

CITY OF FRESNO NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

ENVIRONMENTAL ASSESSMENT FOR P21-05778/P21-05870/P23-00149

APPLICANT:

Bonique Emerson Precision Civil Engineering 1234 O Street Fresno, CA 93721

PROJECT LOCATION:

Located on the west side of South Cherry Avenue between East North and East Central Avenues in the City and County of Fresno, California (See Exhibit A - Vicinity Map)

APN(s): 329-100-52, 329-100-01 (Project development area)

329-100-51 329-100-52,329-100-51, 329-100-01, 329-080-28,329-080-11, 329-080-10, 329-180-19, 329-180-18, 329-180-12, 329-180-09, 329-180-07,329-180-33, 329-180-28, 329-180-30, 329-180-32,329-080-30, 329-180-16, 329-100-44, and 329-100-03 (Within annexation boundary, outside of development area)

Site Latitude: 36°41'16.2168" N Site Longitude: 119°46'55.47" W

Mount Diablo Base & Meridian, Township 14S, Range 20E,

Section 27

Filed with the FRESNO COUNTY CLERK 2220 Tulare Street, Fresno, CA 93721



The full Initial Study is on file in the Planning and Development Department, Fresno City Hall, 3rd Floor, Room 3043, 2600 Fresno Street, Fresno, CA 93721.

E2025/0000/27

PROJECT DESCRIPTION:

Bonique Emerson of Precision Civil Engineering, on behalf of Daniel Onifer of Crown Enterprises, has filed Annexation Application No. P21-05778, Pre-zone Application No. P21-05870, and Development Permit Application No. P23-00149 pertaining to approximately 80.91 acres of property located on the west side of South Cherry Avenue between East North and East Central Avenues.

Annexation Application No. P21-05778 (for the North-Cherry No. 3b Reorganization) proposes detachment from the Kings River Conservation District and Fresno County Fire Protection District and annexation to the City of Fresno of approximately 80.91 acres.

Pre-zone Application No. P21-05870 proposing to pre-zone: approximately 15.95 acres of the subject property from the County of Fresno AL 20 (*Limited Agricultural*) zone district to the City of Fresno IH (*Heavy Industrial*) zone district; and approximately 35.77 acres of the subject property from the County AL 20 (*Limited Agricultural*) zone district to the City of Fresno IH/ANX (*Heavy Industrial/Annexed Rural Residential Transitional Overly*) zone district.

Development Permit Application No. P23-00149 proposing to construct a long-term regional facility for the purpose of providing less-than-truckload (LTL) freight services on approximately 15.95 acres of property.

The City of Fresno has prepared an Initial Study of the above-described project and proposes to adopt a Mitigated Negative Declaration.

Pursuant to the California Public Resources Code (PRC) §§ 21093 and 21094 and California Environmental Quality Act (CEQA) Guidelines §§ 15070 to 15075, 15150, and 15152, this project has been evaluated with respect to each item on the attached Appendix G/Initial Study Checklist to determine whether this project may cause any additional significant effect on the environment. After conducting a review of the adequacy of the Project Specific Mitigation Measure Checklist and CEQA Guidelines §§ 15151 and 15179(b), the Planning and Development Department, as lead agency, finds that no substantial changes have occurred and that no new information has become available.

The completed Appendix G/Initial Study Checklist, its associated narrative, technical studies and mitigation measures reflect applicable comments of responsible and trustee agencies and research and analyses conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the project application and its related environmental assessment application, responses to requests for comment, checklist, Initial Study narrative, and any attachments thereto, combine to form a record indicating that an Initial Study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this project toward cumulative impacts is not considered substantial or significant in itself and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

With mitigation imposed under the Project Specific Mitigation Measure Checklist, there is no substantial



evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant. The Planning and Development Department, as lead agency, finds that no substantial changes have occurred and that no new information has become available.

Based upon the evaluation guided by the Appendix G/Initial Study Checklist, it was determined that there are project specific foreseeable impacts which require project level mitigation measures.

