0.00	0.00	I
	CH4	1	0.00	0.00	ı
	СО2Т	ì	0.00	0.00	ſ
	NBCO2 CO2T	ı İ	0.00	0.00	į.
	BCO2	.1	0.00	0.00	I.
annnai)	PM2.5E PM2.5D PM2.5T BCO2	1	1	1	ļ
1 /yr 10r	PM2.5D	1	1	1	Ü
dally, IV	PM2.5E	Į	I	ı	ĺ
D/day TO	PM10T	1	1	1	f
U SOHO	PM10D	1	1	1	ſ
iai) and	PM10E	1	1	1	ſ
ror annu	S02	Î	ĵ	ĺ	Ĺ
y, ton/yr	00	ı	1	1	f
y ror dan	×ON	1	1	1	ſ
ts (Ib/da	ROG	1	1	1	Ĺ
Criteria Poliutants (10/day for dally, ton/yr for annual) and GHGS (10/day for dally, M1/yr for annual)	тое	ı	I	1	É
Criteria	Land Use	Summy (Max	General Light	Tota L	Wints (Max)

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General Light Industry	Total	Annual	General Light Industry	Total

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

2		מה (מו) מנו	20 00	official official (is/day) of daily, followed all daily	2	מון מווים (ווי	200	way or	inday for daily, Mily 101 allitual	2 5	(Inna)							
Land Use	TOG	ROG	×ON	00	S02	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2 CO2T		CH4	NZO	œ	CO2e
Daily, Summer (Max)	Ĺ	I	1	1	ľ	1	ï	1	î	ï		i		ï	1	1		ī
General Light Indu stry	Î	Ĩ,	ľ	I	ì	ï	ı	ı	Î	ï	Ĭ	1	ì	i i	1	1	5.21	5.21
Fota	Ĭ.	I	1	ı	Ĭ	ı	1	1	Î.	ì	ī	i	i	ì	1	ī	5.21	5.21
Wind Wind (Max	1	ĵ	1	1	i i	1	1	1	î	1	1	1	Ī	1	1	1	î	1
General Light	1	j			ĺ	1	1.	1	i	1	1	1	Î	1	1	ı	5.21	5.21
Tota	1	1	1	1	1	1		1	i	j		1	i			1	5.21	5.21
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General Light Industry	Total

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (Ib/day for daily ton/yr for ann

Criteria	Equipme TOG nt	Daily, Summer (Max)	Total	Daily, Winter (Max)	Total	Annual	EE
Jointan	TOG	Ť	1	1		ı	1
rs (ID/da	ROG	ı	1	1	1	ţ	1
y Tor dall	× ON	Ī	İ	1	1	Ĩ	1
ly, ton/yr	00	Î	Į	1	1	Ĩ	Ĵ
tor annu	S02	Ĩ	1	1	1	1	1
Jiteria Poliutants (Ib/day for dally, ton/yr for annual) and GHGS (Ib/day for dally, MT/yr for annual	PM10E PM10D	1	1	1	I	ſ	1
EHGS (II		l	ı	Ţ	1	Ĺ	1
b/day tor	PM10T	Ĭ	1	Ê	1	I	1
dally, M	PM2.5E PM2.5D	1	1		1	1	1
yr tor a			1		1	1	ı
annual)	PM2.5T		ı	ı	ı	I	1
	BCO2	1	1	ľ	ı	Ĭ	1
4	NBCO2 CO2T	1	1		ı		ſ
		1		ľ		1	l.
	CH4	1	1	1		ı	
	N20	1	1		Ĺ	Ĩ	Ü
	œ	1	1	1	1	1	1
	CO2e	1	1	1	ı	1	l.

റ 4.8<mark>ര</mark>stationary Emissions By Equipment Type പ്ര 4.8.<mark>പ്</mark>⊍nmitigated

Critera Pollutants (Ib/day for daily, ton/yr for annual) and GHGs (Ib/day for daily, MT/yr for annual)

	CO2e	
	œ	
	N20	
	СО2Т	
	NBCO2 CO2T CH4	
, 500	PM2.5E PM2.5D PM2.5T BCO2	
	PM2.5D	
16	PM2 5E	
الماسية الأرابية إلى الأرابية الأرابية الأرابية	PM10T	
	PM10D	
,	PM10E	
5	S02	
	00	
	NOX	
المالي المالية المالية المالية المالية المالية المالية المالية المالية المالية المالية المالية المالية المالية	ROG	
۸	Equipme TOG	G

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Daily, Summer (Max)	Total	Daily, Winter (Max)	Total	Annual	Total

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

	C02e	I	ī	J.	1	ĵ	ĩ
	œ	1	1	1	1	Ţ	1
	N20	1	1	1	1	Ţ	1
	СН4	1	ī	Ĭ	1	Ţ	1
	СО2Т	<u>l</u>	1	1	ĺ	j	į
	NBCO2 CO2T	l	1	1	1	1	1
	BCO2	1	1	1	1	1	1
annnal)	PM2.5T	ï	ı	ì	Ĩ	Ü	Î
IT/yr for	PM2.5D	I	ı	ĺ	i	ĺ	î
daily, N	PM2.5E	1	1	1	1	t	1
b/day for	PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2	1	1	1	1	ľ	1
GHGs (I	PM10D	Ï	Ĩ	ì	ĵ	Ĭ,	ï
ial) and	PM10E	ĵ	Ĩ	Ī	Ĺ	ĺ	Ĩ
for annu	SO2	1	1	1	1	Į.	1
ly, ton/yr	00	t	1	1	1	ľ	1
y for dai	×ON	Ī	ī	1	1	1	ī
ts (Ib/de	ROG	Î	Î	Î.	1	ı	1
Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)	100	L	1	I	1	1	
Criteria	Equipme TOG nt	Daily, Summer (Max)	Tota	Winte Winte Winte	STeto	Annuat	Potal

4.1<mark>买</mark>Soil Carbon Accumulation By Vegetation Type <mark>介</mark>

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Criteria	Pollular	ts (Ib/da)	ror dall	y, tonvyr	ror annu	Criteria Poliutants (Ib/day for daily, ton/yr for annual) and GHGS (Ib/day for daily, MT/yr for annual)	JI) SOHO	yday tor	daliy, M	1/yr 10r								
Vegetatio TOG	106	ROG	× O N	9	S02	PM10E PM10D		PM10T PM2.5E PM2.5D PM2.5T	PM2.5E	PM2.5D	PM2.5T	BC02	NBCO2 CO2T		CH4	N20	œ	
Daily, Summer (Max)	1	1	Î	ř	ſ	·	ì	Ü	ľ	I	Ĭ	j	Į.		ı	1	ſ	
Total	1	I	Ĺ	Ä	f	ſ	ı	Ĭ.	ľ	ı	Ī	ı	ı	1	ì	ï	1	
Daily, Winter (Max)	I	1	Ï	j	1	1	Ĭ	1	1	1	Î	1	1	1	i		1	
Total	1	1	î	ĵ	1	1	Ĭ	Ī	1	1		1	1		ï	1	1	
Annual	1	ļ	Î	1	1	ı	ĺ	ĺ	1	ſ				1	Í	ĺ	1	
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4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (Ib/day for daily ton/yr for annual) and GHGs (Ib/day for daily MT/yr fo

Criteria Pollutants (Ib/day for daily, ton/yr for annual) and GHGs (Ib/day for daily, MT/yr for annual)	Land TOG ROG Use	Baily — — Summer (Max)	Tota — —	Mainga Wind (May	Tota 🗲 —	Annual — —	Tota — —
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ally, ton/y	00	1	1	1	1	ı	1
r tor annu	SO2	_!	1	1	1	ı	1
nal) and	PM10E	1	1	ı	1	ı	1
GHGS (II	PM10D	1	Ĩ	î	1	i	1
b/day tor	PM10T PM2.5E PM2.5D PM2.5T BCO2	ī	i	1	1	1	1
daily, M	PM2.5E	ï	ı	1	1	1	1
/yr tor a	PM2.5D	1	1		1	ī	1
annual)	PM2.5T	ī		1	1	ı	1
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	N20	Ĩ	1	1	1	1	1
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	C02e	1	1	1	1	1	L

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria	Foliutai	nts (Ib/da	iy ror dai	ly, ton/yr	Tor annu	iai) and c	HGS (Ib/	day tor da	⋝ 🔚	tor annua				I		i i	
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5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2023	6/21/2023	5.00		
Grading	Grading		8/30/2023	5.00	50.0	ľ
Building Construction	Building Construction	8/31/2023	1/10/2024	5.00	95.0	ĭ

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site	Tractors/Loaders/Backh Diesel oes	Diesel	Average	4.00	8.00	84.0	0.37
Gra	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading D	Tractors/Loaders/Backh Diesel oes	Diesel	Average	3.00	8.00	84.0	0.37
Grack Charles	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29

0.20	0.74	0.45	0.37
82.0	14.0	46.0	84.0
8.00	8.00		7.00
3.00			3.00
Average	Average	Average	Average
Diesel	Diesel	Diesel	n Diesel
Forklifts	Generator Sets	Welders	Building Construction Tractors/Loaders/Backh Diesel oes
Building Construction Forklifts	Building Construction Generator Sets	Building Construction Welders	Building Construction

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Ĭ	ĺ	ı	1
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	Ĺ	10.2	ннот,мнот
Site Preparation	Hauling	0.00	20.0	НН
Site Preparation	Onsite truck	ľ	I	ННОТ
Grading	1	Ï	1	I
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	Ĭ	10.2	ннот,мнот
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	Ĩ	Į	НН
Building Construction	1	Ĩ	I	1
Building Construction	Worker	8.40	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	3.28	10.2	ннот,мнот
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	Ĩ	Ĭ	НН
P				

5.4 Hehicles

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	Residential Exterior Area Coated	Exterior Area Coated Non-Residential Interior Area	Non-Residential Exterior Area	Parking Area Coated (sq ft)
	(sq ft)	(sq ft)	Coated (sq ft)	Coated (sq ft)	

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Imported (Cubic Yards) Material Exported (Cubic Yards) Acres Graded (acres)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	22.5	0.00	1
Grading	0.00	0	50.0	0.00	r

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	Other	20%	20%

5.7 Construction Paving

Land-Use Gen <mark>pd</mark> l Light Industry	Area Paved (acres) 0.00	% Asphalt 0%
•		

⊕ 5.8<mark>≳</mark>onstruction Electricity Consumption and Emissions Factors

arx	kWh per Year	CO2	CH4	N2O
<u>G</u> 505	0.00	457	0.03	< 0.005

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5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	2.00	0.00	0.00	521	40.0	0.00	0.00	10,429

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Area Coated (sq ft)	
idential Exterior Area Coated Parking	_1_
Non-Residential Interior Area Coated (sq ft) (sq ft)	000
d ft	30,000
Residential Interior Area Coated (sq ft) Residential Exterior Area Coated (sc	0

П 5.10<mark>.18</mark>. Landscape Equipment O

งสราก	Onic	Value
low	dayíyr	
	day/yr	180

5.1<mark>汇</mark>Operational Energy Consumption 5.1<mark>ਨ</mark> Unmitigated

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Wh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)
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Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	607,489	457	0.0330	0.0040	649,692

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14机. Unmitigated

Land Use Type	Equipment Type	Туре	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Inc	General Light Industry Other commercial A/C R-410A	nercial A/C	R-410A	2,088	0.30	4.00	4.00	18.0

5.187 Operational Off-Road Equipment

5.15.1 Unmitigated

Factor
Load F
Horsepower
fours Per Day
Number per Day
Engine Tier
Fuel Type
Equipment Type

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

ent Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	uel Type
	ľ

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

ion Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
-------------------	----------------------	---------------	-------------

5.1<mark>6行</mark>. Biomass Cover Type 30 5.16行.1. Unmitigated

9	
Final Acres	
Initial Acres	
Biomass Cover Type	

5.18<mark>2</mark>. Sequestration

5.18.2.1. Unmitigated

Natural Gas Saved (I
Electricity Saved (kWh/year)
Number
ree Type

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	31.1	
Extreme Precipitation		above 20 mm
Sea Level Rise		ح
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed nistorical 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 rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possitinates (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wild fredata 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, 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 vegeration, 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 possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.20 nitial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3		0	N/A
Extreme Precipitation	N/A		N/A	
Sea Level Rise	A/N	A/N	A/A	

Wildfire	N/A	N/A	ž	N/A
Flooding	N/A	N/A	N/A	N/A
Drought		0	0	N/A
Snowpack Reduction		N/A	N/A	N/A
· Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest

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	б	-		ET.
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	· que:	· T	-	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest

exposore.
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 control in 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. Realth 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.

ine maximum Calenviroscreen score is 100. A righ score (i.e., greater than 50) reflects a righer pollui	lects a higher pollution burden compared to other census tracts in the state.
Indicator	Result for Project Census Tract
Exposure Indicators	
AQ-Ozone	59.9
AQ-PM	43.9
AQ-DPM	8.23
Drinking Water	56.2
Lead Risk Housing	39.6
Pesticides	82.1
Toxic Releases	28.8
Traffic	3.59
Effect Indicators	1
CleanUp Sites	17.1
Groundwater	26.6
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	96.3
Solid Waste	0.00
Sen <mark>sitiv</mark> e Population	
Asthma	86.7
Cardo-vascular	87.5
Low Brith Weights	29.9
Socies conomic Factor Indicators	
Edudetion	86.1
Housing	46.0
Lingelstic	94.3
Poverty	78.2

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7.2. Healthy Places Index Scores

Indicator	Result for Project Census Tract
Economic	1
Above Poverty	18.58077762
Employed	17.20775055
Median HI	3.695624278
Education	Ĭ
Bachelor's or higher	19.41485949
High school enrollment	100
Preschool enrollment	23.26446811
Transportation	Ĭ
Auto Access	37,4566919
Active commuting	32.84999358
Social	Ĭ
2-parent households	37.08456307
Voting	34.2871808
Neighborhood	
Alconol availability	43.85987425
Parkacess	48.27409213
Retaintensity	15.98870781
Suparmarket access	64.72475298
Tree canopy	8.905427948
House	Ĩ
Homeownership	AE 04620450

Housing habitability	54.08700115
Low-inc homeowner severe housing cost burden	73.96381368
Low-inc renter severe housing cost burden	28.6154241
Uncrowded housing	45.96432696
Health Outcomes	
Insured adults	47.60682664
Arthritis	0.0
Asthma ER Admissions	8.1
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	48.3
Cognitively Disabled	19.2
Physically Disabled	8.8
Heart Attack ER Admissions	3.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obe	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Strok	0.0
Health Risk Behaviors	1
Binge Drinking	0.0
Current Smoker	0.0

No Leisure Time for Physical Activity	0.0	
Climate Change Exposures	Î	
Wildfire Risk	0.0	
SLR Inundation Area	0.0	
Children	7.8	
Elderly	39.0	
English Speaking	4.8	
Foreign-born	56.6	
Outdoor Workers	4.4	
Climate Change Adaptive Capacity	1	
Impervious Surface Cover	65.7	
Traffic Density	7.3	
Traffic Access		
Other Indices		
Hardship	88.7	
Other Decision Support	Ī	
2016 Voting	0.0	

7.3TOverall Health & Equity Scores

Metric	Result for Project Census Tract
CalstyiroScreen 4.0 Score for Project Location (a)	68.0
Healthy Places Index Score for Project Location (b)	22.0
	No
Proped Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	°Z

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state. b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected. 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.
7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created. 8. User Changes to Default Data

Screen	Justification
Land Use	Approximately 19,386 square feet inverters and BESS containers, rounded up to 20,000 4.5 acre project impact area
Construction: Construction Phases	6-8 month construction duration Site preparation - 3 weeks Grading/trenching - 10 weeks Foundations/BESS installation/wiring/commissioning - 19 weeks
Construction: On-Road Fugitive Dust	All roads used to access project site are paved. ICAPCD recommends modeling 90 percent paved roads during construction activities.
Operations: Vehicle Data	Unmanned/remote facility. 1 round trip modeled to account for any routine maintenance. Trip length increased to 20 miles.
Operations: Road Dust	Used same paved road % as construction workers
Operations: Water and Waste Water	Unmanned facility, no water use
Operations: Solid Waste	Unmanned facility, no solid waste
F	



An Employee-Owned Company

February 15, 2023

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro, CA 92243

Reference: Greenhouse Gas Analysis for the Peaker Holtville BESS Project, Holtville, California

(RECON Number 10247)

Dear Mr. Gonzalez:

The purpose of this letter report is to assess potential greenhouse gas (GHG) impacts associated with construction and operation of the Holtville Peaker Battery Energy Storage Site (BESS) Project (project). As discussed in this analysis, the project would not make a cumulatively considerable contribution to total GHG emissions in Imperial County or California. As California procures increasing amounts of renewable energy to meet the goals of Senate Bill (SB) 100, the state will need to deploy a significant amount of energy storage capability. As the project would provide energy storage, it would assist the state's goal of utilizing 100 percent renewable energy by 2045. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and impacts would be less than significant.

1.0 Project Description

The 17.2-acre project site consists of a vacant lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the City of Holtville's (City's) sphere of influence (SOI) within Imperial County, California (Figure 1). The project site is surrounded by residential development with scattered commercial and industrial development (Figure 2).

The project would include development of a BESS that would connect to an existing 92-kilovolt gen-tie line (Figure 3). The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

2.0 Environmental Setting

2.1 State GHG Inventory

The California Air Resources Board (CARB) performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high global warming potential (GWP) emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of carbon dioxide equivalent (MMT CO₂E). Table 1 shows the estimated statewide GHG emissions for the years 1990, 2005, 2012, and 2018. Although annual GHG inventory data is available for years 2000 through 2020, the years 1990, 2005, 2012, and 2018 are highlighted in Table 1 because 1990 is the baseline year for established reduction targets, and 2005, 2012, and 2018 correspond to the same years for which inventory data for the region is available.

13.14.	California Gl	Table 1 HG Emissions by Se	ctor	
Sector	1990¹ Emissions in MMT CO₂E (% total)²	2005 ³ Emissions in MMT CO ₂ E (% total) ²	2012 ³ Emissions in MMT CO ₂ E (% total) ²	2018 ³ Emissions in MMT CO ₂ E (% total) ²
Electricity Generation	110.5 (25.7%)	108.1 (22.6%)	99.1 (22.8%)	65.1 (15.8%)
Transportation	150.6 (35.0%)	187.6 (39.2%)	161.8 (37.2%)	169.6 (41.3%)
Industrial	105.3 (24.4%)	102.3 (21.4%)	91.0 (20.9%)	93.7 (22.8%)
Commercial	14.4 (3.4%)	16.1 (3.4%)	19.6 (4.5%)	22.3 (5.4%)
Residential	29.7 (6.9%)	30.3 (7.0%)	27.9 (6.4%)	28.1 (6.8%)
Agriculture & Forestry	18.9 (4.4%)	33.7 (7.0%)	35.2 (8.1%)	32.2 (7.8%)
Not Specified	1.3 (0.3%)	186	##C	===
Total ⁴	430.7	478.1	434.6	411.0

SOURCE: CARB 2007 and 2022a.

As shown in Table 1, statewide GHG source emissions totaled approximately 431 MMT CO_2E in 1990, 478 MMT CO_2E in 2005, 435 MMT CO_2E in 2012, and 411 MMT CO_2E in 2018. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. As shown in Table 1, transportation-related emissions consistently contribute to the most GHG emissions.

2.2 Regional GHG Inventory

The Imperial County (County) Regional Climate Action Plan (Regional CAP) was adopted in June 2021 (Imperial County 2021). The Regional CAP inventoried existing emissions within the County and each of its incorporated cities including Holtville. The results of the countywide emissions inventories are summarized in Table 2. As shown, agricultural-related GHG emissions contributed the most countywide.

¹1990 data was obtained from the CARB 2007 source and are based on Intergovernmental Panel on Climate Change (IPCC) fourth assessment report GWPs.

²Percentages may not total 100 due to rounding.

³2005, 2012, and 2018 data was retrieved from the CARB 2022a source and are based on IPCC fourth assessment report GWPs.

⁴Totals may vary due to independent rounding.

	THE.	Imperial Valle	Table : ey Regional GH		nventory	4.63	2760
	20	05	20	12		2018	
Emissions Sector	MT CO₂E¹	% Total	MT CO ₂ E ¹	% Total	MT CO₂E¹	% Total	%Change from 2005
Transportation	656,655	16.3%	650,729	17.3%	748,111	19.7%	+13.9%
Energy	1,006,987	25.1%	757,037	20.2%	484,863	12.8%	-51.9%
Water	28,114	0.7%	30,158	0.8%	34,291	0.9%	+22.0%
Solid Waste	218,847	5.4%	132,773	3.5%	148,337	3.9%	-32.2%
Agriculture	2,081,481	51.8%	2,155,325	57.4%	2,354,168	61.9%	+13.1%
Propane	13,698	0.3%	14,856	0.4%	19,112	0.5%	+39.5%
Calexico POE ²	12,649	0.3%	12,649	0.3%	12,649	0.3%	0.0%
Total ³	4,018,430	100%	3,753,527	100%	3,801,531	100%	-5.4%

SOURCE: Imperial County 2021.

2.3 Local GHG Inventory

The local GHG inventory for the City was prepared as part of the Regional CAP, and is summarized in Table 3. As shown, energy-related GHG emissions contributed the most citywide.

City of Holtville G	Table 3 iHG Emissions I	Inventory	
		MT CO ₂ E	
Source	2005	2012	2018
Energy	48,136	34,478	22,948
Transportation	19,925	19,278	19,015
Water	886	991	983
Waste	5,523	2,988	2,667
Agriculture	39	40	44
Total	74,509	57,776	45,657
% Change from 2005	NEW T	-22%	-39%
Wastewater Collection and Treatment ¹	555	465	304
Potable Water Consumption ¹	398	236	119
SOURCE: Imperial County 2021. NOTE: Totals may vary due to independent roo	unding.		
¹ For informational purposes only.			

2.4 Regulatory Setting

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG

NOTE: Totals may vary due to independent rounding.

 $^{{}^{1}}MT CO_{2}E = metric tons of carbon dioxide equivalent.$

²Data for emissions at the ports of entry (POEs) was only available for 2015. For purposes of this inventory, emissions estimates from 2015 were assumed constant for each inventory year. Emissions from POEs are not apportioned to individual jurisdictions.
³Electricity consumption associated with potable water treatment and delivery is not included in this total, as data for this activity was not available for unincorporated County.

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emissions. The main source of GHG emissions associated with the project would be construction activities. The following is a discussion of the plans and regulations most applicable to the project.

2.4.1 Federal

On September 27, 2019, the United States Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" (84 Federal Register 51310). The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On April 30, 2020, the U.S. EPA and NHTSA published the final SAFE Vehicles Rule: Part Two (85 Federal Register 24174). The SAFE Vehicles Rule proposes amended Corporate Average Fuel Economy (CAFE) and Light-Duty Vehicle Greenhouse Gas Emissions Standards. The SAFE Rule relaxed federal GHG emissions and CAFE standards to increase in stringency at only about 1.5 percent per year from model year 2020 levels over model years 2021 through 2026. The previously established emission standards and related "augural" fuel economy standards would have achieved about 4 percent per year improvements through model year 2025. Part Two of the SAFE Vehicles Rule set amended fuel economy and CO₂ standards for Passenger Cars and Light Trucks for model years 2021 through 2026.

2.4.2 State

2.4.2.1 Executive Orders and statewide GHG Emission Targets

Executive Order S-3-05

This Executive Order (EO) established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels; and
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

Executive Order B-30-15

This EO establishes an GHG emission reduction goal for the State of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed California Air Resources Board (CARB) to update its Climate Change Scoping Plan to address the 2030 goal.

2.4.2.2 California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed Assembly Bill 32 (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating

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how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

In 2008, CARB estimated that annual statewide GHG emissions were 427 MMT CO₂E in 1990 and would reach 596 MMT CO₂E by 2020 under a business as usual (BAU) condition (CARB 2008). To achieve the mandate of AB 32, CARB determined that a 169 MMT CO₂E (or approximate 28.5 percent) reduction in BAU emissions was needed by 2020. In 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth, CARB determined that the economic downturn reduced the 2020 BAU by 55 MMT CO₂E; as a result, achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 (not 28.5) percent from the 2020 BAU. California has achieved its 2020 goal.

Approved in September 2016, SB 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. This is equivalent to an emissions level of approximately 260 MMT CO₂E for 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

2.4.2.3 Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), which identified the main strategies California implemented to achieve the GHG reductions necessary to reduce forecasted BAU emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). The 2020 reduction goals were met. In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017a). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy (SCS), Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands. The 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan assesses the progress towards the 2030 GHG emissions reduction target identified in the 2017 Scoping Plan, and lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The 2022 Scoping Plan identifies strategies related to clean technology, energy development, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities (CARB 2022b).

2.4.2.4 Regional Emissions Targets – Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan (RTP). The San Diego region's MPO is the San Diego Association of Governments (SANDAG). In 2010, CARB set targets for the SANDAG region of a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 13 percent

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reduction by 2035. These targets are periodically reviewed and updated. CARB's current targets for the SANDAG region are a reduction of 15 percent by 2020 and 19 percent by 2035.

2.4.2.5 Renewables Portfolio Standard

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

2.4.3 Local

2.4.3.1 Regional Climate Action Plan

The Regional CAP was prepared to address the impacts of climate change and reduce GHG emissions in the Imperial Valley region which includes the County and its seven incorporated cities. The Regional CAP is consistent with statewide legislation and regulatory mandates, and establishes local strategies, measures, and actions aimed at reducing GHG emissions. Reduction targets for the County were established in alignment with SB 32 and EO S-3-05, based on the 2005 GHG inventory and sector-specific targets in the 2017 Scoping Plan. For the County, they include reducing emissions to 24 percent below 2005 levels by 2030 and to 34 percent below 2005 levels by 2050. To meet these targets, the County would need to reduce communitywide emissions to 2,022,285 MT CO₂E by 2030 and 1,771,509 MT CO₂E by 2050. For the City, the targets include reducing emissions to 40 percent below 2005 levels by 2030 and to 64 percent below 2005 levels by 2050. To achieve these reductions, the Regional CAP identifies GHG reduction measures related to transportation, energy, waste, and agricultural sources (Imperial County 2021).

2.4.3.2 Imperial County General Plan

The Imperial County General Plan Renewable Energy and Transmission Element was adopted in October 2015. As stated in the element, the benefits of renewable energy development include reduction in potential GHG by displacing fossil-fuel-generated electricity with renewable energy, which does not add to the greenhouse effect; contribution towards meeting the state's RPS mandate; and minimization of impacts to local communities, agriculture and sensitive resources (Imperial County 2015). Of importance to the project, the General Plan contains the following objectives:

- 3.3 Encourage the development of services and industrial associated with renewable energy facilities.
- 5.2 Encourage development of utility-scale distributed generation projects in the County.

2.4.3.3 City of Holtville General Plan

The City of Holtville updated its General Plan in 2017, which identifies a community vision for future urban services (City of Holtville 2017). The Holtville General Plan emphasizes the provision of available public services to residents and businesses and ensure future growth occurs sustainably. Of importance to the project, the General Plan contains the following policies:

6.1 Encourage the implementation and use of renewable energy sources, such as geothermal, solar, and wind.



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3.0 Guidelines for Determining Significance

Based on the CEQA Guidelines Appendix G, impacts related to GHG emissions would be significant if the project would:

- 1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- 2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs

As stated in the State CEQA Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance" (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, Environmental Checklist Form). The State CEQA Guidelines encourage lead agencies to adopt regionally specific thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

The project site is in the Salton Sea Air Basin. The Imperial County Air Pollution Control District (ICAPCD) is responsible for regulating air quality within the Imperial County portion of the Salton Sea Air Basin. No GHG emission significance threshold has been adopted by the County or the ICAPCD for land development projects. Thus, in the absence of a threshold of significance for GHG emissions that has been adopted in a public process following environmental review, this analysis considers guidance promulgated by other agencies.

The County is a member of Southern California Association of Governments (SCAG). SCAG is comprised of several different counties including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Air districts responsible for managing air quality within the SCAG boundaries include the South Coast Air Quality Management District (AQMD), the Mojave Desert Air Pollution Control District (APCD), Ventura County APCD, and the Antelope Valley AQMD.

Due to the climate and land use patterns, the Antelope Valley AQMD and Mojave Desert APCD are air districts that are most similar to the ICAPCD's jurisdiction. The Antelope Valley AQMD is within the northern part of Los Angeles County, and the Mojave Desert APCD contains San Bernardino County's high desert region and Riverside County's Palo Verde Valley region. These jurisdictions are in inland desert regions with rural land use patterns; with a substantial number large-scale agricultural, warehousing/distribution, industrial, and military operations. Additionally, both of these agencies have adopted GHG thresholds for use in CEQA analysis. As outlined in the Antelope Valley AQMD's 2016 California Environmental Quality Act (CEQA) and Federal Conformity Guidelines and Mojave Desert APCD's 2016 California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, the two air districts both recommend use of a GHG emissions significance threshold of 100,000 short tons of CO₂E per year (90,718 MT CO₂E). Projects with emissions that exceed this threshold are required to incorporate mitigation sufficient to reduce emissions to less than this significance threshold or must incorporate all feasible mitigation.

This recommended significance threshold is consistent with the federal trigger level for GHG emissions "subject to regulation" under the U.S. EPA's Clean Air Act Title V Permitting requirements (40 Code of Federal Regulations 70.2). Additionally, as ICAPCD Title IX Regulations are based on Clean Air Act Title V Permitting requirements, this recommended significance threshold is also consistent with local ICAPCD Rule 900–Procedures for Issuing Permits to Operate for Sources Subject to Title V of the Federal Clean Air Act Amendments of 1990 and Rule 904–Prevention of Significant Deterioration Permit Program.



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In the absence of adopted GHG significance thresholds, the threshold of 90,718 MT CO_2E is an appropriate CEQA significance threshold for the assessment of GHG emissions for the purposes of this project. The project was also evaluated qualitatively for how it will support the state's renewable energy goals.

4.0 Project Impact Analysis

1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Operational GHG emissions associated with a project break down into the following five categories: mobile (on-road vehicles), energy (electricity, natural gas), area (landscape maintenance equipment), water and wastewater, and solid waste sources. GHG emissions also result from construction activities. Emissions were calculated using California Emissions Estimator Model (CalEEMod) Version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022). The CalEEMod program is a tool used to estimate emissions resulting from land development projects in the state of California. CalEEMod was developed with the participation of several state air districts.

CalEEMod estimates parameters such as the type and amount of construction equipment required, trip generation, and utility consumption based on the size and type of each specific land use using data collected from surveys performed in South Coast Air Quality Management District (SCAQMD). Where available, parameters were modified to reflect project-specific data.

4.1 Construction-related Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. The construction equipment estimates are based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. GHG emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

Construction emissions were calculated assuming construction would begin in June 2023 and last for eight months. Construction stages would include site preparation, grading/trenching, and foundations/equipment installation/wiring/commissioning.

CalEEMod calculates emissions of all pollutants from construction equipment using emission factors from CARB's offroad diesel equipment emission factors database. The specific required construction equipment amount needed for the project is not known at this stage. Modeling was based on the default equipment type and amount for the ground-up construction of a light industrial use. This is conservative since the project would haul the necessary equipment to the site for installation while a light industrial use involves the ground-up construction of buildings which would require more construction equipment. The modeled construction equipment is summarized in Table 4.

Constru	Table 4	oont
Equipment.	ction Phases and Equipn Quantity	Daily Operation Time (hours)
Site	Preparation (3 weeks)	
Rubber Tired Dozers	3	8
Tractors/Loaders/Backhoes	4	8
Grad	ing/Trenching (10 weeks	i)
Grader	1	8
Excavator	1	8
Rubber Tired Dozer	1	8
Tractors/Loaders/Backhoes	3	8
Foundations/Installa	ation/Wiring/Commissio	ning (19 weeks)
Crane	1	7
Forklifts	3	8
Generator Set	1	8
Tractors/Loaders/Backhoes	3	7
Welder	1	8

The ICAPCD requires that, regardless of the size of a project, all feasible standard measures for construction equipment must be implemented at construction sites. Standard measures from the ICAPCD handbook include (ICAPCD 2017):

Standard Measures for Construction Combustion Equipment

- a) Use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel powered equipment.
- b) Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.
- c) Limit, to the extent feasible, the hours of operation of heavy duty equipment and/or the amount of equipment in use.
- d) Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).

Construction would also generate mobile source emissions from worker trips, hauling trips, and vendor trips. CalEEMod calculates emissions of all pollutants from on-road trucks and passenger vehicles using emission factors derived from CARB's motor vehicle emission inventory program EMFAC2017 (CARB 2017b). Vehicle emission factors were multiplied by the model default total estimated number of trips and the average trip length to calculate the total mobile emissions.

Based on guidance from the SCAQMD, total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009).

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4.2 Operation-related Emissions

4.2.1 Mobile Sources

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. CalEEMod calculates mobile source emissions using emission factors derived from CARB's motor vehicle emission inventory program, EMFAC2017 (CARB 2017b). The project would be an unmanned facility that would be operated remotely. Therefore, the project would not generate routine daily trips. Occasional maintenance trips would be required. To account for these trips, a total of one round trip (two one-way trips) was modeled per weekday. The default trip length was increased to 20 miles. CalEEMod default emission factors for the soonest operational year of 2024 were modeled.

4.2.2 Energy Sources

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's operation. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, this is considered a direct emissions source associated with that building. Energy source GHG emissions were calculated using the default emission factors for a light industrial land use. This is conservative since the project would not be a source of natural gas emissions.

4.2.3 Area Sources

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The project would not include any landscape maintenance. However, as a conservative analysis, area-source emissions were calculated using the default emission factors for a light industrial land use.

4.2.4 Water and Wastewater Sources

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both methane and nitrous oxide. As the project would be an unmanned facility, it would not include any water use.

4.2.5 Solid Waste Sources

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. As the project would be an unmanned facility, it would not generate any operational waste.

4.2.6 Refrigerant Sources

Small amounts of GHG emissions result from refrigerants used in air conditioning and refrigeration equipment. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Emissions due to refrigerants were calculated using CalEEMod default values for a light industrial land use, which are based on industry data from the U.S. EPA.



4.3 Total GHG Emissions

Table 5 shows the estimated annual GHG construction emissions associated with the project, as well as the amortized construction emissions over a 30-year project life. Table 6 summarizes the total project GHG emissions.

Tab Construction-Relat	
Year	GHG Emissions (MT CO2E)
2023	216
2024	9
Total	225
Amortized Over 30 Years	7
SOURCE: Attachment 1.	

Total (Table 6 GHG Emissions
Source	GHG Emissions (MT CO₂E)
Mobile	4
Energy	161
Area	<1
Water	0
Solid Waste	0
Refrigerants	1
Construction	7
Total	173
Screening Threshold	90,718
Exceeds Threshold?	No
SOURCE: Attachment 1.	^-
NOTE: Totals may vary due to inde	ependent rounding.

As shown in Table 6, the project would result in a total emission of 173 MT CO₂E annually. This is less than the 90,718 MT CO₂E screening threshold. As the project would not exceed the screening threshold for GHG emissions, GHG impacts associated with the project would be less than significant.

2. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?

State GHG emissions reduction policy was established by EOs S-3-05 and B-30-15 and was subsequently codified by AB 32 and SB 32. EO S-3-05 established GHG emission reduction targets of year 2000 GHG emission levels by 2010, year 1990 GHG emission levels by 2020, and 80 percent below year 1990 levels by 2050; and EO B-30-15 established an interim GHG emission reduction target of 40 percent below year 1990 levels by 2030. AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which has been achieved. SB 32 enacts the EO B-30-15 target of reducing GHG emissions to 40 percent below year 1990 levels by 2030.

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As shown in Table 6 above, the project's annual GHG emissions would be less than the screening threshold of 90,718 MT CO₂E per year. Additionally, the project would support the state's goal to increase use of renewable energy. In September 2018, the California Legislature passed SB 100, which set a goal that "renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045." As California procures increasing amounts of renewable energy to meet the goals of SB 100, the state will need to deploy a significant amount of energy storage capability. Renewable energy resources such as wind and solar generate electricity intermittently. Energy storage allows utilities and system operators to manage the effect of intermittent renewable generation on the grid and create reliable, dispatchable generation upon demand. Energy storage also allows excess solar energy produced during the day to be stored and dispatched optimally during peak evening hours or other periods of high demand. The project would, therefore, serve as an integral component of the state's overarching renewable energy strategy that would reduce use of fossil fuel and associated GHG emissions by providing necessary energy storage. The project would assist the state's goal of utilizing 100 percent renewable energy by 2045, which would result in a net decrease in use of fossil fuel and GHG emissions. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and impacts would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming Air Quality Specialist

JLF:sh

5.0 Certification

The following is a list of preparers, persons, and organizations involved with the GHG analysis.

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Jessica Fleming, County-approved Air Quality Consultant
Stacey Higgins, Senior Production Specialist
Benjamin Arp, GIS Specialist

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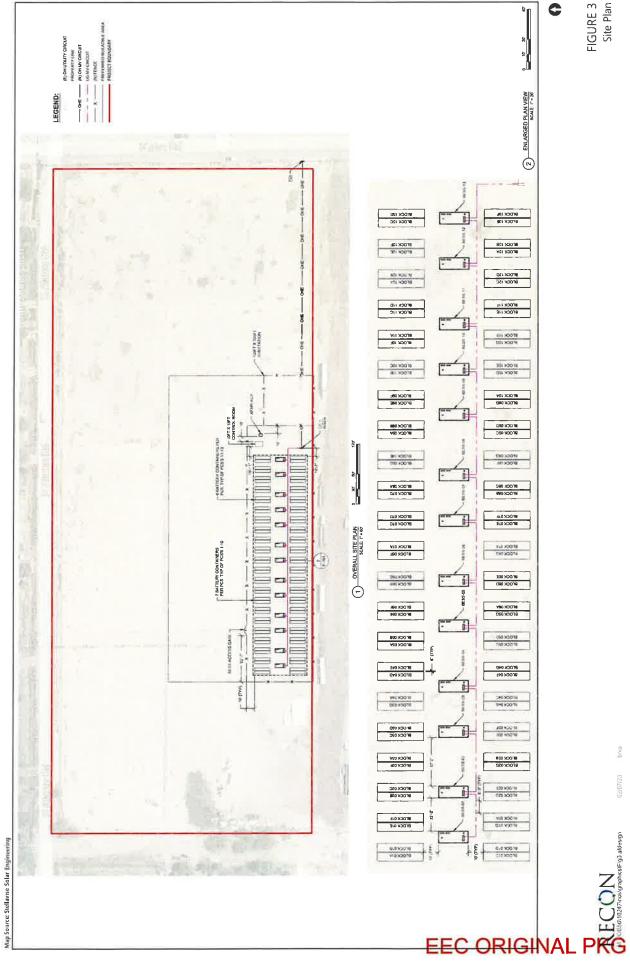






Project Boundary





ATTACHMENT 1

Holtville Peaker Detailed Report

Holtville Peaker Detailed Report

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- <mark>டு</mark> 4.えOffroad Emissions By Equipment Type
- 文 4.<mark>중</mark>Stationary Emissions By Equipment Type

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3 Construction Vehicles

58.1. Unmitigated

5.40Vehicles

9.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5. Nust Mitigation

- 5.6.1. Construction Earthmoving Activities
- 5.6.2. Construction Earthmoving Control Strategies
- 5.7. Construction Paving
- 5.8. Construction Electricity Consumption and Emissions Factors
- 5.9. Operational Mobile Sources
- 5.9.1. Unmitigated
- 5.10. Operational Area Sources
- 5.10.1. Hearths
- 5.10.1.1. Unmitigated
- 5.10.2. Architectural Coatings
- 5.10.3. Landscape Equipment
- 5.44. Operational Energy Consumption
- ரே1.1. Unmitigated
- 5.72. Operational Water and Wastewater Consumption 5.72. Unmitigated
- 5.fr3. Operational Waste Generation
 - A13.1. Unmitigated

- 5.14. Operational Refrigeration and Air Conditioning Equipment
- 5.14.1. Unmitigated
- 5.15. Operational Off-Road Equipment
- 5.15.1. Unmitigated
- 5.16. Stationary Sources
- 5.16.1. Emergency Generators and Fire Pumps
- 5.16.2. Process Boilers
- 5.17. User Defined
- 5.18. Vegetation
- 5.18.1. Land Use Change
- 5.18.1.1. Unmitigated

Fr18.1. Biomass Cover Type TT O5.18.1.1. Unmitigated

O Miles. Sequestration O Miles. 18.2.1. Unmitigated

6. Clmate Risk Detailed Report

70
6. AClimate Risk Summary

- 6.2. Initial Climate Risk Scores
- 6.3. Adjusted Climate Risk Scores
- 6.4. Climate Risk Reduction Measures
- 7. Health and Equity Details
- 7.1. CalEnviroScreen 4.0 Scores
- 7.2. Healthy Places Index Scores
- 7.3. Overall Health & Equity Scores
- 7.4. Health & Equity Measures
- 7.5. Evaluation Scorecard
- 7.6. Health & Equity Custom Measures
- 8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Holtville Peaker
Lead Agency	1
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	4.80
Location	32.81815122274024, -115.39010295719622
County	Imperial
City	Unincorporated
Air District	Imperial County APCD
	Salton Sea
TAZ	5604
EDFZ	19
Elect ité Utility	Imperial Irrigation District
Gas wilty	Southern California Gas
C	