The Initial Study has concluded that the proposed project will not result in any adverse effects, which fall within the "Mandatory Findings of Significance" contained in § 15065 of the State CEQA Guidelines. The finding is, therefore, made that the proposed project will not have a significant adverse effect on the environment.

Public notice has been provided regarding staff's finding in the manner prescribed by § 15072 of the CEQA Guidelines and by § 21092 of the PRC Code (CEQA provisions).

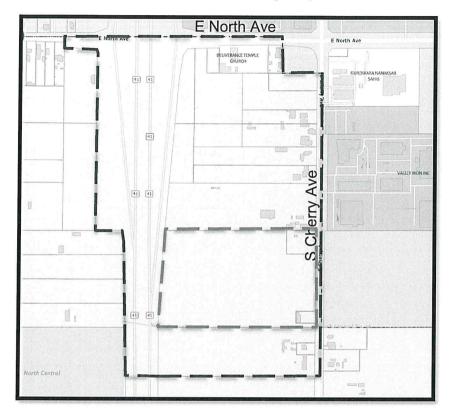
Additional information on the proposed project, including the Project Specific Mitigation Measure Checklist, proposed environmental finding of a Mitigated Negative Declaration and the Initial Study may be obtained from the Planning and Development Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor, Room 3043, Fresno, California 93721 3604. Please contact Juan Lara at (559) 621-8039 or via email at juan.lara@fresno.gov for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commentor's name and address; (2) the commentor's interest in, or relationship to, the project; (3) the environmental determination being commented upon; and (4) the specific reason(s) why the proposed environmental determination should or should not be made. Any comments may be submitted at any time between the publication date of this notice and close of business on June 13, 2025. Please direct comments to Juan Lara, Planner III, City of Fresno Planning and Development Department, City Hall, 2600 Fresno Street, Room 3043, Fresno, California, 93721-3604; or by email to Juan.Lara@fresno.gov.

INITIAL STUDY PREPARED BY:	SUBMITTED BY:
Juan Lara, Planner III	Jonda
DATE: 5/22/2025	Juan Lara, Planner III
DATE: 5/22/2025	CITY OF FRESNO
	PLANNING AND DEVELOPMENT DEPARTMENT
Attachments: Exhibit A – Vicinity Map	

E2025/0000/27

Exhibit A – Vicinity Map



Legend

Annexation Area

Project Development Area



APPENDIX G/INITIAL STUDY FOR A MITIGATED NEGATIVE DECLARATION

Environmental Checklist Form for:

Environmental Assessment Application No. P21-05778/P21-05870/P23-00149

1.	Project title: Environmental Assessment Application No. P21-05778/P21-05870/P23-00149.
2.	Lead agency name and address: City of Fresno Planning and Development Department 2600 Fresno Street Fresno, CA 93721
3.	Contact person and phone number: Juan Lara Planner III City of Fresno Planning and Development Department (559) 621-8039
4 . 5 .	Project location: 3253 S. Cherry Avenue, west side of South Cherry Avenue between East North and East Central Avenues, in Fresno, CA. (APN: 329-100-52 & 329-100-01) Project sponsor's name and address: Crown Enterprises LLC Attn: Andrew Falzarano 12225 Stephens Road Warren, MI 48089
6.	General & Community plan land use designation: General Plan: Current, Employment – Heavy Industrial. Proposed, no change.

Specific Plan: North Avenue Industrial Triangle Specific Plan

7. Zoning:

Current: AL-20 (Limited Agricultural, Fresno County).

Proposed: IH (Heavy Industrial, City of Fresno).

8. **Description of project:**

The proposed Project site is currently located in the unincorporated Fresno County, but within the Sphere of Influence (SOI) of City of Fresno. To accommodate the proposed Project, an Annexation approval, Pre-zone approval, and a Development Permit Application approval will be needed.