1.2. Eand Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Building Area (sq. ft) Landscape Area (sq. Special Landscape Population (ft) Area (sq. ft)	Special Landscape Area (sq ft)	Population	Description
General Light	20.0	1000sqft	4.50	20,000	0.00	0.00	I	ı
KG								

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

TOG ROG NOx CO	NOx CO	00		802	Un/Mit. TOG ROG NOx CO SO2 PM10E PM10D		PM10T	PM10T PM2.5E PM2.5D		PM2.5T	BCO2	NBCO2 (СО2Т	CH4	N20	2	CO2e
		Ĭ	Ĭ	1		1		1	ì	î	1	1	İ	ī	1	I	į
4.85 4.08 39.9 37.9 0.05 1.81 57.1 58.9	39.9 37.9 0.05 1.81 57.1	37.9 0.05 1.81 57.1	1.81 57.1	57.1		58		1.66	9.80	11.5	1	5,577	5,577	0.23	0.05	1.12	5,599
]	1	ļ		1	1		j	ĺ	1	1	ì	1	1	1	1	Ī
1.57 1.31 12.0 13.9 0.02 0.55 27.6 2	12.0 13.9 0.02 0.55 27.6	13.9 0.02 0.55 27.6	0.55 27.6	27.6		2	28.1	0.51	2.77	3.28	1	2,618	2,618	0.10	0.04	0.02	2,632
		ľ	ľ		l.	I.	r.	ľ	Ī	ľ	ľ	Ī	Î	Ü s	Ī.	1	Ĭ
0.93 0.78 7.29 7.82 0.01 0.34 15.0 1	7.29 7.82 0.01 0.34 15.0	7.82 0.01 0.34 15.0	0.34 15.0	15.0		~	15.3	0.31	1.86	2.17	ľ	1,296	1,296	0.05	0.02	0.16	1,302
]]	ļ Į	ļ Į	i i	1				1	Ĩ	ì	1	1	ì	1	1	ı	Ĩ
0.17 0.14 1.33 1.43 < 0.005 0.06 2.74 2.	1.33 1.43 < 0.005 0.06 2.74	1.43 < 0.005 0.06 2.74	0.06 2.74	2.74		2	2.80	90.0	0.34	0.40	1	214	214	0.01	< 0.005	0.03	216
	I I	ĺ	ĺ		I.	1		I	Î	ľ	ľ	ľ	ſ	Ü	1	ı	Î
- 75.0 100 550 150	100 550	950	ľ	I		150				ï		1	Ĩ	Ĭ.	ľ		Ï
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550 150	o _N
100 550 150	No N
75.0 100 550 — — — 150	No No No No No No No No No No No No No N
100 550 150	No N

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)	nts (lb/day for dai	y for dai		ly, ton/yr	for annu so2	ral) and C	GHGs (II	b/day for PM10T	daily, M	T/yr for a		BC02	NBC02	CO2T	CH4	N20	~	C02e
]]	1	Ĭ	1		1			ı	ı	Ĩ	1	• I	Ĭ	1	1	1
4.85 4.08 39.9 37.9 0.05 1.81 57.1 5	39.9 37.9 0.05 1.81 57.1	37.9 0.05 1.81 57.1	0.05 1.81 57.1	1.81 57.1	57.1		Ŋ	58.9	1.66	9.80	11.5	1	5,577	5,577	0.23	0.05	1.12	5,599
]]]]]	1	1	1		1	i	1	4	1	il.			1	1	1	I
1.57 1.31 12.0 13.9 0.02 0.55 27.6	12.0 13.9 0.02 0.55 27.6	13.9 0.02 0.55 27.6	0.02 0.55 27.6	0.55 27.6	27.6			28.1	0.51	2.77	3.28	1	2,618	2,618	0.10	0.04	0.02	2,632
1.50 1.25 11.4 13.8 0.02 0.50 27.6 2	11.4 13.8 0.02 0.50 27.6	13.8 0.02 0.50 27.6	0.02 0.50 27.6	0.50 27.6	27.6		(1	28.1	0.46	2.77	3.23	I	2,614	2,614	0.10	0.04	0.02	2,628
Î Î	Î Î	Î	Î Î	Î	Î			1	1	Ţ	ı		1	I	I	1	1	Ī
0.93 0.78 7.29 7.82 0.01 0.34 15.0 1	7.29 7.82 0.01 0.34 15.0	7.82 0.01 0.34 15.0	0.01 0.34 15.0	0.34 15.0	15.0		_	15.3	0.31	1.86	2.17	1	1,296	1,296	0.05	0.02	0.16	1,302
0.03 0.02 0.22 0.27 < 0.005 0.01 0.54 0	0.22 0.27 < 0.005 0.01 0.54	0.27 < 0.005 0.01 0.54	< 0.005 0.01 0.54	0.01 0.54	0.54		0	0.55	0.01	0.05	90.0	1	51.3	51.3	< 0.005	< 0.005	0.01	51.6
	1	j	j	1	1		1	1	1	î	1	ı	1	I	ì	1	1	T
0.17 0.14 1.33 1.43 < 0.005 0.06 2.74	1.33 1.43 < 0.005 0.06 2.74	1.43 < 0.005 0.06 2.74	< 0.005 0.06 2.74	0.06 2.74	2.74			2.80	90.0	0.34	0.40		214	214	0.01	< 0.005	0.03	216
0.01 < 0.005 0.04 0.05 < 0.005 < 0.005 0.10	0.04 0.05 < 0.005 < 0.005 0.10	0.05 < 0.005 < 0.005 0.10	< 0.005 < 0.005 0.10	< 0.005 0.10	0.10	0		0.10	< 0.005	0.01	0.01	1	8.50	8.50	< 0.005	< 0.005	< 0.005	8.54

2.4. Pperations Emissions Compared Against Thresholds

d GHGs (lh/day

	CO2e	ĭ
	20 R	l .
	4 N	ı
8	2T CH	Ī
	NBCO2 CO2T CH4 N2O R	
	-	Ţ
al)	T BC02	1
r annua	PM2.5	Î
MT/yr fc	PM2.5E	
r daily,	PM10T PM2.5E PM2.5D PM2.5T BCO2	ı
(Ib/day for daily, MT/yr for annual)	PM10T	1
GHGs (PM10D	1
ial) and	SO2 PM10E PM10D	I
for annu	802	
, ton/yr		ı
for daily	NOX	1
(lb/day	sog	ī
ollutants	OG P	Ĩ
Criteta Pollutants (Ib/day for daily, ton/yr for annual) and GHGs	Un/Nit. TOG ROG NOx	PKG(xeM)

1,018	1	1,010	1	1,004	1	166	1	ľ	1	1	J	1
5.35	Ĩ	5.21	ſ	5.25	Ĭ	0.87	ſ	Ī	ì	1	1	1
0.01	Ţ	0.01	ĺ	0.01	1	< 0.005	Ĺ	Ĭ	Ì	İ	ì	1
0.07	1	0.07	ſ.	0.07	1	0.01	1		1	L	1	
1,008	1	1,000	Į.	994	1	165	1	τ	ſ	1	1	1
1,008	1	1,000	ſ	994	I	165	1	1	ĺ	1	ı	1
00.00	ı	0.00	J,	0.00	I	0.00	Ţ	I	Ï	1	1	1
0.10	1	0.10	1	0.08	1	0.01	1	550	8	1	550	S S
0.09	1	60.0	1	90.0	1	0.01	1	1	ľ	1	1	1
0.02	1	0.01	1	0.01	Ĩ	< 0.005	1	Ĭ	Ē	1	ī	1
09.0	Ĵ	09.0	j	0.43	Î.	0.08	Î	150	8	Ï	150	S N
0.58	Į.	0.58		0.45	1	0.08	1	1	t	į	1	L
0.01	1	0.01	1	0.01	ſ	< 0.005	1	1	1	1	ı	L
< 0.005	Ī	< 0.005	1	< 0.005	Ĭ	< 0.005	1	150	2	Ī	150	S _O
1.20	ì	0.26	Î.	0.67	I	0.12	1	550	<u>8</u>	Î	550	8 8
0.20	1	0.19	1	0.19	1	0.03	1	137	8	1	137	o N
0.67	1	0.52	1	0.59		0.11	ı	137	8	Ţ	137	S S
0.19	ľ	0.03	1	0.10	1	0.02	1	1	1	1	1	1
Unmit.	Daily, Winter (Max)	Unmit.	Average Daily (Max)	Unmit.	Annual (Max)	Unmit.	Exceeds (Daily Max)	Threshol d	Unmit.	Exceeds (Average Daily)	Threshol	Cmun

2.5.20 perations Emissions by Sector, Unmitigated Ontology Criters Pollutants (lb/day for daily, MT/yr for annual)

Sector TOG ROG NOx CO SO2 PM10E Daily —										
	PM10E PM10D	PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	PM2.5D PI	M2.5T BCO	2 NBCO2	CO2T	CH4	NZO	œ	COZe
Aphile 0.01 0.01 0.02 0.18 < 0.005 < 0.005		1	1	Ĭ	1	Į.	1	1	1	1
		0.58 < 0.005	< 0.005 0.09 0.	0.09	36.5 36.5	36.5	< 0.005 < 0.005 0.14	< 0.005	0.14	37.1

< 0.005 - 3.59	1	0.00 - 0.00	0.00 - 0.00	5.21 5.21	0.01 5.35 1,018		< 0.005 < 0.005 32.5	ļ	0.01 — 972	0.00 - 0.00	0.00 — 0.00	5.21 5.21	0.01 5.21 1,010	1	< 0.005 0.04 24.5	< 0.005 - 1.77	0.01 — 972	0.00 — 0.00	0.00 — 0.00	5.21 5.21		1	< 0.005 0.01 4.06	
< 0.005		0.00	0.00	ı İ	0.07 0.	1	< 0.005 <	1	0.07 0.	0.00	0.00	ı	0.07 0.	Î	< 0.005		0.07 0.	0.00	0.00	1	0.07	1	< 0.005 <	
3.58	968	0.00	0.00	1	1,008	1	32.0	1	968	0.00	0.00	1	1,000	1	24.2	1.76	896	0.00	0.00	ı	994	1	4.00	
3.58	896	00.00	00.00	1	1,008	1	32.0	1	896	0.00	00.0	1	1,000	ſ	24.2	1.76	896	00.00	0.00	1	994	1	4.00	
1	ı	0.00	0.00	1	00.0	1	Ĩ	1	I	0.00	0.00	1	0.00	Ī	1	1	Î	0.00	0.00	1	00.0	1	1	
< 0.005	0.01	1	1	1	0.10	1.	60.0	1	0.01	Ĩ	1	1	0.10	Ī	90.0	< 0.005	0.01	1	ĺ	1	0.08	1	0.01	
_1	1	I	1	1	0.09	1	0.09	ı	1	1	1	ı	0.09	Į.	90.0	1	1	ı	1	1	90.0	ļ	0.01	
< 0.005	0.01	1	1	1	0.02	I	< 0.005	1	0.01	I	1	1	0.01	J	< 0.005	< 0.005	0.01	1	ı	1	0.01	1	< 0.005	
< 0.005	0.01	1	1	ı	09.0	ľ.	0.58	1	0.01	1	1	ļ	09:0	I	0.42	< 0.005	0.01	1	ſ.	1	0.43	1	90.0	
1	1	1	1	1	0.58	ĺ	0.58	1	1	l	Ĭ	ï	0.58	Ţ	0.42	I	ı	1	1	1	0.42	1	0.08	
< 0.005	0.01	1	ı	L	0.01	I,	< 0.005	I	0.01	I	1	ı	0.01	1	< 0.005	< 0.005	0.01	1	I	1	0.01	1	< 0.005	
< 0.005	< 0.005	1	1	ı	< 0.005	1	< 0.005	1	< 0.005	1	1	- [< 0.005	1	< 0.005	< 0.005	< 0.005	ı	1	1	< 0.005	ı	< 0.005	
0.87	0.15	ľ	1	ı	1.20	I	0.11	1	0.15	ı	1	1	0.26	ť	0.10	0.43	0.15	1	Į.	1	29.0	1	0.02	
0.01	0.17	Î.	1	1	0.20	Ĺ	0.02	Ī	0.17	ı	1	Į.	0.19	1	0.01	< 0.005	0.17	1	1	1	0.19	ı	< 0.005	
0.65	0.01	ľ	Ĭ	ĺ	0.67	Ĩ	0.01	0.50	0.01	ĺ	ì	Ĺ	0.52	Î	0.01	0.57	0.01	ī	ĺ	Î	0.59	ï	< 0.005	
0.15	0.02	ı	1	T	0.19	U	0.01	ţ	0.02	Į	1	ľ	0.03		0.01	0.08	0.02	1	Ţ	1	0.10	ij	< 0.005	0
Area	Energy	Water	Waste	Refrig.	Total	Daily, Winter (Max)	Mobile	Area	Energy	Water	Waste	Refrig.	Total	Average Daily	Mobile	Area	Energy	WateO	Wast	G	Total	Annual	Mobile	(

0.00	0.00	0.86	166
Ē	Ĩ	98.0	0.87
0.00	0.00	1	< 0.005
0.00	0	1	0.01
0.00	0.00	1	165
0.00	0.00	1	165
0.00	0.00	1	0.00
1	1	1	0.01
1	ï	1	0.01
1	I	1	< 0.005
1	ţ	ļ	0.08
1	t	1	0.08
_1	Ĭ		< 0.005
1	ſ	1	< 0.005
1			.03 0.12 < 0.005 < 0.005
1		1	0
1	ſ	1	0.11
1	ï.	î	
Water —	Waste	Refrig.	Total 0.02

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Critorio Dollutante (Ib/dov for

Sriteria	Pollutan	Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs	for dail	y, ton/yr	for annua	al) and (/day for	(lb/day for daily, MT/yr for annual)	T/yr for a	ınnual)	İ	Ī					
Location	TOG	ROG	NOx	00	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBC02	согт	CH4	N2O	œ	CO2e
Onsite	1	1	1	ì	i	1		1	1	1	1	1	ı	1	1	I	ĺ	ĺ
Daily, Summer (Max)	Ě		ľ	Ĭ.	I	ī	I		Ĩ	ı	ſ		ì	ī		ı	Ī	1
Off-Road 4.70 Equipment	4.70	3.95	39.7	35.5	0.05	1.81	1	1.81	1.66	1	1.66	1	5,295	5,295	0.21	0.04	Ĭ	5,314
Dust From Material Movemen:	Î .	1	1	ì	ı	1	9.83	9.83	1	5.05	5.05	1	1	1		I	ī	ī
Onsite	00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	00.00	0.00	0.00	ı	0.00	0.00	0.00	0.00	0.00	0.00
Original Winte	I	1	ı	Ï	Î	1	1	ì	1	ì	1		i	1	1	I	ì	1
Average Daily Z	Į	ı	1	ĵ.	Ī	1	1	Ĩ	i	1	1	i	Î	ĭ		ì	1	1
Off-Read 0.19 Equipment	0.19 1t	0.16	1.63	1.46	< 0.005	0.07	1	0.07	0.07	ī	0.07	ı	218	218	0.01	< 0.005	1	218

Dust From Material Movemen:	Onsite truck	Annual	Off-Road 0.04 Equipment	Dust From Material Movemen	Onsite truck	Offsite	Daily, Summer (Max)	Worker	Vendor	Hauling	Daily Winte (Max)	Avera Pally Daily	Work	Vend	Hauling	Annua	Work	Vendor
1	0.00	1	0.04	1	0.00	Į	I.	0.15	00.00	0.00	Î	Ì	0.01	0.00	00.00	ĺ	< 0.005	00 0
Î.	0.00	Ĩ	0.03	Ĭ	0.00	1	1	0.13	0.00	00.00	I	ï	< 0.005	0.00	0.00	1	< 0.005	000
Ī	0.00	Į	0:30	11	0.00	1		0.14	0.00	0.00	1	ı	0.01	0.00	0.00	1	< 0.005	000
<u> </u>	0.00	1	0.27	; <u> </u>	0.00	<u> </u>	4	2.42	0.00	0.00	1		0.07	0.00	0.00	1	0.01	000
	0.00	ı	< 0.005	1	0.00	1	<u>.</u> 1	0.00	0.00	00.0	ı	I	0.00	00.00	0.00	ļ	0.00	000
ľ	0.00	ĺ	0.01	ı	0.00	1	1	0.00	0.00	0.00	Ï	Ĭ	0.00	0.00	0.00	1.	0.00	000
0.40	0.00		1	0.07	0.00	1	Ī	47.2	0.00	0.00	1	I	1.94	00.00	0.00	1	0.35	000
0.40	0.00	ŀ	0.01	0.07	0.00	1	1	47.2	0.00	00.0	ſ	1	1.94	00.0	0.00	1	0.35	000
	0.00	1	0.01	1	0.00	ļ	1	00.0	00.0	00.0	_ [ļ	0.00	0.00	00.00	Ţ	0.00	0
0.21	0.00		ļ	0.04	0.00	Ĩ	İ,	4.75	0.00	0.00	Î	Ĭ	0.20	0.00	0.00	Ĵ	0.04	0
0.21	0.00		0.01	0.04	0.00	1	Ĭ.	4.75	00.00	0.00	I	ĵ	0.20	0.00	0.00	Ï	0.04	0
I	1	1	1	1	1	1	f	1	1	ſ	Ĭ	1	1	ŀ	1,	Ī		
ļ	0.00	1	36.0	1	0.00	' I		281	0.00	0.00	1	1	10.5	0.00	0.00		1.74	
Į	0.00	ļ	36.0	i.	0.00	1	Ĺ	281	0.00	0.00	1	I	10.5	0.00	0.00	1	1.74	
I	00.00	1	< 0.005	1	0.00	ı	.	0.01	0.00	0.00			< 0.005	0.00	0.00	1	< 0.005	: 0
1	0.00	1	< 0.005	: : - <u> </u>	0.00	1	I.	0.01	00.00	0.00	1	1	< 0.005		0.00	ı	< 0.005	0
1	10.00	1	1	1	00.00	1	1	1.12	0.00	0.00	1	1 .	0.02	0.00	0.00		< 0.005	0
ļ	0.00	Ţ	36.2		0.00	1	ĵ	285	0.00	0.00	1	<u>.</u> 1	10.6	0.00	00.00	l	1.76	

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0.00	
0.00	
Hauling	

3.3. Grading (2023) - Unmitigated

< 0.005 0.02 0.00 0.00 N20 1 0.00 CH4 0.12 0.02 0.00 CO2T 2,958 0.00 0.00 405 NBC02 2,958 0.00 0.00 405 PM2.5E | PM2.5D | PM2.5T | BCO2 1 1 1 Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual) 1.71 0.00 0.12 0.23 0.00 0.87 0.23 0.00 1.71 0.00 0.00 0.12 0.00 0.87 Ī PM10D PM10T 0.00 0.13 0.49 0.00 0.94 3.54 0.49 0.00 3.54 0.00 1 PM10E 0.13 0.94 0.00 0.00 < 0.005 802 0.03 0.00 0.00 0.00 2.70 19.7 0.00 00 20.0 0.00 2.74 0.00 1 ROG 0.28 0.00 2.04 0.00 1 1 1 Off-Road 0.33 Equipment 0.00 Location TOG Off-Road 2.43 0.00 Dust Dust ON Strong ON Strong On Struck On Struck On Struck ON Struck ON Struck ON Struck ON Struck ON Struck ON Struck ON STRUCK ON STR Equipment Movemen: Average Material Daily Summer Onsite Onsite Winter (Max) (Max) Daily, From Daily, Dust truck

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の 3.5.基uilding Construction (2023) - Unmitigated 文 Crite<mark>ria</mark> Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Daily, Summer (Max)	1	I .	ı	<u> </u>	1	ı	ı		J į	ı	Í.	Ī	ĺ	1	Į	Ĭ.	1	1
Off-Road ' Equipment	1.50	1.26	11.8	13.2	0.02	0.55	Ü	0.55	0.51		0.51	Ü	2,397	2,397	0.10	0.02	1	2,406
Onsite (truck	0.00	0.00	0.00	0.00	0.00	0.00	00.00	0.00	0.00	0.00	0.00	Ĭ	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	1	ï	1		1	ı			1	1	1	1	1	1	<u> </u>	1	1	1
Off-Road ' Equipment	1.50 t	1.26	11.8	13.2	0.02	0.55	1	0.55	0.51	1	0.51	1	2,397	2,397	0.10	0.02	1	2,406
Onsite (truck	0.00	0.00	0.00	0.00	0.00	00.0	0.00	0.00	0.00	0.00	00.00	1	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	1	1	1			 	Ţ	1	1	1	1	1	<u> </u>	<u> </u>		1		
Off-Road 0.36 Equipment	0.36	0:30	2.84	3.17	0.01	0.13	L	0.13	0.12		0.12	I	577	277	0.02	< 0.005	1	579
Onsite (truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0.00	0.00	0.00	0.00	0.00	0.00
Annual	î	1	1	1	1	: <u> </u>	: [I	1	: [1.	1	: :	 	1	1	1	I
Off-Road 0.07 Equipment	0.07	90.0	0.52	0.58	< 0.005	0.02	1	0.02	0.02	1	0.02	1	95.5	95.5	< 0.005	< 0.005	ı	95.9
Onsiled	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	00.00	0.00	0.00	0.00	0.00	0.00
Offsito	Î	ì	1	1	1.		1	<u>; </u>	1	1		1	: 1	<u> </u>	1	ı	<u> </u>	Ï
Summer (Max	Ĩ	1	Ţ		.1		1	<u> </u>	1	<u>l</u>	<u></u>	<u> </u>	1	1	1		1	Î
Mork	0.07	90.0	0.07	1.16	00.0	0.00	22.7	22.7	0.00	2.28	2.28	1	135	135	0.01	< 0.005	0.54	137
Vende	0.01	0.01	0.13	0.07	< 0.005	< 0.005	4.88	4.89	< 0.005	0.49	0.49	f	107	107	< 0.005	0.01	0.29	111
Hanlin	0.00	00.00	0.00	0.00	00.00	0.00	0.00	0.00	0.00	00:0	0.00	1	0.00	0.00	0.00	0.00	0.00	0.00

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0.06 0.05 0.08 0.66 0.00 0.00 22.7	0.08 0.66 0.00 0.00	0.66 0.00 0.00	0.00 0.00	0.00		22.7		22.7	0.00	2.28	2.28	Ĩ	114	114	0.01	< 0.005	0.01	115
0.01 < 0.005 0.14 0.07 < 0.005 < 0.005 4.88	0.14 0.07 < 0.005 < 0.005	0.07 < 0.005 < 0.005	< 0.005 < 0.005	< 0.005		4.88		4.89	< 0.005	0.49	0.49	ĵ	107	107	< 0.005	0.01	0.01	111
0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00	0.00		_	0.00	00.00	0.00	0.00	1	0.00	00.00	00.00	0.00	0.00	00.00
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0.02 0.01 0.02 0.20 0.00 0.00 5.46	0.02 0.20 0.00 0.00 5.46	0.20 0.00 0.00 5.46	0.00 0.00 5.46	0.00 5.46	5.46			5.46	00.00	0.55	0.55	Ï	29.5	29.5	< 0.005	< 0.005	90.0	29.9
< 0.005 < 0.005 0.03 0.02 < 0.005 < 0.005 1.18	0.03 0.02 < 0.005 < 0.005	0.02 < 0.005 < 0.005	< 0.005 < 0.005	< 0.005		1.18		1.18	< 0.005	0.12	0.12	I	25.7	25.7	< 0.005	< 0.005	0.03	26.8
0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00	0.00		0.00		0.00	0.00	0.00	0.00	Ė	0.00	0.00	00.00	0.00	0.00	0.00
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< 0.005 < 0.005 0.01 < 0.005 < 0.005 < 0.005 0.21	0.01 < 0.005 < 0.005 < 0.005	< 0.005 < 0.005 < 0.005	< 0.005 < 0.005	< 0.005		0.21		0.21	< 0.005	0.02	0.02	Ĩ	4.25	4.25	< 0.005	< 0.005	< 0.005	4.43
0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00	0.00		0.00		0.00	0.00	0.00	0.00	Ĩ	0.00	00.00	00:00	0.00	00.00	00.00

3.7. Building Construction (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	×ON	00	SO2	PM10E PM10D		PM10T	PM2.5E	PM2.5D	PM2.5T	BC02	PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4	CO2T		N20	~	CO2e
Onsite	1	_1	ĵ	1	1	1	ı	ī	ı	1		ı	î	1	1	1	i	1
Cylind Summer		1	Ī	1	1		1	1	1	1		1		L			ľ	
RIG Kawi Marika	ı	1	ì	ĵ	1			1	1	1		1	T.	1		ĺ	1	, 1
(MaxMax)	1.44	1.20	11.2	13.1	0.02	0.50	1	0.50	0.46	1	0.46	ĵ.	2,398	2,398	0.10	0.02	1	2,406
Equipment Onsity 0.00	o.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1		0.00	0.00	0.00	0.00	00:00

0.02 0.26 <0.005 0.01			46.9	0000	00000	0.00 0.00 0.00 0.00 0.00					0.00	< 0.005 0.49 0.49 - 105 105	0.00 0.00 - 0.00 0.00		0.00 0.04 0.04 - 2.25	< 0.005 0.01 0.01	0.00 0.00 0.00		0.00 0.01 0.01	< 0.005 < 0.005 < 0.005	0000
0.22 0.26 < 0.005 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.013 0.06 < 0.005 < 0.005 < 0.005 < 0.005 < 0.000 0.00 0.00 0.00 0.00 0.00 0.00 0	1		0.00	1 1	00 0		1]	i	7 00	7.77	90.4	00.0		0.44	0.10	0.00	ı	0.08	0.02	
0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	1	< 0.005	0.00	< 0.005	0.00		Ĩ	1		0.00	< 0.005	0.00			0.00	05 < 0.005	0.00		0.00	< 0.005	
0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	1							1	i i	0.07		0.00	1	, ,	con.o.	c 0.005	0.00		< 0.005	< 0.005	

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

	ROG	×ON	00	S02	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBC02	CO2T	CH4	N20	œ	CO2e
	ı	I	ı	į	Ï	ï	Î	1	Î	1	1	1	Ī	Î	Į	I	Ĭ
	0.01	0.02	0.18	< 0.005	< 0.005	0.58	0.58	< 0.005	60.0	0.09	1	36.5	36.5	< 0.005	< 0.005	0.14	37.1
	0.01	0.02	0.18	< 0.005	< 0.005	0.58	0.58	< 0.005	60.0	60.0	1	36.5	36.5	< 0.005	< 0.005	0.14	37.1
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	0.01	0.02	0.11	< 0.005	< 0.005	0.58	0.58	< 0.005	60.0	60.0	1	32.0	32.0	< 0.005	< 0.005	< 0.005	32.5
	0.01	0.02	0.11	< 0.005	< 0.005	0.58	0.58	< 0.005	60.0	60.0	1	32.0	32.0	< 0.005	< 0.005	< 0.005	32.5
	Ţ	I	ī	ĵ	1	1	1	Ţ	Ĭ	ĵ.	1	ı	Ĩ	ĵ	1	1	ï
	< 0.005 < 0.005	< 0.005	0.02	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	1	4.00	4.00	< 0.005	< 0.005	0.01	4.06
_	< 0.005 < 0.005	< 0.005	0.02	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	1	4.00	4.00	< 0.005	< 0.005	0.01	4.06

4.2.1Energy

4.2.1Electricity Emissions By Land Use - Unmitigated

for annual)
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or annual) and GHGs (lb/day f
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4.2.3TNatural Gas Emissions By Land Use - Unmitigated

Criteda Pollutants (lb/day for daily ton/yr for annual) and GHGs (lb/day for daily

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	PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2	f	0.01 — 208 208 0.02
annual)	PM2.5T	l.	0.01
l /yr tor	PM2.5D	ſ	Ĺ
r daily, N	PM2.5E	I	0.01
b/day to	PM10T	Į.	0.01
GHGS (PM10D	1	ľ
al) and	PM10E	Į.	0.01
tor annu	S02	Ì	< 0.005 0.01
ly, ton/yr	8	1	0.15
y ror dal	×ON	Ĭ	0.01 0.15
Critical Poliutants (Ib/day for dally, ton/yr for annual) and GHGS (Ib/day for dally, MI/yr for annual)	ROG	ť.	0.01
Pollutan	TOG	1	0.02
Criteria	Land TOG	Summy (Max)	General 0.02 Light

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208	I	208	208	ĺ	34.5	34.5
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0.01	1	0.01	0.01	Î	< 0.005	< 0.005
0.01	J	0.01	0.01	1	< 0.005	< 0.005 < 0.005
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0.01	1	0.01	0.01	1	< 0.005	< 0.005 < 0.005
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0.15	1	0.15	0.15	1	0.03	0.03
0.17	ı	0.17	0.17	1	0.03	0.03
0.01	Ĩ	0.01	0.01	1	< 0.005	< 0.005 < 0.005
0.02	Ĩ	0.02	0.02	1	< 0.005	< 0.005
Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria	Pollutan	ts (Ib/da	y for dail	Criteria Pollutants (Ib/day for daily, ton/yr for annual) and GHGs (Ib/day for daily, MT/yr for annual)	for annu	al) and (3HGs (It	o/day for	daily, M	T/yr for a	innual)							
Source	TOG	ROG	NOx	00	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBC02	СО2Т	CH4	N2O	œ	CO2e
Summer (Max	ľ	ï	l.	Į,	Ĭ	ï		1	ï		ı	1	î	Ĭ	1	1	Ī	ĵ
Cons er	Ü	0.43		ı	ĥ	ľ	1	1	ì	ï	ı	1	ï	ı	ĭ	1	I	1
Arching Arching Coatings	ľ	0.08	ļļ.	Į		1	1	ı	Î	ř	l	ı	Î	Ĭ	1	ſ	Ī	Ī
Land Po pe Equipadint	0.15	0.14	0.01	0.87	< 0.005 < 0.005	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ſ	< 0.005	< 0.005	Ĩ.	< 0.005	ı	3.58	3.58	< 0.005	< 0.005	Ï	3.59
Total	0.15	0.65	0.01	0.87	< 0.005 < 0.005	< 0.005		< 0.005 < 0.005		1	< 0.005		3.58	3.58	< 0.005	< 0.005	1	3.59

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i .	1	Ĭ	1	Ĩ	1	1	0.01	0.01
Daily, Winter (Max)	Consum er Products	Architect ural Coatings	Total	Annual	Consum er Products	Architect ural Coatings	Landsca 0.01 pe Equipme nt	Total

4.4. Water Emissions by Land Use

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

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	PM10D	1
	3DD PM10T PM2.5E PM2.5T BCO2 NBCO2 CO2T CH4 N2O R	ı
	PM2.5E	ſ
	PM2.5D	Ĭ
	PM2.5T	ľ
	BCO2	I .
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General Light Industry	Total	Daily, Winter (Max)	General Light Industry	Total	Annual	General Light Industry	Total

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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	CH4	1.	0.00	0.00	Ĭ.
	C02T	Ĭ	0.00	0.00	ĺ
	NBCO2 CO2T	1	0.00	00.00	1
	BC02	1	0.00	00.00	L
annual)	PM2.5T	ī	Ĩ	î	1
T/yr for a	110D PM10T PM2.5E PM2.5D PM2.5T BCO2	1	Ī	ĵ	ı
daily, M	PM2.5E		1		L
/day for	PM10T		1	ì	1
HGs (lb	M10D	1	ı	1	1
Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)	PM10E PM	i	i	ì	ı
or annua	S02				l
ton/yr fe	00		1	*	ı
or daily,	×ON				
(Ib/day f	ROG		1	1	1
Ilutants	TOG R	ā	1	1	1
eria Po	EE(Paily (MaxM)	General I	L F	Daily, Winter (Max)
S. H	Land Use	Daily, Sumn (Max)	General	Total	Daily, Winte (Max)

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la l	Ţ	 	ral –	I
General Light Industry	Total	Annual	General Light Industry	Total

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (Ib/day for daily, ton/vr for annual) and GHGs (Ib/day for daily. MT/vr for annual)

Criteria Politicants (to/day for daily, torry) for affiliar) and GHGS (to/day for daily, MT/yr for annual)	PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O R CO2e		5.21 5.21	5.21 5.21		5.21 5.21	5.21 5.21	
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annuai	PM2.5T	Í.	Ĭ.	1	1	1	1	ſ.
WI/yr IOL		ſ	1	Ī	1	11	Ĭ	1
r dally, I	PM2.5E		I.	Į.	1	ı	î	Ĺ
D/day lo	PM10T	ľ	ľ	1	1	1	1	ŗ
	PM10D	1	1	1	1	1	1	ſ
uai) ariu	PM10E	Í	Í	ſ	1	1	1	1
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rollular	TOG	Î	Ĺ	Ĩ	Ī	Ĭ	Ĭ	ı
Cilleria	Land Use	Daily, Summer (Max)	General Light Industry	Fotal	Max)	Genetal Light	Total	Annum

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_ a ≥	Total

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Criteria Foliutarits (10/day 101 daily, 1011/yl 101 aritidal) ariti GFIGS (10/day 101 daily, 1vi 1/yl 101 aritidal)	Equipme TOG ROG nt	Daily, — — Summer (Max)	Total — —	Daily, — — — Winter (Max)	Total — —	Annual — —	FletoT
D/day IC	NOX	ı	1	1	1	I	1
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arıınan) ar		ı	I	1	Î	Ī	1
SOLO DI	PM10E PM10D	Į.	1	1	1	ľ	ı
(ID/day IC	PM10T	.1	ſ	1	1	ı	1
n daliy, IV	PM2.5E	ı	1	1	1	I	Ì
11/yr 10r	PM2.5D	Ī	ſ	I	1	I	1
annuai	PM2.5T BC02	Ī	ı	1	1	I	ı
		I	ı	1	1	ľ	1
	NBC02	ı	ı		1	ļ	ı
	C02T		ĺ	1	1	ı	1
	CH4	ı	ı	ı		ı	1
	N2O	1	ī	1	1	I	1
	œ	1	1	1	1	Į	Į
	C02e	1	Ĩ	1	1	I	I

A.8. Stationary Emissions By Equipment Type

4.8. Tumitigated

Crite Pollutants (Ib/day for daily, ton/yr for annual) and GHGs (Ib/day for daily, MT/vr for annual)

	CO2e
	œ
	N20
	СН4
	согт
	NBCO2 CO2T
III Inali)	PM10T PM2.5E PM2.5D PM2.5T BCO2
in/day for daily, in ryl for affilial	M2.5D
ally, wi	M2.5E F
day lol C	M10T
I	M10D P
מום פו	PM10E PI
allina	
DI IVIII	S02
J dally,	°CO
(ID)(ID)	ROG
IIIIIII	
lice of Foliutarits (10/day 101 daily, 1011/y) 101 allildar) allu GNGS	Equipme TOG

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1	1	ţ	1	1	1
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)

Ф						
C02e	J	Ţ	I	Ĩ	1	I
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N20	_1	1	Į	ľ	1	ı
CH4	1	1	Ĭ	Ī	1	I
C02T		1	I	ĵ.	I	I
NBC02	1	1	I.	ľ	1	
BCO2	1	1	ľ	ľ	1	ı
PM2,5T		1		Į.	j	Ĭ.
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PM2.5E PM2.5D	1					
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TOG	1	I	1	ı	Ţ	
Equipme TOG nt	Daily, Summer (Max)	Total	Cylind Winter (Max Max)	Total	Annuat	Lotal A

4.10 Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/dav for daily, ton/vr for annual) and GHGs (lb/dav for daily, MT/vr for

Cilleria	Lollutai	IS (ID/UR	y ior dall	y, tornyr	lor annu	al) and c	JU SOLL	Criteria Poliutarits (10/day 101 daily, 10/1/yf 101 annual) and GHGS (10/day 101 daily, 10/1 for annual)	dally, M	L/yr TOF &	Innual)							
Vegetatio TOG n	70G	ROG	NOx	00	so2	PM10E PM10D		PM10T PM2.5E PM2.5D PM2.5T BCO2	PM2.5E	PM2.5D	PM2.5T		NBCO2 CO2T		CH4	N2O	œ	CO2e
Daily, Summer (Max)	į.	1	1	T.	ı	ľ	p		ı	î	ī	1	ı	Ï	Ĭ	ı	ı	Ĩ
Total	Ī	1	1	ı	ı	ĺ	ı	ſ	1	Ī	i	1	ı	i	1	1	ı	Ĩ
Daily, Winter (Max)	Ĭ	1	1	1	1	1	1			Î	1	1	1	Î	1		l'	ſ
Total	Ì	1	1	1	1	i	1	1	1	Î	i	1		ĺ	1	1	1	Î
Annual	Í.	1	1	1	1	ĵ	1	1	Í	ì	į.	ſ	ı	Î	Ī	1	1	Ï
Total	I	ĺ	Į)	ı	ı	ı	ī	1	ı	Ĭ	1	1	1	Î	ı	1	1	Ĩ

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

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

Land	TOG	ROG ROG	NOx	Land TOG ROG NOX CO SO2 PM10E PM10D Use	SO2	PM10E	ار ا	PM10T PM2.5E PM2.5D PM2.5T	dally, M PM2.5E	PM2.5D		BC02	NBCO2 CO2T	CO2T	CH4	N20		R
Summer (Max		ï	ĵ		1	ï	Ĩ	1	1	ï	ï	1	1	1	1		1	1
Total C	Ţ	1	Ĩ		f	Ĭ	1	1	1	ĵ	1	1	1	ĭ	1		1	1
Winte	I	1	1	1	1.	ì	1	1	ī	i	Ĩ	ı	f ^a	Ī	ĵ.		1	1
(Max) Total	Ĭ.	1	ī	1	1	ű	1	1	1	ĩ	1	1	- 1	Ĩ	ľ		li li	
Annual	İ	Ê	Ĭ	ı	1	Ĩ	Ĩ	ı	f	Ĭ.	Ī	1	1	ì	ī		1	1
Total	1	1	1	1	1	Ĭ	1	1	1	ī	1	1	1	ì	1	- 1	1	1
G																		

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Sriteria	Pollutar	Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs	y for dail	y, ton/yr	for annu	al) and c		day tor dai	$\overline{}$	annuai)								
v	50	202	XOX I	3 1	202	HW10F	OUTWAR I	PM7.5E	PMZ:5D	PMZ.51	BCOZ —	NBCOZ	1202	CH4	NZO	<u>r</u>	C02e	
(Max) Avoided		1		1	1			1	1	ı	ı		ı	ſ	1		Į.	
Subtotal	L	t	1	1	Ì	i	1	ĺ	1	1	1	I	ı	1	1	ı	1	
Sequest	ı	10	1	ı	ĵ	Ĵ	1	1	1	1			1	1	1		1	
Subtotal		1	1	1	Î		1	1	1	1	1		1.	1	1	1		
Remove d	I	1	I	1	Ĩ	Ī	1	Ĩ	1	1	1	I	I	1	1	Ī	1	
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Daily, Winter (Max)	1	1	1	1	ī		1	Ī.	ı	1	1	ì	1	1	1	1	1	
Avoided	1	1	1	ļ	1	ì	1	I	Ī	Ī	1	ï	Ĭ	1	1	Î	1	
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Avoided	ı	1	1	Ï	ĵ	1	!	Î	1	1		ı	1	1	ļ	ı	1	
Subtotal	1	1	1	1	1	1	1	1	1	1	1	1	1	1	į	1	1	

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2023	6/21/2023	5.00	15.0	Ţ
Grading	Grading	6/22/2023	8/30/2023	5.00		
Building Construction	Building Construction	8/31/2023	1/10/2024	5.00		Ĺ

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Rparation	Tractors/Loaders/Backh Diesel oes	Diesel	Average	4.00	8.00	84.0	0.37
Grad	Graders	Diesel	Average	1.00	8.00	148	0.41
Grad	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading D	Tractors/Loaders/Backh Diesel oes	Diesel	Average	3.00	8.00	84.0	0.37
Grade	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29