Annexation Application No. P21-05778 requests authorization to initiate annexation proceedings for the North-Cherry No. 3b Reorganization proposing the incorporation of the subject property within the City of Fresno; and detachment from the Kings River Conservation District and the Fresno County Fire Protection District. The 80.91-acre annexation site also includes a portion of Highway 41 and the following APNs:

- 329-100-44, -03, -51, -52, -01
- 329-080-28, -11, -10
- 329-180-19, -18, -12, -09, -16, -30, 28, -33, -07, -32
- 329-90-30

Pre-zone Application No. P21-05870 requests authorization to pre-zone approximately 51.72 acres of the subject property from the Fresno County AL 20 (Limited Agricultural) zone district to the City of Fresno HI (Heavy Industrial) zone district. APNs to be pre-zoned include:

- 329-100-52, -51, 01, -44
- 329-080-28, -11, -10, -30
- 329-180-19, -18, 12, -09, -07, -33, -28, -30, -32, -16,

Development Permit Application No. P23-00149 requests authorization to construct a long-term regional facility for the purpose of providing less-than-truckload (LTL) freight services on a 15.95-acre portion of the 80.91-acre annexation site (APNs 329-100-52 & -01). The development will consist of an approximately 3,200 square foot administrative office, approximately 68,570 square foot cross-dock transfer platform, approximately 11,880 square foot fleet maintenance shop, 3,494 square foot office, parking for up to 29 fleet tractors, up to 150 fleet trailers, up to 84 automobiles, and a

diesel fuel system for fleet equipment. No development is proposed for the remaining 64.96 acres.

The fuel system includes two dial sided fuel lanes with two single hose dispensers on each and one dual hose dispenser in the middle, for a total of three pumps. The system also has the following safety monitoring system:

- Veeder Root Continuous Statistical Leak Detection (Csld) For Tls-450Plus
- Veeder Root Risk Management: Digital Line Leak Detection For Tls-450Plus
- Veeder Root Digital Pressurized Line Leak Detector Without Swiftcheck Valve, UI
- Veeder Root Overfill Alarm Box

The Project construction will also include street lighting, landscaping, and connecting to the existing water and sewer main in South Cherry Avenue.

Central Transport will operate 24 hours per day, Monday through Friday. Saturday operations are limited to night drivers returning (~7:00AM) from their Friday night shift). The facility will consist of approximately 90 employees. The Project includes a total of approximately 84 truck trips per day (42 entering and 42 exiting) and 120 passenger vehicle trips per day (60 entering and 60 exiting)

Central Transport's activities at this site will involve the unloading and transfer of freight, (such as retail, automotive, consumer good and industrial supply) from trailers incoming to the facility, and direct loading to trailers outbound to their destination. No outside storage of material will be required with this operation.

15.95

9. Surrounding land uses and setting:

	Planned Land Use	Existing Zoning	Existing Land Use
North	Heavy Industrial (City of Fresno)	AL-20 – Limited Agricultural (Fresno County)	Heavy Industrial
East	Heavy Industrial (City of Fresno)	IH - Heavy Industrial (City of Fresno)	Agricultural row crops
South	Heavy Industrial (City of Fresno)	AL-20 – Limited Agricultural (Fresno County)	Rural residence, Agricultural Land
West	State Hwy 41, Regional Business Park, Ponding Basin (City of Fresno)	AL-20 – Limited Agricultural (Fresno County)	State Hwy, Heavy Industrial

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

Planning and Development Department, Building and Safety Services Division, Department of Public Works, Department of Public Utilities, Fire Department, Fresno Irrigation District, Fresno Metropolitan Flood Control District, County of Fresno Department of Community Health, County of Fresno Department of Public Works and Planning, and San Joaquin Valley Air Pollution Control District.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? If so, has consultation begun?

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural

landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Fresno County has a number of Rancherias such as Table Mountain Rancheria, Millerton Rancheria, Big Sandy Rancheria, Cold Springs Rancheria, and Squaw Valley Rancheria. These Rancherias are not located within the city limits.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (See PRC Section 21083.3.2.). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

Currently, the Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe are required to be notified pursuant to Assembly Bill 52 (AB 52). A certified letter was mailed to the above-mentioned tribes on March 3, 2023. The 30-day comment period ended on April 3, 2023. Neither tribe requested consultation.

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.