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Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	<u></u>	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backh Diesel oes	Diesel	Average	3.00	7.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Worker 17.5 18.5 Worker 17.5 18.5 Hauling 0.00 20.0 Onsite truck — — Worker 15.0 18.5 Hauling 0.00 20.0 Onsite truck — — Worker 8.40 18.5 Vendor 3.28 10.2 Hauling 0.00 20.0 Onsite truck — — Onsite truck — — Onsite truck — —	Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Worker 17.5 18.5 Vendor — 10.2 Hauling 0.00 20.0 Worker — — Vendor — 10.2 Hauling 0.00 20.0 ction Worker — ction Worker 18.5 ction Worker 10.2 ction Worker 20.0 ction Worker 20.0 ction Hauling 0.00 ction Onsite truck — ction Onsite truck —	Site Preparation	1	1	Ţ	1
Vendor — 10.2 Hauling 0.00 20.0 Onsite truck — — Worker 15.0 18.5 Hauling 0.00 20.0 ction Worker 8.40 — ction Vendor 3.28 10.2 ction Hauling 0.00 20.0 ction Vendor 3.28 10.2 ction Onsite truck — — ction Onsite truck — —	Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
paration Hauling 0.00 20.0 paration — — — maration — — — Worker 15.0 18.5 — Vendor — 10.2 — Construction Onsite truck — — — Construction Worker 8.40 18.5 — Construction Vendor 3.28 10.2 — Construction Hauling 0.00 20.0 — Construction Onsite truck — — — Construction Onsite truck — — —	Site Preparation	Vendor	1	10.2	ннот,мнот
paration Onsite truck — — Worker 15.0 18.5 Worker 10.2 10.2 Hauling 0.00 20.0 Construction — — Construction Worker 8.40 18.5 Construction Vendor 3.28 10.2 Construction Hauling 0.00 20.0 Construction Onsite truck — —	Site Preparation	Hauling	0.00	20.0	HHDT
Worker 15.0 18.5 Vendor 10.2 Hauling 0.00 20.0 Construction — — Construction Worker 8.40 18.5 Construction Vendor 3.28 10.2 Construction Hauling 0.00 20.0 Construction Onsite truck — —	Site Preparation	Onsite truck	1	1	ННОТ
Worker 15.0 18.5 Vendor — 10.2 Hauling 0.00 20.0 Construction — — Construction Worker 8.40 18.5 Construction Vendor 3.28 10.2 Construction Hauling 0.00 20.0 Construction Onsite truck — —	Grading	1	ľ	Ĺ	ľ
Vendor Vendor 10.2 Hauling 0.00 20.0 Construction — — Construction Vendor 8.40 18.5 Construction Vendor 3.28 10.2 Construction Onsite truck — —	Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Construction Onsite truck — — Construction Worker 8.40 18.5 Construction Vendor 3.28 10.2 Construction Hauling 0.00 20.0 Construction Onsite truck — —	Grading	Vendor	I	10.2	ННОТ,МНОТ
Onsite truck — Worker 8.40 18.5 Vendor 3.28 10.2 Hauling 0.00 20.0 Onsite truck — —	Grading	Hauling	0.00	20.0	НН
Worker 8.40 18.5 Vendor 3.28 10.2 Hauling 0.00 20.0 Onsite truck — —	Grading	Onsite truck	1	1	НН
Worker 8.40 18.5 Vendor 3.28 10.2 Hauling 0.00 20.0 Onsite truck — —	Building Construction	1)	Ţ	<u>D</u>	I
Vendor 3.28 10.2 Hauling 0.00 20.0 Onsite truck — —	Building Construction	Worker	8.40	18.5	LDA,LDT1,LDT2
Hauling 0.00 20.0 Onsite truck — —	Buil Construction	Vendor	3.28	10.2	ннот,мнот
Onsite truck	Building Construction	Hauling	0.00	20.0	ННДТ
	Building Construction	Onsite truck	1	ſ	НН

5.4 Sehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user. 5.5. Architectural Coatings

	Ion-Residential Exterior Area	
L I symmetry	Stoential Exterior Area Coated Non-Residential Interior Area (11)	
lase Name Residential Interior Area Coaled	bs) (IJ bs)	

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

	Acres Paved (acres)	(2020)	
	Material Demolished (sq. ft.)	0.00	0.00
Material Imported (Cubic Yards) Material Exported (Cubic Yards)	Acres Graded (acres)	22.5	50.0
Material Imported (Cubic Yards) Mat	0.00	0.00	
Phase Name	Site Preparation	Grading	

5.6.2. Construction Earthmoving Control Strategies

	M2.5 Reduction	50%
PM40 Rodinstics	FOW.	
Frequency (per day)	Other	
Control Strategies Applied	water Exposed Area	[

5.7. Construction Paving

	4 70	% Asphalt	%0
	Area Paved (acres)	0.00	
Land Use	General lobt lodustru		G

5.8. Zonstruction Electricity Consumption and Emissions Factors

< 0.005 0.03 CH4 457 kWhper Year and Emission Factor (Ib/MWh) kWh per Year 0.00 Year **₹** 2023**©**

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5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	2.00	0.00	0.00	521	40.0	0.00	0.00	10,429

5.10. Operational Area Sources

5.10.1.1. Unmitigated

5.10.1. Hearths

5.10.2. Architectural Coatings

Parking Area Coated (sq ft)	T.
Non-Residential Interior Area Coated Non-Residential Exterior Area Coated (sq ft) (sq ft)	10,000
Non-Residential Interior Area Coated (sq ft)	30,000
	0.00
Residential Interior Area Coated (sq ft) Residential Exterior Area Coated (sq ft)	0

5.10[3] Landscape Equipment

Unit Value day/yr 0.00 day/yr 180

5.1 TOperational Energy Consumption 5.11 Unmitigated

Electricity (kWh/yr) and C	ectricity (kWh/yr) and CO2 and CH4 and N2O and Natural	d Natural Gas (kBTU/yr)			
Land Use	Electricity (kWh/yr)	CO2	CH4	NZO	Natural Gas (kBTU/yr)
General Light Industry	607,489	457	0.0330	0.0040	649,692

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	ndoor Water (gal/year)	Outdoor Water (gal/year)
	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
	0.00	

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14**什** Unmitigated <mark>而</mark>

kg) Operations Leak Rate Service Leak Rate Times Serviced	4.00 4.00 18.0
GWP Quantity (kg	2,088 0.30
Refrigerant	
Equipment Type	Other commercial A/C R-410A and heat pumps
Land Use Type	General Light Industry

5.15 Operational Off-Road Equipment

5.15.1 Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

|--|

5.16.2. Process Boilers

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

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

geration Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
EC			

5.18<mark>台</mark> Biomass Cover Type <mark>知</mark> 5.18<mark>奇</mark>1. Unmitigated

Final Acres	
Initial Acres	
Biomass Cover Type	I

5.18.2.1. Unmitigated

ear)
Natural Gas Saved (btu/y
ar)
Electricity Saved (kWh/ye
Number
Tree Type

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	31.1	of extreme heat
Extreme Precipitation	0.00	annual days with precipitation above 20 mm
Sea Level Rise		depth
Wildfire		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 34 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 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 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 bossitimes (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfile 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, wegetation, 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 assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibrines (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. different

6.2. Waitial Climate Risk Scores

1.	100			
Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	င			
Extreme Precipitation	N/A			N/A
Sea Level Rise	N/A			

Wildfire	N/A	N/A	N/A	
	.N/A	N/A	N/A	N/A
Drought	0		0	N/A
Snowpack Reduction	N/A	N/A		N/A
Air Quality Degradation			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

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	8	-	_	8
Extreme Precipitation	A/N	N/A	N/A	N/A
Sea Level Rise	A/N	N/A	N/A	N/A
Wildfire	4/ V	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	-	·	_	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quelity Degradation	N/A	N/A	N/A	N/A

The sersitivity 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

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. **各**limate Risk Reduction Measures

7. Realth 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.

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,	tion burden compared to other census tracts in the state,
Indicator	Result for Project Census Tract
Exposure Indicators	
AQ-Ozone	59.9
AQ-PM	43.9
AQ-DPM	8.23
Drinking Water	56.2
Lead Risk Housing	39.6
Pesticides	82.1
Toxic Releases	28.8
Traffic	3.59
Effect Indicators	Î
CleanUp Sites	17.1
Groundwater	26.6
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	96.3
Solid Waste	0.00
Sensitive Population	Ĩ
Asthma	86.7
Cardionascular	87.5
Low Birth Weights	29.9
Sociographomic Factor Indicators	Ĩ
Educaton	86.1
Housing	46.0
Linguistic	94.3
Poverty	78.2

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7.2. Healthy Places Index Scores	
num 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	ı
Above Poverty	18.58077762
Employed	17.20775055
Median HI	3.695624278
Education	1
Bachelor's or higher	19.41485949
High school enrollment	100
Preschool enrollment	23.26446811
Transportation	Г
Auto Access	37.4566919
Active commuting	32.84999358
Social	1
2-parent households	37.08456307
Voting	34.2871808
Neighborhood	
Alcoholavailability	43.85987425
Park	48.27409213
Retaildensity	15.98870781
Supermarket access	64.72475298
Tree canopy	8.905427948
Housing	ŗ
Homeownership	46.24663159

Low-inc homeowner severe housing cost burden 73.96381368 Low-inc renter severe housing cost burden 28.6154241 Unverter severe housing cost burden 45.96432696 Hearth Outcomes 17.60682664 Arthrills 0.0 Anthrills 0.0 Anthrills 0.0 Anthrills 0.0 Coronary Heart Disease 0.0 Coronary Heart Disease 0.0 Coronary Heart Disease 0.0 Coronary Heart Disease 0.0 Coronary Heart Disease 0.0 Cognitivety Disease 0.0 Cognitivety Disease 0.0 Heart Attack ER Admissions 8.8 Mentified 0.0 Coronary Hearth Not Good 0.0 Coronary Hearth Not Good 0.0 Coronary Hearth Not Good 0.0 Coronary Hearth Not Good 0.0 Coronary Hearth Not Good 0.0 Coronary Hearth Not Good 0.0 Coronary Hearth Not Good 0.0 Coronary Hearth Not Good 0.0	Housing habitability	54.08700115
using missions missions sesure fing skin) t Disease Lotive Pulmonary Disease betes y at Birth sabled Admissions Not Good y Disease h Not Good h Not Good h Not Good	ow-inc homeowner severe housing cost burden	73.96381368
using missions assure sing skin) the Disease uctive Pulmonary Disease betes y at Birth abled A Admissions Not Good y Disease h Not Good h Not Good h Not Good	ow-inc renter severe housing cost burden	28.6154241
missions assure sing skin) tr Disease uctive Pulmonary Disease betes by at Birth asbled abled abled v Disease Not Good v Disease h Not Good	ncrowded housing	45.96432696
missions sesure ing skin) t Disease active Pulmonary Disease betes v at Birth sabled abled A Admissions Not Good y Disease h Not Good	ealth Outcomes	ì
ER Admissions od Pressure (excluding skin) y Heart Disease Obstructive Pulmonary Disease ectancy at Birth ely Disabled Ily Disabled Midney Disease An Injuries Health Not Good Sisk Behaviors	sured adults	47.60682664
are Pressure axcluding skin) Heart Disease Distructive Pulmonary Disease at Diabetes ictancy at Birth y Disabled ack ER Admissions ealth Not Good Kidney Disease Health Not Good sk Behaviors	rthritis	0.0
ad Pressure excluding skin) Heart Disease Obstructive Pulmonary Disease ed Diabetes ctancy at Birth ily Disabled y Disabled ack ER Admissions ealth Not Good Kidney Disease Health Not Good isk Behaviors	sthma ER Admissions	8.1
axcluding skin) Heart Disease Dbstructive Pulmonary Disease ad Diabetes ctancy at Birth Ily Disabled y Disabled ack ER Admissions ealth Not Good Gidney Disease isk Behaviors	igh Blood Pressure	0.0
Heart Disease Obstructive Pulmonary Disease ad Diabetes schancy at Birth Ily Disabled y Disabled ack ER Admissions ealth Not Good Gidney Disease Health Not Good	ancer (excluding skin)	0.0
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Obstructive Pulmonary Disease ad Diabetes ctancy at Birth ly Disabled y Disabled ack ER Admissions ealth Not Good Gidney Disease Health Not Good sk Behaviors	oronary Heart Disease	0.0
ed Diabetes rctancy at Birth ly Disabled y Disabled ack ER Admissions eatth Not Good kidney Disease Health Not Good	hronic Obstructive Pulmonary Disease	0.0
ity Disabled y Disabled ack ER Admissions ealth Not Good Kidney Disease health Not Good six Behaviors	iagnosed Diabetes	0.0
ly Disabled y Disabled ack ER Admissions ealth Not Good Gidney Disease In Injuries Health Not Good	ife Expectancy at Birth	48.3
y Disabled ack ER Admissions ealth Not Good Kidney Disease an Injuries Health Not Good	ognitively Disabled	19.2
ack ER Admissions ealth Not Good Kidney Disease an Injuries Health Not Good	hysically Disabled	8.8
Kidney Disease Aidney Disease An Injuries Health Not Good	leart Attack ER Admissions	3.8
Gidney Disease an Injuries Health Not Good Isk Behaviors	lental Health Not Good	0.0
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isk Behaviors	hysical Health Not Good	0.0
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CONTROL WAY I WAS I	Health Risk Behaviors	ĵ
Binge Frinking	inge	0.0
Currant Smoker	urranSmoker	0.0

No Leisure Time for Physical Activity	0.0
Climate Change Exposures	
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	7.8
Elderly	39.0
English Speaking	4.8
Foreign-born	56.6
Outdoor Workers	4.4
Climate Change Adaptive Capacity	Î
Impervious Surface Cover	65.7
Traffic Density	7.3
Traffic Access	23.0
Other Indices	
Hardship	88.7
Other Decision Support	1
2016 Voting	0.0

7.3. Werall Health & Equity Scores

Metric	Result for Project Census Tract
CalEmytoScreen 4.0 Score for Project Location (a)	68.0
Healting laces Index Score for Project Location (b)	22.0
Projectorated in a Designated Disadvantaged Community (Senate Bill 535)	
Projectorated in a Low-Income Community (Assembly Bill 1550)	Yes
K	

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state. b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected. 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.
7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created. 8. User Changes to Default Data

Screen	Justification
Land Use	Approximately 19,386 square feet inverters and BESS containers, rounded up to 20,000 4.5 acre project impact area
Construction: Construction Phases	6-8 month construction duration Site preparation - 3 weeks Grading/trenching - 10 weeks Foundations/BESS installation/wiring/commissioning - 19 weeks
Construction: On-Road Fugitive Dust	All roads used to access project site are paved. ICAPCD recommends modeling 90 percent paved roads during construction activities.
Operations: Vehicle Data	Unmanned/remote facility. 1 round trip modeled to account for any routine maintenance. Trip length increased to 20 miles.
Operations: Road Dust	. Used same paved road % as construction workers
Operations: Water and Waste Water	Unmanned facility, no water use
Operations: Solid Waste	Unmanned facility, no solid waste
F	



An Employee-Owned Company

February 15, 2023

Mr. Ramon Gonzalez Senior Project Coordinator Z Global 750 W. Main Street El Centro CA 92243

Reference: Noise Analysis for the Holtville Peaker BESS Project, Holtville, California (RECON Number 10247)

Dear Mr. Gonzalez:

The purpose of this report is to assess potential noise impacts from construction and operation of the Holtville Peaker Battery Energy Storage Site (BESS) Project (project). Noise impacts were evaluated using standards established by the City of Holtville (City) and Imperial County (County).

1.0 Project Description

The 17.2-acre project site consists of an undeveloped lot located at Assessor Parcel Number 045-570-087, southwest of the intersection of East Alamo Road and Melon Road in the City's sphere of influence (SOI) within Imperial County, California (Figure 1). The project site is surrounded by residential development with scattered commercial and industrial development (Figure 2).

The project would include development of a BESS that would connect to an existing 92-kilovolt gen-tie line (Figure 3). The BESS facility would include battery containers and storage sites, a control room, and associated facilities surrounded by fencing in the south-central portion of the parcel, with the remainder of the parcel used for temporary construction access and staging. Access to the facility would occur from Melon Road.

2.0 Environmental Setting

2.1 Noise Terminology

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease. Additionally, in technical terms, sound levels are described as either a "sound power level" or a "sound pressure level," which while commonly confused, are two distinct characteristics of sound.

Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw} , is the energy converted into sound by the source. The L_{pw} is used to estimate how far a noise will travel and to predict the sound levels at various distances from the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an eardrum or microphone and is the sound pressure level. Noise measurement instruments only measure sound pressure, and noise level limits used in standards are generally sound pressure levels.

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The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the one-hour equivalent noise level (L_{eq}), the community noise equivalent level (CNEL), and the sound exposure level. The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night. The sound exposure level is a noise level over a stated period of time or event and normalized to one second. Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) receives an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would attenuate at 7.5 dB(A) per doubling of distance.

Human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 dB(A) barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation 2013).

2.2 Applicable Standards

The project site is located within the City's SOI and is designated as an Urban Area land use in the Imperial County General Plan. The Urban Area designation includes areas surrounding the following seven incorporated cities: Brawley, El Centro, Westmorland, Holtville, Calipatria, Imperial, and Calexico. It is anticipated that these areas will eventually be annexed or incorporated. The Holtville Urban Area is generally bounded on the west by State Highway 115, Zenos Road, and Country Club Road; on the north by Kamm Road; on the east by Towland Road; and on the south by Haven Road, the Ash Main Canal, and Edwards Road. The project site is located adjacent to the western City boundary. Due to the project site's location and Urban Area designation, noise generated by the project was evaluated using the standards established by both the City and the County.

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2.2.1 City of Holtville

2.2.1.1 Construction

Section 8.24.070 of the City's Municipal Code addresses construction-related noise near residential uses. It states:

- It shall be unlawful for any person to make, continue or cause to be made or continued, within the limits of the city of Holtville, any disturbing, excessive or offensive noise which causes discomfort or annoyance to any reasonable persons of normal sensitivity residing in the area.
- The following acts, among others, are declared to be offensive, loud, disturbing, and unnecessary noises
 originating from residential properties or on public ways in violation of this section, but such
 enumeration shall not be deemed to be exclusive:
 - o Construction work or related activity which is adjacent to or across a street or right-of-way from a residential use, except between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, or between 8:00 a.m. and 7:00 p.m. on Saturday and Sunday. No such construction is permitted on federal holidays. As used in this section, "construction" shall mean any site preparation, assembly, erection, substantial repair, alteration, demolition or similar action, for or on any private property, public or private right-of-way, streets, structures, utilities, facilities, or other similar property. An exception to this rule is during summer months when a special permit may be obtained from Imperial County planning development services. This does not apply to emergency repair work performed by or on behalf of public agencies.

2.2.1.2 Operation

As stated in the Noise Element of the City's General Plan (City of Holtville 2017), the City has adopted a program to develop a Noise Ordinance that will be designed to address business activity and nuisance noise. The ordinance will establish specific interior and exterior standards for noise levels within various types of land uses as well as daytime and nighttime standards. Enforcement of the ordinance ensures that adjacent properties are not exposed to excessive noise from stationary sources or nuisances. Enforcing the ordinance includes requiring proposed development projects to demonstrate compliance with the ordinance. The ordinance will be reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

No specific noise level limits have been adopted to date. However, Section 17.10.150 states:

• No use shall be permitted which creates noise levels that exceed five decibels above the ambient noise level of the area, in accordance with the Occupation Safety and Health Act of 1970.

2.2.2 Imperial County

2.2.2.1 Construction

County General Plan Noise Element Section IV.C.3 addresses noise generated by construction activities. It states:

Construction noise, from a single piece of equipment or a combination of equipment, shall not exceed 75 dB L_{eq}, when averaged over an eight (8) hour period, and measured at the nearest sensitive receptor. This standard assumes a construction period, relative to an individual sensitive receptor of days or weeks. In cases of extended length construction times, the standard may be tightened so as not to exceed 75 dB L_{eq} when averaged over a one (1) hour period.

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• Construction equipment operation shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, and 9 a.m. to 5 p.m. Saturday. No commercial construction operations are permitted on Sunday or holidays. In cases of a person constructing or modifying a residence for himself/herself, and if the work is not being performed as a business, construction equipment operations may be performed on Sundays and holidays between the hours of 9 a.m. and 5 p.m. Such non-commercial construction activities may be further restricted where disturbing, excessive, or offensive noise causes discomfort or annoyance to reasonable persons of normal sensitivity residing in an area.

Based on these standards, the applicable limit for project construction activities is 75 dB(A) L_{eq} at the nearest sensitive receptor.

2.2.2.2 Operation

The County General Plan Noise Element (Imperial County 2015) identifies property line noise level limits that apply to noise generation from one property to an adjacent property (excluding construction noise). As stated in the Noise Element, the property line noise level limits imply the existence of a sensitive receptor on the adjacent, or receiving, property. In the absence of a sensitive receptor, an exception or variance to the standards may be appropriate.

County Code of Ordinances Title 9, Division 7: Noise Abatement and Control, specifies noise level limits. Noise level limits are summarized in Table 1. Noise level limits do not apply to construction equipment.

Table 1 Imperial County Property Line Noise Limits					
Zone	Time	One-Hour Average Sound Level [dB(A) Leg]			
Law Dansity Basidantial Zanas	7:00 a.m. to 10:00 p.m.	50			
Low-Density Residential Zones	10:00 p.m. to 7:00 a.m.	45			
Madium to High Dansity Residential Zenes	7:00 a.m. to 10:00 p.m.	55			
Medium to High-Density Residential Zones	10:00 p.m. to 7:00 a.m.	50			
Commercial Zones	7:00 a.m. to 10:00 p.m.	60			
Commercial Zones	10:00 p.m. to 7:00 a.m.	55			
Manufacturing/Light Industrial/ Industrial Park Zones including agriculture	(anytime)	70			
General Industrial Zones	(anytime)	75			
SOURCE: Imperial County Noise Abatement and Cont	rol Ordinance, Tit. 9, Div. 7, § 90	702.00(A).			

The project site and the property to the south are zoned M1U (Light Industrial Urban), the properties to the west and north are zoned A1U (Limited Agriculture Urban) and C2U (Medium Commercial Urban), and the property to the northeast is zoned R1U (Low Density Residential Urban). The properties to the east are within City boundaries and have a City zoning designation of R-1 (Single Family).

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3.0 Existing Conditions

Existing noise levels at the project site were measured on February 3, 2023, using one Larson-Davis LxT Sound Expert Sound Level Meter, serial number 3896. The following parameters were used:

Filter: A-weighted
Response: Slow
Time History Period: 5 seconds

The meter was calibrated before and after the measurements. The meter was set 5 feet above the ground level for each measurement. Noise measurements were taken to obtain typical ambient noise levels at the project site and in the vicinity. The weather was mild and partly cloudy with a slight breeze. Three 15-minute measurements were taken, as described below. The measurement locations are shown on Figure 4, and detailed data is presented in Attachment 1.

Measurement 1 was located at the northern project boundary, approximately 50 feet south of Alamo Road. The main source of noise at this location was vehicle traffic on Alamo Road. Secondary sources of noise included bird vocalizations, barking dogs, and a distant siren. Noise levels were measured for 15 minutes. The average measured noise level was 55.9 dB(A) L_{BQ}.

Measurement 2 was located at the western project boundary, approximately 50 feet east of the dirt road. The main source of noise at this location was vehicle traffic on Alamo Road. Secondary sources of noise included bird vocalizations, barking dogs, and roosters. Noise levels were measured for 15 minutes. The average measured noise level was 48.9 dB(A) L_{eq}.

Measurement 3 was located at the eastern project boundary, approximately 50 feet west of Melon Road. The main source of noise at this location was vehicle traffic on Melon Road. Secondary sources of noise included vehicle traffic on Alamo Road, bird vocalizations, and hammering. Noise levels were measured for 15 minutes. The average measured noise level was 52.4 dB(A) L_{eq}.

Noise measurements are summarized in Table 2.

Table 2 Noise Measurements						
Measurement	Location	Time	Main Noise Sources	Leq		
1	Northern project boundary, 50 feet south of Alamo Road.	9:59 a.m. – 10:14 a.m.	Vehicle traffic on Alamo Road	55.9		
2	Western project boundary, 50 feet east of dirt road.	10:30 a.m. – 10:45 a.m.	Vehicle traffic on Alamo Road	48.9		
3	Eastern project boundary, 50 feet west of Melon Road.	11:02 a.m. – 11:17 a.m.	Vehicle traffic on Melon Road	52.4		
NOTE: Noise m	easurement data is contained in .	Attachment 1.				

4.0 Methodology

Noise level predictions and contour mapping for construction and on-site noise sources were developed using noise modeling software, SoundPlan Essential, version 4.1 (Navcon Engineering 2018). SoundPlan calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2 – Acoustics,



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Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. The model outputs can be developed as noise level contour maps or noise levels at specific receivers. In all cases, receivers were modeled at 5 feet above ground elevation, which represents the average height of the human ear.

4.1 Construction

Construction activities associated with the project would include site preparation, grading, excavation, and foundation work for the placement of the BESS storage containers and inverters. Project construction noise would be generated by diesel engine-driven construction equipment. Noise impacts from construction are a function of the noise generated by equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Table 3 presents a list of noise generation levels for various types of construction equipment. The duty cycle is the amount of time that equipment generates the reported noise level during typical, standard equipment operation. The noise levels and duty cycles summarized in Table 3 are based on measurements and studies conducted by Federal Highway Administration and the Federal Transit Authority.

Typical Construc	Table 3 tion Equipment Noise Levels	1, 1, 200, 64
Equipment	Noise Level at 50 Feet [dB(A) Leq]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt amps or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%

Table 3 Typical Construction Equipment Noise Levels					
Equipment	Noise Level at 50 Feet [dB(A) Leq]	Typical Duty Cycle			
Scraper	85	40%			
Tractor	84	40%			
Vacuum Excavator (vac-truck)	85	40%			
Vibratory Concrete Mixer	80	20%			
Vibratory Pile Driver 95 20%					
SOURCE: Federal Highway Administratio	n 2006 and 2008, Federal Transit A	uthority 2006.			
dB(A) L _{eq} = A-weighted decibels average noise level					

The loudest construction activities would be those associated with site preparation and grading. Construction noise levels were calculated assuming the simultaneous use of the following three pieces of construction equipment: a grader, a loader, and a water truck. Water truck noise levels were assumed to be equivalent to a dump truck. Although more construction equipment would be present on-site, not all would be used at the same time. Simultaneous use of this equipment would generate and average hourly noise level of 84.3 dB(A) L_{eq} at 50 feet, which is equivalent to a sound power level of 115.9 dB(A) L_{pw}. This noise level was modeled as an area source distributed over the footprint of the development area.

4.2 Operation

Once construction is complete, the primary noise sources would be the inverters and the BESS containers. The project would include 13 Sungrow Model SC5000UD-MV-US inverters surrounded by 88 Sungrow Model ST2752UX-US BESS containers each consisting of 48 battery units. It was assumed that noise levels generated by the inverters would be similar to Sungrow Model SG3600-UD-MV which generate a sound power level of 92 dB(A) L_{pw} (TRC Companies, Inc. 2022). Manufacturer specifications for the BESS containers indicate that three facades of the containers generate a noise level of 54 dB(A) L_{eq} at 5 meters and one façade generates a noise level of 53 dB(A) L_{eq} at 5 meters (Assured Environmental 2022). The louder noise level, which equates to a sound power level of 76 dB(A) L_{pw}, was modeled. All inverters and BESS containers were modeled with a 100 percent usage factor.

5.0 Noise Impact Analysis

5.1 Construction

Noise associated with project construction would potentially result in short-term impacts to surrounding properties. As discussed, the project is surrounded by residential, commercial, and industrial uses. The nearest sensitive receptors are the residential uses located north, west, and east of the project site. Construction noise levels were calculated based on the simultaneously use of a grader, loader, and water truck.

Noise levels were modeled at a series of 15 receivers located at the adjacent properties. The results are summarized in Table 4. Modeled receiver locations and construction noise contours are shown on Figure 5. SoundPLAN data is contained in Attachment 2.

Table 4 Construction Noise Levels					
Receiver	Zoning/Jurisdiction	Construction Noise Level [dB(A) Leq]			
1	R-1 (Single Family)/City	55			
2	R-1 (Single Family)/City	55			
3	R-1 (Single Family)/City	55			
4	R-1 (Single Family)/City	55			
5	A1U (Limited Agriculture Urban)/County	57			
6	C2U (Medium Commercial Urban)/County	60			
7	A1U (Limited Agriculture Urban)/County	61			
8	A1U (Limited Agriculture Urban)/County	60			
9	A1U (Limited Agriculture Urban)/County	59			
10	A1U (Limited Agriculture Urban)/County	57			
11	A1U (Limited Agriculture Urban)/County	56			
12	A1U (Limited Agriculture Urban)/County	57			
13	A1U (Limited Agriculture Urban)/County	58			
14	A1U (Limited Agriculture Urban)/County	58			
15	A1U (Limited Agriculture Urban)/County	58			
dB(A) L _{eq} =	A-weighted decibels equivalent noise level.				

As shown, construction noise levels are not anticipated to exceed the County's construction noise level limit of 75 dB(A) L_{eq} at the adjacent properties. Construction activities would only occur during the times allowable by the City and County Municipal Codes (7 a.m. to 7 p.m., Monday through Friday, and 9 a.m. to 5 p.m. Saturday). No construction activities that generate impulsive noise levels would be required. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Therefore, project construction would not exceed noise level limits established in the County's Municipal Code and would only occur during the daytime hours, and temporary increases in noise levels during construction would be less than significant.

5.2 Operation

The primary noise sources on-site would be the inverters and the BESS containers. Using the on-site noise source parameters discussed in Section 4.2, noise levels were modeled at a series of 15 receivers located at the adjacent properties. Modeled receivers and operational noise contours are shown in Figure 6. Modeled data is included in Attachment 3. Future projected noise levels are summarized in Table 5.

Table 5 Operational Noise Levels					
Receiver	Zoning/Jurisdiction	Operational Noise Level [dB(A) Leq]			
1	R-1 (Single Family)/City	38			
2	R-1 (Single Family)/City	38			
3	R-1 (Single Family)/City	38			
4	R-1 (Single Family)/City	37			
5	A1U (Limited Agriculture Urban)/County	39			
6	C2U (Medium Commercial Urban)/County	42			
7	A1U (Limited Agriculture Urban)/County	43			
8	A1U (Limited Agriculture Urban)/County	43			

Table 5 Operational Noise Levels					
Receiver	Zoning/Jurisdiction	Operational Noise Level [dB(A) Leg]			
9	A1U (Limited Agriculture Urban)/County	42			
10	A1U (Limited Agriculture Urban)/County	41			
11	A1U (Limited Agriculture Urban)/County	39			
12	A1U (Limited Agriculture Urban)/County	41			
13	A1U (Limited Agriculture Urban)/County	42			
14	A1U (Limited Agriculture Urban)/County	43			
15	A1U (Limited Agriculture Urban)/County	43			
$dB(A) L_{eq} = A$	-weighted decibels equivalent noise level.				

As shown, operational noise levels would not exceed the County's most restrictive noise level limit of 45 dB(A) L_{eq} at the residential uses to north, east, and west. Additionally, as shown in Figure 6, operational noise levels would not exceed the County's industrial noise level limit at the property to the south. Further, Section 17.10.150 of the City's Municipal Code states noise levels shall not exceed five decibels above the ambient noise level of the area. As shown in Table 2, the ambient noise level on the project site ranged from 48.9 to 55.9 dB(A) L_{eq} . Operational noise levels would not exceed five decibels above the ambient noise level. Therefore, project operation would not result in noise levels that exceed City or County standards, and operational noise impacts would be less than significant.

6.0 Conclusions

Based on the preceding analysis, the project is not anticipated to generate construction or operational noise levels that exceed the applicable noise limits. Impacts associated with the project would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming Noise Specialist

JLF:jg

7.0 Certification

The following is a list of preparers, persons, and organizations involved with the noise assessment.

RECON Environmental, Inc.

Jessica Fleming, County-approved Noise Consultant Jennifer Gutierrez, Production Specialist Benjamin Arp, GIS Specialist Mr. Ramon Gonzalez Page 10 February 15, 2023

8.0 References Cited

Assured Environmental

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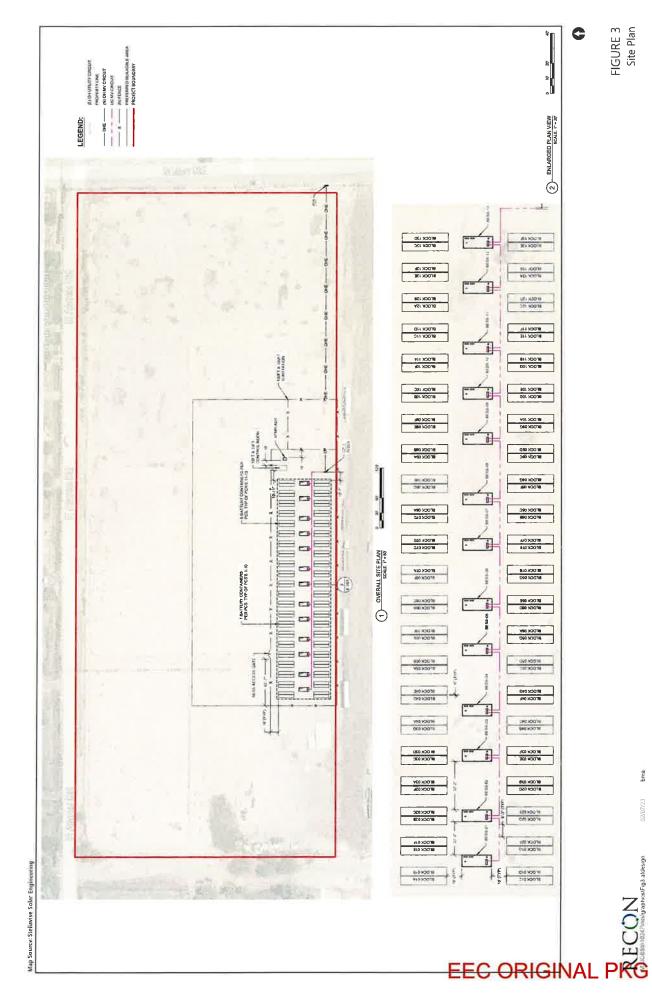




Project Boundary



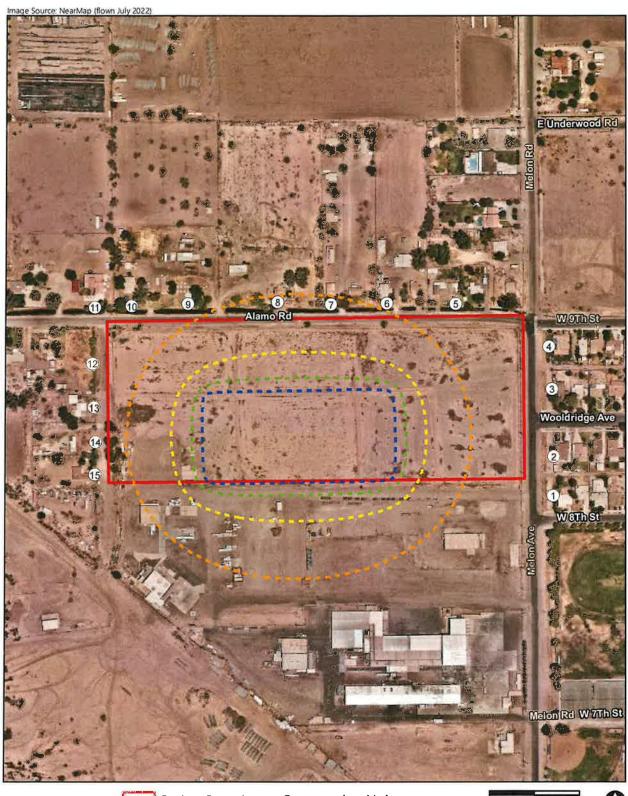




bma









Construction Noise

--- 60 dB(A) L_{eq}

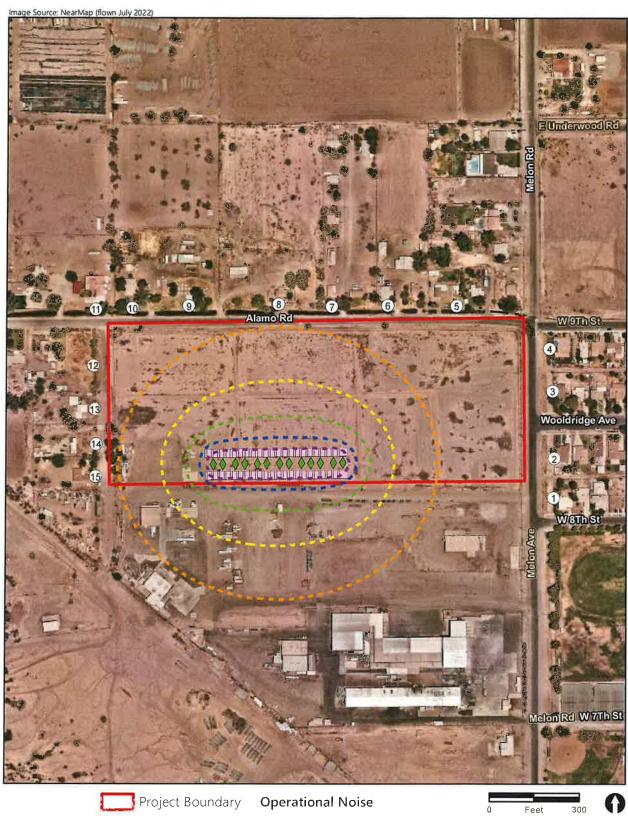
65 dB(A) L_{eq}

--- 70 dB(A) L_{eq}

--- 75 dB(A) Leq









Receivers

BESS

Operational Noise

••• 45 dB(A) L_{eq}

50 dB(A) L_{eq} • • • 55 dB(A) L_{eq}

-- 60 dB(A) Leq

== 65 dB(A) L_{eq}

FIGURE 6 Operational Noise Contours **EEC ORIGINAL PKG**

ATTACHMENTS

ATTACHMENT 1

Noise Measurement Data

10247 Holtville Peaker Noise Measurement Data

2						
Summary, File Name on Meter	LuT Date 207 c					
File Name on Meter File Name on PC	LxT_Data 207 s	Date 207 ldb!-				
File Name on PC Serial Number	LxT_0003896-20230203 105511-LxT					
	0003896					
Model	SoundTrack LxT®					
Firmware Version	2.404					
User	Cald account as other at to					
Location	Measurement 1					
Job Description						
Note						
Measurement			4			
Description						
Start	2023-02-03 10:55:11					
Stap	2023-02-03 11:10:31					
Duration	00:15:19.8					
Run Time Pause	00:15:00.8 00:00:19.0					
rause	00:00:19.0					
Pre-Calibration	2023-02-03 10:42:30					
Post-Calibration	None					
Calibration Deviation						
PROVING WITHOUT I						
Overall Settings RMS Weight	A Weighting					
Peak Weight	A Weighting A Weighting					
Detector	Slow					
Preamplifier	PRMLxT1					
Microphone Correction	Off					
Integration Method	Linear					
Integration Method Overload	unear 144.6 dB					
over ione	144.6 BB	c	2			
Under Range Peak	100.6	97,6	102.6	iB		
Under Range Limit	37.8	37.5	44.5			
Noise Floor	28.7	28 3	35.4			
Results						
LAcq	55,9					
LAE	85.4					
EA .	38,582 μPa²h					
EAB	1.234 mPa³h					
EA40	6,168 mPa³h					
LApeak (max)	2023-02-03 11:06:07	82.7 dB				
LASmax	2023-02-03 11:07:48	67.3 dB				
LASmin	2023-02-03 11:00:40	38,5 dB				
SEA	dB					
	80					
LAS > 60.0 dB (Exceedance Counts / Duration)	50	141,8 s				
LAS > 70.0 dB (Exceedance Counts / Duration)	0	0,0 s				
Apeak > 135.0 dB (Exceedance Counts / Duration)	٥	0.0 s				
Apeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s				
Apeak > 140.0 dB (Exceedance Counts / Duration)	0	0,0 s				
LCeq	61.0 dB					
LA _{eq}	55.9 dB					
LCeg - LAeg	5.2 dB					
Aleq	61.8 dB					
Aeq	55,9 dB					
Aleq - LAeq	5.9 dB					
				c		Z
	dB Time S	tamp	dB	Time Stamp	d8	Time Stamp
Leq	55,9		61.0		-	
LS(max)		3/02/03 11:07:48	-		-	
S(min)		3/02/03 11:00:40	-		-	
Peak(man)	82.7 202	23/02/03 11:06:07			1	
Overload Count	0					
Overload Duration	0,0 \$					
Dose Settings						
	OSHA-1	OSHA-2				
Pose Name	OSHA-1 5	OSHA-2 5 dB				
Bosk Settings Jose Name Schange Rate Threshold		5 dB 80 dB				
Oose Name Exchange Rate Threshold Criterion Level	5 90 90	5 dB 80 dB 90 dB				
Oose Name Exchange Rate Threshold Criterion Level	5 90	5 dB 80 dB				
Oose Name Exchange Rate ihreshold Criterion Level Criterion Duration	5 90 90	5 dB 80 dB 90 dB				
Oose Name Exchange Rate Threshold Criterion Level Criterion Duration	5 90 90	5 dB 80 dB 90 dB				. *
Oose Name Exchange Rate Christon Level Criterion Duration Country Cou	5 90 90	5 dB 80 dB 90 dB 8 h				
Oose Name Exchange Rate Criterion Level Criterion Duration Results Oose Projected Dose	5 90 90	5 dB 80 dB 90 dB 8 h			-	
Oose Name Exchange Rate Inhreshold Criterion Level Criterion Duration Results Oose Projected Dose WA (Projected) WA (t)	5 90 90 8	5 dB 80 dB 90 dB 8 h % 46 dB				
ose Name xchange Rate hreshold criterion Level criterion Duration cesults lose rojected Dose WA (Projected) WA (t)	5 90 90 8	5 dB 80 dB 90 dB 8 h % 46				
ose Name Suchange Rate Frieshold Criterion Level Criterion Duration Csults Oose WA (Projected) WA (t) ep (t)	5 90 90 8	5 dB 80 dB 90 dB 8 h % 46 dB				
oose Name acthange Rate Threshold Criterion Level criterion Duration coults coose rojected Dose WA (Projected) WA (t) ep (t)	5 90 90 8 40.8	5 dB 80 dB 90 dB 8 h % 46 dB				
oose Name xxchange Rate hreshold riterion Level criterion Duration desults dose rojected Dose WA (Projected) WA (t) ep (t) 14050165	5 90 90 8 40.8	5 dB 80 dB 90 dB 8 h % 46 dB		- 21		
ose Name Exchange Rate Threshold Criterion Duration Cesults Osse Togicted Dose WA (Projected) WA (t) Explication Control Contro	5 90 90 8 40.8 62.0 dB 60.2 dB	5 dB 80 dB 90 dB 8 h % 46 dB				
ose Name six hange Rate friterion Level civiterion Duration (exults lose WA (Projected) WA (t) ep (t) 14/15/105 A5.00 A33.30	5 90 90 8 40.8	5 dB 80 dB 90 dB 8 h % 46 dB				
Oose Name Exchange Rate Ihreshold	5 90 90 8 40.8 62.0 dB 60.2 dB 54.5 dB	5 dB 80 dB 90 dB 8 h % 46 dB				
ose Name xchange Rate hreshold riterion Level riterion Duration esuits tose rojected Dose WA (Projected) WA (t) ep (t) 1401165 45.00 410.00 433.30 450.00	5 90 90 8 40.8 62.0 dB 60.2 dB 54.5 dB 50.0 dB	5 dB 80 dB 90 dB 8 h % 46 dB				