\boxtimes	Aesthetics	Agriculture and Forestry Resources
	Air Quality	Biological Resources
	Cultural Resources	Energy
	Geology/Soils	Greenhouse Gas Emissions
	Hazards and Hazardous Materials	Hydrology/Water Quality

Land Use/Planning	Mineral Resources
Noise	Population/Housing
Public Services	Recreation
Transportation	Tribal Cultural Resources
Utilities/Service Systems	Wildfire
Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



May 22, 2025_____

Juan Lara, Planner III

Date

City of Fresno, Planning and Development Department

EVALUATION OF ADDITIONAL ENVIRONMENTAL IMPACTS:

- 1. For purposes of this Initial Study, the following answers have the corresponding meanings:
 - a. "No Impact" means the specific impact category does not apply to the project, or that the record sufficiently demonstrates that project specific factors or general standards applicable to the project will result in no impact for the threshold under consideration.
 - b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration, but that impact is less than significant.
- c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration, however, with the mitigation incorporated into the project, the impact is less than significant.
 - d. "Potentially Significant Impact" means there is substantial evidence that an effect may be significant related to the threshold under consideration.
- 2. 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).
- 3. All answers must take account of the whole action involved, including off-site as well

as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- 4. 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.
- 5. "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 (6) below, may be cross-referenced).
- 6. 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 the PEIR or another 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.
- 7. 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.
- 8. Supporting Information Sources: A source list should be attached, and other sources

used or individuals contacted should be cited in the discussion.

- 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.

This completed environmental impact checklist form and its associated narrative reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the Project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this Project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this Project may be mitigated to less than significant with application of feasible mitigation measures.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the Project or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an EIR and have been mitigated to the extent feasible.

The Initial Study has concluded that the Project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the CEQA Guidelines. The finding is, therefore, made that the Project will not have a significant adverse effect on the environment.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provide	ded in PRC Se	ection 21099, wo	ould the projec	ot:
a) Have a substantial adverse effect on a scenic vista?				Х
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			Х	

DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. The Sierra Nevada Mountains are the only natural and visual resource in the Project area. Views of these distant mountains are afforded only during clear conditions due to poor air quality in the valley. The City of Fresno does not identify views of these features as required to be "protected".

The Project site is in an industrialized area of the City of Fresno. There are no scenic vistas or other protected scenic resources on or near the site. The nearest scenic resource would be Sierra Nevada mountains, located approximately 50 miles to the east. Views to the Sierra Nevada will not be obstructed as the proposed development does not consist of visually imposing structures. Visual character of the site is addressed further in Response c) below.

Therefore, the Project has *no impact* on scenic vistas or designated scenic resources or highways.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project site is in an industrialized area of the City of Fresno and there are no scenic vistas or other protected scenic resources on or near the site. There are no scenic highways near the proposed site. The nearest designated State Scenic Highway is Hwy 180 located approximately 18.4 miles east of the site. As such, there is *no impact*.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed Project would alter the existing visual character of public views of the site from vacant land to fully developed with a long-term regional facility for less-than-truckload (LTL) freight services. The development will consist of approximately 3,200 square foot administrative office, approximately 68,570 square foot cross-dock transfer platform, approximately 11,880 square foot

¹ State Scenic Highway Map, Caltrans.

fleet maintenance shop, 3,494 square foot office parking for up to 29 fleet tractors, up to 150 fleet trailers, up to 84 automobiles, and a diesel fuel system for fleet equipment. The proposed site is located in an industrialized area, within and adjacent to the City, surrounded primarily by commercial logistics, warehouses, and auto repair businesses, such as the proposed Project. The Project design is subject to the City's Design Guidelines adopted for the City's General Plan which apply to site layout, building design, landscaping, interior street design, lighting, parking and signage. Detailed architectural plans, color palettes and building materials as well as landscaping plans will be submitted by the Project developer to the City of Fresno Planning and Development Department. The plans shall be required prior to issuance of any building permits.

The proposed Project will require removal of minimal vegetation in the vacant lot. Curb and gutters, gates, electrical panels and pedestrian sidewalks are incorporated into the project design, along with site landscaping, including trees such as pistachio and elm trees, and perennials and grasses such as reed grass, lantana and landscape rose, which will provide visual screening of the proposed site from vehicles along Cherry Avenue.