10247 Holtville Peaker Noise Measurement Data

LxT_Data 208.s File Name on Meter LxT_0003896-20230203 112642-LxT_Data.208.ldbin File Name on PC Serial Number 0003896 SoundTrack LxT® Model 2.404 Firmware Version Location Measurement 2 Job Description Note Description 2023-02-03 11;26:42 Start Stop 2023-02-03 11:42:04 Duration 00:15:21.4 Run Time 00:15:02.3 00:00:19.1 Pre-Callbration 2023-02-03 10:42:25 Post-Callbration Calibration Deviation A Weighting RMS Weight Peak Weight A Weighting Detector Slow PRMLxT1 Preamplifier Microphone Correction Integration Method Linear 144.6 dB Overload 97.6 102.6 dB Under Range Peak 100.6 Under Range Limit Noise Floor 37.8 37.5 44.5 dB 35,4 dB 48.9 LAeq LAE 78.4 $7.715~\mu Pa^3h$ 246 252 µPa³h EAB EA40 1.231 mPa³h 2023-02-03 11:38:44 LApeak (max) 86.1 dB 2023-02-03 11:28:03 LASmax 64.D dB LASmin 2023-02-03 11:41:45 40.8 dB LAS > 60.0 dB (Exceedance Counts / Duration) LAS > 70.0 dB (Exceedance Counts / Duration)

LApeak > 135.0 dB (Exceedance Counts / Duration) 0 0,0 s 0,0 s LApeak > 137.0 dB (Exceedance Counts / Duration) 0 LAprek > 140.0 dB (Exceedance Counts / Duration) 0.0 s 60.5 dB LAeq LCeq - LAeq 48.9 dB 11.6 dB LAleq 52.3 dB LAeg 48.9 dB LAleq - LAeq 3.4 dB A dB Time Stamp Z dB Time Stamp dB Time Stamp Leq 60.5 48.9 L5(max) 64.0 2023/02/03 11:28:03 Ls(min) 2023/02/03 11:41:45 2023/02/03 11:38:44 Overload Duration 0.0 \$ Dose Settings OSHA-2 OSHA-1 Dose Name 5 dB Exchange Rate 90 80 dB 90 90 dB Criterion Level 8 8 h Criterion Duration Results Projected Dose % dB TWA (Projected) TWA (t) Lep (t) 33.8 33.8 dB Statistics LAS.00 52.8 dB LA10.00 51,3 dB LA33.30 47.4 dB

46.1 dB

45.0 dB

43.3 dB

LASO.00

LA66.60

LA90.00

10247 Holtville Peaker Noise Measurement Data

LxT_0003896-20230203 115809-LxT_Data 209.ldbin File Name on PC 0003896 Serial Number Firmware Version 2,404 User Location Job Description Note Measuremen Description Start 2023-02-03 11:58:09 Stop 2023-02-03 12:13:32 Duration Run Time 00:15:01.1 00:00:21.6 Pause Pre-Calibration 2023-02-03 10:42:25 Post-Calibration None Calibration Deviation Overall Setting Peak Weight A Weighting Detector Slow Preamplifier PRMLxT1 Microphone Correction Off Integration Method Linear 144.6 dB 100.6 97,6 102 6 dB Under Range Peak Under Range Limit 37.8 37,5 44.5 dB Noise Floor 28.7 35.4 dB LAE B2.0 17₋475 μPa³h EΑ 558.517 µPa³h EA40 2.793 mPa²h 2023-02-03 12:04:25 86,0 dB LApeak (max) 2023-02-03 12:08:46 70,7 dB LASmin 2023-02-03 12:10:55 38.6 dB LAS > 60.0 dB (Exceedance Counts / Duration) LAS > 70.0 dB (Exceedance Counts / Duration) 25.4 s 2,9 s LApeak > 135.0 dB (Exceedance Counts / Duration) 0 0.0 s LApenk > 137.0 dB (Exceedance Counts / Duration) 0.0 s LApeak > 140.0 dB (Exceedance Counts / Duration) 62.7 dB LCeq LAeq LCeq - LAeq 10.2 dB LAleq 54.1 dB LAfeq - LAeq 1.7 dB dB | Time Stamp dB Time Stamp dB Time Stamp 52.4 62.7 LS(max) 70.7 2023/02/03 12:08:46 Ls(min) 38.6 2023/02/03 12:10:55 2023/02/03 12:04:25 LPenk(max) 86.0 0 Overload Count Overload Duration 0.0 s Dose Settings Dose Name Exchange Rate 5 dB 80 dB Threshold Criterion Level Criterion Duration 8 8 h Projected Dose TWA (Projected) dΒ TWA(t) dB 37.4 37.4 dB Lep (t) Statistic LA10.00 54.4 dB 47.1 dB LA33.30 44.7 dB

43.2 dB

40.6 dB

LA66.60

LA90.00

ATTACHMENT 2

SoundPLAN Data – Construction

10247 Holtville Peaker SoundPLAN Data - Construction

		Noise		Corrections	
Source name	Reference	Level	Cwall	CI	CT
		dB(A)	dB(A)	dB(A)	dB(A)
Construction	Lw/unit	115.9	_	_	_

10247 Holtville Peaker SoundPLAN Data - Construction

	Coord	linates	Noise
No.	X	Υ	Level
	(me	ters)	dB(A)
1	650832.11	3632119.27	55.0
2	650832.11	3632158.96	55.3
3	650829.99	3632227.75	55.2
4	650826.29	3632270.62	54.8
5	650731.04	3632313.48	57.3
6	650661.19	3632313.48	59.5
7	650604.57	3632311.89	60.5
8	650550.06	3632314.01	60.4
9	650458.52	3632311.36	58.8
10	650401.37	3632308.72	56.9
11	650363.80	3632307.13	55.6
12	650362.21	3632249.98	56.9
13	650364.33	3632205.53	57.7
14	650365.91	3632170.60	57.9
15	650365.39	3632137.27	57.6

ATTACHMENT 3

SoundPLAN Data – Operation

10247 Holtville Peaker SoundPLAN Data - Operation

	Coord	Coordinates			
No.	X	Υ	Level		
	(me	ters)	dB(A)		
1	650832.11	3632119.27	37.9		
2	650832.11	3632158.96	38.0		
3	650829.99	3632227.75	37.6		
4	650826.29	3632270.62	37.2		
5	650731.04	3632313.48	39.4		
6	650661.19	3632313.48	41.6		
7	650604.57	3632311.89	43.0		
8	650550.06	3632314.01	43.3		
9	650458.52	3632311.36	42.2		
10	650401.37	3632308.72	40.6		
11	650363.80	3632307.13	39.4		
12	650362.21	3632249.98	41.1		
13	650364.33	3632205.53	42.4		
14	650365.91	3632170.60	43.1		
15	650365.39	3632137.27	43.1		

				Naise
Source	name			Level dB(A)
1	1,Fl	37.9	0.0	
BESS1 BESS2				11.7 11.8
BESS3				11.8
BESS4				11.9
BESSS BESSS				11.9 12.0
BESS7				12.0
BESS8				12.0
BESS9 BESS10				12.1
BESS11				12.2
BESS12				12.2
BESS13 BESS14				12.3
BESS15				12.3
BESS16				12.4
BESS17 BESS18				12.5
BESS19				12.5
BESS20				12.6
BESS21 BESS22				12.6
BESS23				12.7
BESS24				12.8
BESS25 BESS26				12.8
BESS27				12.9
BE5528				13.0
BESS29 BESS30				13.0 13.1
BESS31				13.1
BESS32				13.2
BESS33 BESS34				13.3
BESS3S				13.2
BESS36				13.4
BESS37 BESS38				13.4
BESS39				13.5
BESS40				13.6
BESS41 BESS42				13.6
BESS43				13.7
BESS44				13.6
BESS45 BESS46				13.0
BESS47				13.9
BESS48				140
BESS49 8ESS50				14.1
BESS51				14.2
BESS52 BESS53				14.2
BESS54				14.3
BESSS5				14.4
BESSS6 BESSS7				14.4
BESS58				14.6
BESS59				14.6
BESS60 BESS61				14.7
BESS62				14.8
BESS63				14.8
BESS64 BESS6S				14.9
BESS66				15.0
BESS68				15.2
BESS69				15.2
BESS70				15.3
BESS71 BESS72				15.3
9ESS73				15.4
BESS74				15.5
BESS75 BESS76				15.7
BESS77				15.7
BESS78				15.8
BESS79 BESS80				15.0
BESS81				15.9
BESS82				16.0
BESS83 BESS84				16.1 16.2
BESS85				16.2
BESS86 BESS87				16.1
BESS87 BESS88				16.5
Inverter				21.9
Inverter				22.2
Inverter :				23.0
Inverter !	5			23.4
Inverter				23.8
Inverter				24.7
Inverter !	9			25.3
Inverter				25.7 26.2
Inverter				26.8
inverter '	13			27.3

2	1.FI	380	00	
BESS1	LFI	300	00	11.8
BESS2				11.9
BESS3 BESS4				11.8 11.9
BESSS				12 0
BESS6				12.0 12.0
BESS7 BESSB				12.0
BESS9				12.2
BESS10 BESS11				12.2 12.2
BESS12				12.2
BESS13				12.4
BESS14				12.4 12.3
BESS16				12.4
BESS17 BESS18				12.5 12.6
BESS19				12.5
BESS20				12.6
BESS21 BESS22				12.7 12.8
BESS23				12.7
BESS24 BESS25				12.8 12.9
BESS26				13.0
BESS27 BESS28				12.9 13.0
BESS29				13.1
BESS30				13.2
BESS31 BESS32				13.1 13.2
BESS33				13.3
BESS34				13.4
BESS35 BESS36				13.3 13.4
BESS37				13.5
BESS38 BESS39				13.6 13.5
BESS40				13.6
BESS41				13.7
BESS42 BESS43				13.8 13.7
BESS44				13.8
BESS45 BESS46				13.9 14.0
BESS47				13.9
BESS48				14.0
BESS49 BESS50				14.2 14.2
BESSS1				14.2
BESS52 BESS53				14.2 14.4
BESS54				14.5
BESS55				14.4
BESS56 BESS57				14.5 14.6
BESS58				14.7
8ESS59 8ESS60				14.6 14.7
BESS61				14.9
BESS62				14.9
BESS63 BESS64				14 9 14.9
BESS65				15.1
BESS66 BESS67				15.2 15.1
BESS68				15.2
BESS69 BESS70				15.3
BESS70				15.4 15.3
BESS72				15.4
BESS73 BESS74				15.6 15.7
BESS75				15.6
BESS76 BESS77				15.7 15.9
BESS78				15.9
BESS79				15.9
BESSB0 BESSB1				15.9 16.1
BES582				16.2
BESSB3 BESSB4				16.1 16.2
8ESS85				16.4
BESS86				16.5
BESS87 BESS88				16.4 16.5
Inverter				21.9
Inverter :				22.2 22.7
Inverter 4	4			23.0
Inverter !				23.5 23.9
Inverter (24.4
Inverter l	3			248
Inverter !				25.4 25.8
Inverter 1	11			26.3
Inverter :				26.9 27.5
HINGLIGI	-			21.3

3	1,FI	376	0.0	
	G1	31 0	0.0	
BESS1				117
BESS2				11 B
BESS3				11.6
BESS4				11.6
BESS5				11.9
BESS6				11.9
BESS7				11.8
BESS8				11.8
BESS9				12.1
BESS10				12.1
BESS11				11.9
BESS12				12 0
BESS13				12 2
BESS14				12.3
BESS15				12.1
BESS16				12.1
BESS17				12.4
				12.5
BESS18				
BESS19 BESS20				123
BESS21				12 3
				12.6
BESS22				127
BESS23				12 5
BESS24				12 5
BESS25				12 8
BESS26				12 8
BESS27				12 6
BESS28				12.7
BESS29				13.0
BESS30				13.0
BESS31				12 B
BESS32				12.9
BESS33				13 2
BESS34				13.2
BESS35				13 0
BESS36				13 1
BESS37				13.4
BE5538				13.4
BESS39				13 2
BESS40				13,3
BESS41				13.6
BESS42				13 6
BESS43				13.4
BESS44				13.5
BESS45				13.8
BESS46				13.8
BESS47				13 6
BESS48				13.7
BESS49				14.0
				14.0
BESS50				
BESS51				13.8
BESS52				13.9
BESS53				14.2
BESSS4				14.3
BESS55				14.0
BESS56				14.1
BESS57				14.4
BESS58				14.5
BESS59				14.2
BESS60				14.3
BESS61				14.6
BESS62				14.7
BESS63				14.4
BESS64				145
BESS65				14 9
BESS66				14.9
BESS67				14.6
BESS68				147
BESS69	*			15.1
BESS70				15.2
BESS71				14.9
BESS72				149
BESS73				15.3
BESS74				15 4
BESS75				15 1
BESS76				15 2
BESS77				15 6
BESS78				15.7
BESS79				153
BESSBO				15.4
9ESS81				15 8
BESS82				15.9
BESS83				15.6
BESS84				15 6
BESS8S				161
BESSB6				16.2
BESS87				15 B
BESS88				15 9
Inverter 1				217
Inverter 2				22.0
Inverter 3				22 4
Inverter 4				22 8
Inverter 5				23 2
inverter 6				236
inverter o Inverter 7				24.1
inverter 6 Inverter 6				24.1
Inverter 6 Inverter 9				25 0
Inverter 9 Inverter 10	,			25.4
Inverter 10 Inverter 11				25.4
Inverter 13 Inverter 12				264
merter la	-			204

4	1FI	37 2	00	
BESS1		312		11.5
BESS2				11.6
BESS3 BESS4				11.3 11.4
BESS5				11.7
BESS6				117
BESS7 BESS8				11.5 11.5
BESSS				11 9
BESS10				11.9
BESS11 BESS12				11.7 11.7
8ESS13				12.0
BESS14 BESS15				12 1 11 8
BESS16				11.9
BESS17				12 2
BESS18 BESS19				12 2 12 0
BESS20				12 0
BESS21 BESS22				12.4 12.4
BESS23				12.4
BESS24				12.2
BESS25 BESS26				12 5 12 6
BESS27				123
BESS28 BESS29				12.4 12.7
BESSED				12.8
BESS31				12.5
BESS32 BESS33				12.5 12.9
BESS34				13.0
BESS35 BESS36				12.7 12.7
BESS37				13 1
BESS38				13 2
BESS39 BESS40				12.8 12.9
BESS41				13.3
BESS42				13 3
BESS43 BESS44				13 0 13 1
BESS4S				13 5
BESS46 BESS47				13 5 13 2
BESS48				13,3
BESS49 BESS50				13.7 13.7
8ESS51				13.4
BESS52 BESS53				13.4 13.9
BESSS4				13.9
BESSSS				13 6
BESSS6 BESSS7				13,6 14.1
BESS58				14.1
BESS59 BESS60				13 B 13 B
BESS61				14 3
BESS62 BESS63				14.3 14.0
BESS64				14.0
8ESS65				14.5
BESS66 BESS67				14.6 14.2
BESS68				14.2
BESS69 BESS70				14.7 14.8
BESS71				14.4
BESS72 BESS73				14 4 14 9
BESS74				14 9 15 0
BESS75				14.6
BESS76 BESS77				14.6 15.1
BESS78				15 2
BESS79 BESS80				14.8 14.8
BESS81				15.4
BESS62				15 4
BESSB3 BESSB4				15.0 15.0
862238				15.6
BESS86 BESS87				15.7 15.2
BESS88				15 2
Inverter 1 Inverter 2				21 4 21 7
Inverter 2				21 7 22 1
Inverter 4				22.4
Inverter 5 Inverter 6				22 9
Inverter 7				23 6
Inverter 8 Inverter 9				24.5
Inverter 1	0			249
Inverter 1				25.2
Inverter 1				25 8 26 2

5	1FI	39.4	0.0	
BESS1				13.6
BESS3				13.6
BE554				13.2
BESSS				13.7
BESS6				13.8
BESS7				13.3
BESS8				13.4
BESS9				13.9
BE5510				14.0
BESS11				13.5
BESS12				13.6
BESS13				14.1
BESS14 BESS15				14.2
BESS16				137
BESS17				143
BESS18				14.3
BESS19				13.9
BESS20				13.9
BESS21				145
BESS22				145
BESS23				14.0
BESS24 BESS25				14.1
BESS26				14.7
BE5527				14.2
BESS2B				14.3
BESS29				14.9
BESS30				14.9
BESS31				14.4
BESS32				14.4
BESS33				151
BESS34				151
BESS35 BESS36				14.6
BESS37				15.3
BESS38				15.3
BESS39				14.7
BESS40				14.6
BESS41				15.5
BESS42				15.5
BESS43				14.9
BESS44				15.0
BESS45				15.7
BESS46				15.7
BESS47 BESS48				15.1
BESS49				15.9
BESS50				15.9
BESS51				15.3
BESS52				15.3
BES553				16.1
BESS54				16.1
BESS55				15.4
BESS56				15.5
BESS57 BESS58				16.1
BESSS9				16.3 15.6
BESS60				15.7
BESS61				16.5
BESS62				
BESS63				15.8 15.9
BESS64				
BESS65				16.7
BESS66				16.7
BESS67 BESS68				16-0 16-0
BESS69				16.9
BESS70				17.0
BESS71				16.2
BESS72				30.5
BESS73				17.1
BESS74				12.2
BESS75				16.3
BESS76				16.4
BESS77 BESS78				17.3 17.4
BESS79				16.5
BESS80				16.6
BESS81				17.5
BESS82				17.6
BESS83				16.7
BESS84				16.7
BESS85				17.7
BESS86				17.8
BESS87				16.8
BESSØØ Inverter 1				23.8
inverter i Inverter 2				241
inverter 2 Inverter 3				12/22/20
Inverter 4				24.5
Inverter 5				25.3
Inverter 6				25.7
inverter 7				261
Inverter B				265
Inverter 9				27.0
Inverter 10				273
Inverter 11				27.7 28.2
Inverter 12 Inverter 13				282
vener la				-43

6	1.6	41.6	00	
BESS1		11.5		15.6
BESS2				15.7
BESS3 BESS4				15.0
BESS5				15.1 15.8
BESS6				15 9
BESS7				15.2
BESS8 BESS9				15 3 16 0
BESS10				16.1
BESS11				15.4
BESS12				15 4
BESS13 BESS14				16 2 16 3
BESS15				15.6
BESS16				15.6
BESS17				16.4
BESS18 BESS19				16.5 15.7
BESS20				15.8
BESS21				16.6
BESS22 BESS23				16 7 15 9
BESS24				16 0
BESS25				168
BESS26 BESS27				16.9 16.1
BESS28				16,1
BESS29				17.0
BESS30 BESS31				17.1
BESS32				16.3 16.3
BESS33				17.2
BESS34				17.3
BESS35				16 4 16 5
BESS36 BESS37				17.4
8ESS38				17.5
8ESS39				16 6
BESS40 BESS41				16.7 17.6
BESS42				17,7
BESS43				168
BESS44 BESS45				16.8 17.8
BESS46				17.9
BESS47				16.9
BESS48				17 0
BESS49 BESS50				18 0 18 1
BESS51				17.1
BESS52				17.1
BESS53 BESS54				18 2 18 3
BESSSS				173
BESS56				17.3
BESSS7 BESSSB				18.4 18.5
BESS59				17.4
BESS60				17 5
BESS61				18.6
BESS62 BESS63				18 6 17 6
BESS64				17.6
BESS65				18 8
BESS66 BESS67				18 B 17 7
BESS68				177
BESS69				18 9
BESS70 BESS71				19.0 17.8
BESS72				17.9
BESS73				19.1
BESS74				19.1
BESS75 BESS76				18 O
BESS77				19 2
8ESS78				19 3
BESS79 BESS80				18.1 18.1
BESS81				19.4
BESS82				19.4
E8223B				18.2
BESS84 BESS85				18 2 19 5
BESS86				19.5
BESS87				18 3
BESSAB Inverter 1				18 3 26 2
Inverter 2				26 5
Inverter 3				27 0
Inverter 4				27.4
Inverter 5 Inverter 6				27.9 28.2
Inverter 7				28.7
Inverter 8				29.0
Inverter 9 Inverter 1				29.4 29.7
Inverter 1				30.0
Inverter 1	2			30.3
Inverter 1	3			305

7	1.Fl	43 0	00	
BESS1				17.4
BESS2 BESS3				17.5 16.6
BESS4				16.6
BESS5 BESS6				17.6 17.7
BESS7				16.8
BESS8 BESS9				15.8 17.8
BESS10				17.9
BESS11 BESS12				16.9 17.0
BESS13				18.0
BESS14 BESS15				18.1 17.1
BESS16				17.1
BESS17 BESS18				18.2 18.3
BESS19				17.2
BESS20 BESS21				17.3 18.4
BESS22				18.4
BESS23 BESS24				17.4 17,4
BESS25				18.6
BESS26 BESS27				18.6 17.5
BESS28				17.6
BESS29 BESS30				18.7 18.8
BESS31				17.7
BESS32 BESS33				17.7 18.9
BESS34				19.0
BESS35 BESS36				17.8 17.9
BESS37				19.1
BESS38 BESS39				19.1 18.0
BESS40				18.0
BESS41 BESS42				19.2 19.3
BESS43				18.1
BESS44 BESS45				18.1 19.4
BESS46				19.4
BESS47 BESS48				18.2 18.2
BESS49				19.5
BESSSO BESSS1				19.5 18.3
BESS52				18.3
BESS53 BESS54				19.6 19.7
BESS55				18.4
BESSS6 BESSS7				18.4 19.7
BESS58				19.8
BESS59 BESS60				18.5 18.5
BESS61 BESS62				19.8 19.8
BESS63				18.5
BESS64 BESS65				18.5 19.9
BESS66				19.9
BESS67 BESS68				18.6 18.6
BESS69				19.9
BESS70 BESS71				20.0 18.6
BESS72				18.6
BESS73 BESS74				20.0 20.0
BESS75				18.6
BESS76 BESS77				18.7 20.0
BESS78				20.0
BESS79 BESS80				18.7 18.7
BESS81				20.0
BESS83 BESS83				20.0 18.7
BESS84				18.7
BESS85 BESS86				20.0 20.0
BESS87				18.7
BESSBB Inverter 1				18.6 28.3
Inverter 2 Inverter 3				28.5 29.1
Inverter 4	ı			29.4
Inverter 5				29.8 30.1
Inverter 7				30.4
Inverter 8 Inverter 9				30.6 30.8
Inverter 1	0			31.0
Inverter 1 Inverter 1				31.0 31.1
Inverter 1				31.1

8	1FI	43 3	0.0	
BESS1 BESS2				18,8
BESS3				18 9
BESS4				17,7 17,8
BESSS BESSS				19 0
BESS7				19 0 17.9
BESSB				17.9
8ESS9 8ESS10				19.1
8ESS11				19.2 18.0
BESS12 BESS13				18 0
8ESS14				19 <u>.3</u> 19.3
BESS15				181
BESS16 BESS17				181
BESS18				19.4 19.4
BESS19 BESS20				18 2
BESS21				18.2 19.5
BESS22				195
BESS23 BESS24				18 2
BESS25				18 3 19 6
BESS26 BESS27				19 6
BESS28				18.3 18.3
BESS29				197
BESS30 BESS31				19.7 18.4
BESS32				18.4
BESS33 BESS34				197
BESS35				19.7 18.4
BESS36 BESS37				18.4
BESS38				19 8 19 8
BESS39				18.5
BESS40 BESS41				18.5
BESS42				19 8 19 8
8ESS43 8ESS44				18.5
BESS45				18 <u>.5</u> 19 8
BESS46 BESS47				19 8
BESS48				18 5 18 5
BESS49				19.8
BESS50 BESS51				19.8
BESS52				18.5 18.5
BESS53 BESS54			1	19.8
BESS55				9.8 8.5
BESS56 BESS57			1	8.5
BESS58				9.7 9.7
BESSS9 BESS60				34
BESS61				34 97
BESS62			19	
BESS63 BESS64			18 18	
BESS65			19	
BESS66 BESS67			19.	-
BESS68			18. 18.	-
BESS69 BESS70			19.	
BESS71			19. 18	
BESS72 BESS73			18.3	3
BESS74			19.4 19.4	
BESS7S BESS76			18 2	
BESS77			18.2 19.3	
BESS78			19.3	
BESS79 BESS80			18 1	
BESS81			18 1 19 2	
BESS82 BESS83			19.1	
BESS84			18.0 18.0	
BESS85 BESS86			19.0	
8ESS87			19.0 17 9	
BESS88			17.9	
Inverter 1 Inverter 2			29 9	
Inverter 3			30.1 30.4	
Inverter 4 Inverter 5			30.6	
Inverter 6			30.7 30.8	
inverter 7 inverter 8			308	
Inverter 9			30.8 30.7	
inverter 10			30.6	
Inverter 11 Inverter 12			30.5	
Inverter 13			30.2 30.0	

9	1Fl	42 2	0.0	
BESS1				19.8
BESS2				19.8
BESS3 BESS4				18 5 18 5
BESS5				197
BESS6				19 7
BESS7 BESS8				18.4 18.4
BESS9				19 6
BESS10				19 6
BESS11 BESS12				18.4
8ESS13				19.5
8ESS14				19.5
BESS15 BESS16				18 3 18 3
BESS17				19.4
BESS18				19.4
BESS19 BESS20				18 2 18 2
BESS20				19.3
BESS22				193
BESS23				181
BESS24 BESS25				18.1 19.2
BESS26				19.2
8ES\$27				18.0
BESS28 BESS29				18 O 19.1
BESS30				19.0
BESS31				17,9
BESS32 BESS33				17.9 18.9
BESS34				18.9
BESS35				17.8
BESS36 BESS37				17 8 18 7
BESS3B				18.7
BESS39				177
BESS40 BESS41				17 6 18 6
BESS42				18.5
BESS43				17.5
BESS44 BESS45				17,5 18.4
BESS46				18 3
BESS47 BESS48				17.4
BESS49				17 3 18 2
BESS50				18 2
BESSS1 BESSS2				17.2 17.2
BESSS3				18 0
BESSS4				18 0
BESSSS BESSSS				17 1 17 0
BESS57				17.8
BESS58				17 8
BESSS9 BESS60				16 9 16 9
BESS61				176
BESS62 BESS63				17 6 16 8
BESS64				16 7
BESS6S				17.4
BESS66				17.4
BESS67 BESS68				16 6 16 6
BESS69				17 2
BESS70 BESS71				17 2 16 4
BESS72				16.4
BESS73				170
BESS74 BESS75				17 0 16 3
BESS76				16 2
BESS77				16 8
BESS78 BESS79				16 8 16 1
BESSEO				16.1
BESS81				16 6
BESS82 BESS83				16 6 15 9
BE5584				15.9
BESS85				16.4
BESS86 BESS87				16.4 15.8
BESS88				157
Inverter				30.8 30.6
Inverter :				30 6 30.4
Inverter -	4			30 2
Inverter !	5			29 9 29 6
Inverter i				29 2
Inverter I	В			28 9
Inverter !				28 5 28.1
Inverter 1	11			27.8
Inverter 1	12			27.3
Inverter 1	12			270

10	1 FI	40 6	0.0	
BESS1				18.8
BESS2				18.8
BESS3				17,7
BESS4 BESS5				17.7 15.7
BESS6				18.6
BESS7				17.6
BESS8				17.6
BESS9				18.5
BESS10 BESS11				18.4
BESS11				17.4
BESS13				10.2
BESS14				18.2
BESS15				17.3
BESS16				173
BESS17 BESS18				18.1
BESS19				17.2
BESS20				17,1
BESS21				17.9
BESS22				17.9
BESS23 BESS24				17.0
BESS25				17.7
BESS26				17.7
BESS27				16.8
BESS28				15.8
BESS29				17.5
0ESS30 BESS31				17.5
BESS32				16.6
BESS33				17.3
BESS34				17.3
BESS35				16.5
BESS36 BESS37				16.5
BESS38				17.1
BESS39				16.3
BESS40				16.3
BESS41				16,9
BESS42				16.9
BESS43 BESS44				16.1
BESS45				16.7
BESS46				16.6
BESS47				16.0
BESS48				15.9
BESS49				16.5
BESSSO BESSS1				15 8
BESS52				15.8
BESS53				163
BESS54				16.2
BESS55				13.6
BESS56 BESS57				15.6 16.1
BESS58				16.0
BESS59				13.5
BESS60				15.4
BESS61				15.8
BESS62 BESS63				15.3
BESS64				15.2
BESS65				15.7
BESS66				15.6
BESS67 BESS68				151 151
BESS69				15.5
BESS70				15.4
BESS71				14.9
BESS72				149
BESS73 BESS74				15.3
BESS75				14.8
BESS76				14.7
BESS77				15.1
BESS78				15.0
BESS79 BESS80				14.6
BESS61				14.9
BESS82				14.8
BESS83				14.4
BESS84				14.4
BESS85 BESS86				147
BESS86 BESS87				14.2
BESS88				14.2
Inverter				29.6
Inverter				293
Inverter				28.9
Inverter				281
Inverter				27.8
Inverter				27.5
Inverter				25.9
Inverter				265
Inverter				261 25.8
Inverter				25.3
Inverter				250

11			=	
BESS1	1 Fi	39 4	0.0	17.8
BESS2				17,7
BESS3				16.9
BESS4				16.9
BESS5				17.6
BESS6 BESS7				17.5 16.7
BESSB				16.7
BESS9				12.4
BESS10				17.3
BESS11 BESS12				16.6
BESS13				172
BESS14				17.1
BESS15				16.4
BESS16 BESS17				16.3
BESS18				16.9
BESS19				16.2
BESS20				16.2
BESS21 BESS22				16.8 16.7
BESS23				16:0
BESS24				16.0
BESS25				16.6
BESS26 BESS27				16.5 15.9
BESS28				15.8
BESS29				15.4
BESS30				16.3
BESS31				15.7
BESS32 BESS33				15.6
BESS34				16.2
BESS35				15.5
BESS36				15.5
BESS37 BESS38				15.0
BESS39				44.9
BESS40				15.3
BESS41				
BESS42				15.7
BESS43 BESS44				15.2
BESS45				15.5
BESS46				15.5
BESS47				15.0
BESS48 BESS49				14.9
BESS50				15.3
BESS51				14.6
BESS52				14.7
BESS53				15.2
BESS54 RESS55				14.6
BESS56				14.6
BESS57				15.0
BESS58				14.9
BESS59 BESS60				14.5
BESS61				14.8
BESS62				14.7
BESS63				14.3
BESS64 BESS65				14.2
BE5566				14.5
BESS67				141
BESS68				14.0
BESS69 BESS70				14.4
BESS70				13.9
BES572				13.9
BESS73				14.2
BESS74				14.1
8ESS75 8ESS76				13.7
BESS77				14.0
BESS78				13.9
BESS79				13.6
BESSB0 BESSB1				13.5 13.8
BESS82				13.8
BESS83				13.4
BESS84				13.4
BESS85				11.6
BESS86 BESS87				13.6
BESSBB				13.2
Inverter	1			28.4
Inverter	2			281
Inverter	3			27.6
Inverter :				27.3 26.8
Inverter				26.4
Inverter	7			259
Inverter				25.6
Inverter				251
Inverter				24.5
Inverter	12			24.0
Inverter				23.7

12	16	41.1	0.0	
BESS1 BESS2				200
8ESS3				19.9 19.1
BESS4				19 0
BESSS BESS6				197
BESS7				19.6 18.8
BESSB				18.7
BESS9 BESS10				19.3
BESS11				19.2 18.5
BESS12 BESS13				18.5
BESS14				19.0
8ESS15				18 9 18 3
BESS16 BESS17				18 2
BESS18				18 7 18 6
BESS19 BESS20				18 0
BESS21				17.9 18.4
BESS22				18.3
BESS23 BESS24				17 8
BESS25				17.7 18.1
BESS26 BESS27				18 0
9ESS28				17.5 17.4
BESS29				17.8
BESS30 BESS31				17.8
BESS32				17.3 17.2
BESS33				176
BESS34 BESS35				17.5
BESS36				17 0 16 9
8ESS37 8ESS38				17.3
9E2239				17.2 16.8
BESS40				16.7
BESS41 BESS42				17.0
BESS43				16 9 16 5
BESS44 BESS45				16 4
BESS46				16,7 16 7
BESS47				16 3
BESS48 BESS49				16 2
BESS50				16 5 16 4
BESSS1 BESSS2				16.0
BESS53				60
BESS54				62 62
8ESS55 8ESS56				5 8
BESSS7				5.7 5.0
BESSS8 BESSS9			15	5.9
BESS60			15	6
BESS61			15	
BESS63			15	
BESS64			15 15	
BESS65 BESS66			15	5
BESS67			15 15	
8E5S68			15	
BESS69 BESS70			15 3	
BESS71			15 2	
BESS72 BESS73			14 9	
BESS74			15.0 15.0	
BESS75			147	
BESS76 BESS77			14.6	
BESS78			14.8 14.8	
BESS79 BESSBO			14.5	
BESS81			14 4 14 6	
BESS82			14.5	
BESS83 BESS84			14.3	
BESS85			14.2 14,4	
BESS86 BESS87			14.3	
BESS88			14.0	
Inverter 1			31 1	
Inverter 2 Inverter 3			30.6	
Inverter 4			29.8 29.3	
Inverter 5 Inverter 6			28.6	
Inverter 6 Inverter 7			281	
Inverter 8			275	
Inverter 9 Inverter 10			264	
inverter 11			26.0 25.6	
Inverter 12 Inverter 13			25 1	
verter 13			24.7	

13	16	424	00	
BESS1 BESS2				21.6
8ESS3				21.5 20,9
BESS4 BESS5				20.8
95238				21.2
BESS7				21.0 20.5
8ESS8 8ESS9				20.4
BESSTO				20.7 20.6
BESS11 BESS12				20.1
BESS13				20.0
BESS14				20.3 20.2
BESS15 8ESS16				19.8
BESS17				19.6 19.9
812238 912238				19.8
BESS20				19.4 19.3
BESS21 BESS22				19.5
BE2253				19.4
BESS24				19.1 19.0
8ESS25 8ESS26				19.2
BESS27				19.1 18.7
BESS28				18.6
BESS30				18.8
BESS31				18.7 18.4
BESS33				18.3
BESS34				18.5 18.4
BESS35 BESS36			1	8.1
BESS37				8.0 8.1
BESS38 8ESS39				B.O
BESS40				? a
BESS41 BESS42			17	7.7 1.8
BESS43			17	.7
BESS44			17.	
BESS45 BESS46			17.	5
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BESSS1 BESSS2			16.9	
BESS53			16.8 16.9	
8ESS54 8ESS55			16.8	
BESS56			16.6 16.6	
BESSS7 BESSSB			16.6	
BESS59			16.6	
BESS60 BESS61			16.4 16.3	
BESS62			16.4	
BESS63 BESS64			16.3 16.1	
BESS65			16.0	
BESS66			16.1 16.0	
BESS67 BESS68			15.9	
BESS69			15.8 15.8	
BESS70 BESS71			15.8	
BESS72			15,6 15,5	
BESS73 BESS74			15.6	
BESS75			15.5 15.4	
BESS76 BESS77			15.3	
BESS78			15.3 15.3	
BESS79 BESS80			15.1	
BESS81			15.1	
BESSB3			15.1 15.0	
BESS84			14.9	
BESSOS			14.8 14.8	
BESS86 BESS87		1	4.8	
BESS88			4.7 4.6	
Inverter 1 Inverter 2		33	3.2	
Inverter 3		32 31	2.4 1.5	
Inverter 4 Inverter 5		30	1.8	
Inverter 6		29 29.		
Inverter 7 Inverter B		28.		
Inverter 9		28,		
Inverter 10 Inverter 11		27. 26.		
Inverter 12		26.3	3	
Inverter 13		25.7 25.3		

14 BESS1	1FI	431	00	22.3
BESS2				22.2
BESS3 BESS4				21.8
BESS5				21.8
BESS6 BESS7				21.5
BESSB				21.4
BESS9 BESS10				213
BESS11				210
BESS12 BESS13				20.9
BESS14				20.7
BESS15 BESS16				20.5
BESS17				20.4
BESS18 BESS19				20.3
BESS20				20.1
BESS21 BESS22				19.9
BESS23				19.5
BESS24 BESS25				19.7
BESS26 BESS27				19.6 19.5 19.4 19.7
BE\$528				19.3
BESS29 BESS30				19.1
BESS31				19.0
BESS32 BESS33				18.9
BESS34				18.7
BESS35 BESS36				18.7 18.6
BESS37				18.5
BESS3B BESS39				18.4
BESS40				18.2
BESS41 BESS42				18.2
BESS43				18.0
BESS44 BESS45				17.0
BESS46 BESS47				17.7
8ESS48				17.6
BESS49 BESS50				17.5
BESS51				17.4
BESS52 BESS53				17.3
BESS54				17.1
BESSSS BESSSS				171
BESS57				16.9
BESSS8 BESSS9				16.8 16.8
8ESS60 8ESS61				167
BESS62				16.5
BESS63 BESS64				16.4
BESS65				16.3
BESS66 BESS67				16.2
BESS68				161
BESS69 BESS70				16.0 16.0
BESS71				160
BESS72 BESS73				15.8
BESS74 BESS75				15.7 15.7
BESS76				15.6
BESS77 BESS78				15.5
BESS79				15.4
BESS80 BESS81				15.4
BESS82				15.2
BESS83 BESS84				15.2
BESS85				15.0
8ESS86 8ESS87				15.0 15.0
BESSBB				14.9
Inverter Inverter				343 334
Inverter	3			323 315
inverter Inverter	5			306
Inverter Inverter				29.9 29.1
Inverter	8			28.5
Inverter Inverter				27.7
Inverter	11			26.7
Inverter inverter				26.1
	-			

15	16	43 1	0.0	
BESS1			-10	22.1
BESS2 BESS3				22.0
BESS4				22.3 22.1
BESSS BESSS				21.6
BESS7				215
BESS8				21.8 21.6
BESS9 BESS10				21.1
BESS1T				21.0 21.3
BESS12				21.1
BESS13 BESS14				207
BESS15				20.6 20.8
BESS16 BESS17				207
BESS18				20.3 20 1
BESS19				20.4
BESS20 BESS21				20 2 19.9
BESS22				19.7
BESS23 BESS24				20.0
BESS25				19.8 19.5
BESS26 BESS27				19.3
BESS28				19.6 19.4
BESS29				19.1
BESS30 BESS31				19.0
BESS32				19.2 19.1
BESS33 BESS34				18 7
BESS35				18 6 18 6
BESS36				18 7
BESS37 BESS38				18.4 18.3
BESS39				18.4
BESS40 BESS41				18 3
BESS42				18 0 17.9
8E5S43 8F5S44				18.1
BESS45				18 0 17 7
BESS46 BESS47				17.6
8ESS48				17.8 17.7
BESS49 BESS50				17.4
BESSS1				17.3 17.5
BESS52				17.4
BESSS3 BESSS4				17.1
BESS\$5				17.0 17.1
BESSS6 BESSS7				17.1
BESS58				6.7
8ESS59 BESS60			1	69
BESS61				68 65
BESS62 BESS63			10	5.4
BESS64				5.6 5.5
BESS65 BESS66			16	2
BESS67			16 16	1
BESS68 BESS69			16	
BESS70			16 15	
BESS71			16	
BESS72 BESS73			15 15.	
BESS74			15	
BESS75 BESS76			15 1 15 1	
BESS77			15.4	
BESS78 BESS79			15 4	
BESS80			1S 5	
BESS82			15 2	
BESS83			15 1 15 2	
BESS84 BESS85			15 2	
BESS86			15 O 14.9	
BESS87 BESS88			15 0	
Inverter 1			14.9 34.3	
Inverter 2			33.4	
Inverter 3 Inverter 4			323	
Inverter 5			31.5 30.6	
Inverter 6 Inverter 7			29.9	
Inverter 8			29.1 28.5	
Inverter 9			27.7	
Inverter 10 Inverter 11			27.2 26.7	
Inverter 12			26.0	
Inverter 13			25.6	