Developments such as those proposed by the Project are typical of large city industrialized areas and are generally expected from residents of the City. These developments would not substantially degrade the visual character of the area and would not diminish the visual quality of the area, as they would be consistent with the existing visual setting. The existing buildings in the Project area consist of one- to two-story warehouses and commercial buildings. The proposed Project itself is not visually imposing against the scale of the existing adjacent industrial buildings and nature of the surrounding area.

Therefore, the Project would have *less than significant impacts* on the visual character of the area.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The subject site currently has no on-site sources of lighting. The proposed Project will introduce new lighting that will be typical of commercial or industrial developments, such as security lights, parking lot lights and vehicle lights. Additional night lighting sources on the proposed site, especially any unshielded light, could result in spillover light that could impact surrounding adjacent residential uses. This would create new sources of light that could potentially have a

significant impact on nighttime light levels in the area. During the entitlement process, staff will ensure that lights are located in areas that will minimize light sources to the neighboring properties, in accordance with Section 15-2015 (Outdoor Lighting and Illumination) of the City's Municipal Code, which requires lighting be used for illumination purposes only and pointed downward to avoid light spillover to surrounding land uses.

Compliance with California Building Code (Title 24, California Code of Regulations) standards and the City's Municipal Code would ensure impacts would be less than significant. As a result, the proposed Project will implement the necessary mitigation measures and will have a *less than significant impact with mitigation incorporated* with regards to light and glare.

Mitigation Measures

None Required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY RESOURCES – 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 Dept. 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:

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				Х
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				Х

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X

DISCUSSION

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?

No Impact. The California Department of Conservation, Important Farmland Finder Program considers the Project site to be *Farmland of Local Importance*; however, the site is within the City of Fresno's Sphere of Influence (SOI) and is designated and zoned for urban uses by the City's General Plan. The site is currently undeveloped and vacant, and there are no existing agricultural uses or operations within the Project boundaries. The proposed Project would not convert prime farmland, conflict with an existing agricultural use, or result in the conversion of existing farmland. Additionally, no Williamson Act contracted lands would be impacted due to the Project.

Therefore, the Project has *no impact* on agricultural and forest resources.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The proposed Project site is currently located in the unincorporated Fresno County, but within the Sphere of Influence (SOI) of City of Fresno. To accommodate the proposed Project, a Pre-zone, AL-20 (Limited Agriculture, Fresno County) to IH (Heavy Industrial, City of Fresno), approval and an Annexation Approval

will be needed and are part of the proposed Project. Once the zone change has been approved, the proposed Project will not conflict with the zoning. There is *no impact*.

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))?

No Impact. As the site is on the Valley floor and in a developed urban area, there is no forest or timberland on the proposed Project site. The proposed development will not 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). There is *no impact*.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As described in Impact c) above, there is no forest land on the Project site. There is *no impact*.

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?

No Impact. The Project does not consist of farmland or forest land. The proposed Project will not involve other changes in the existing environment that could result in conversion of Farmland. There is *no impact*.

Mitigation Measures

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact			
applicable air quality management	III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X				
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X				
c) Expose sensitive receptors to substantial pollutant concentrations?		Х					
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X				

The analysis in the Air Quality Resource section is based on the Air Quality and Greenhouse Gas Analysis Technical Memorandum (Memo) prepared by Johnson Johnson and Miller Air Quality Consulting Services in May 2023. The Memo is provided in its entirety in Appendix A.

DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed Project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures. For projects that include stationary sources of emissions, the SJVAPCD relies on project compliance with Rule 2201—New and Modified Stationary Source Review to ensure that growth in stationary source emissions would not interfere with the applicable AQP. Projects exceeding the offset thresholds included in the rule are required to purchase offsets in the form of Emission Reduction Credits (ERCs).

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP.

An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

- Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the regional and localized thresholds identified by the District for Regional and Local Air Pollutants.
- 2. Will the project comply with applicable control measures in the AQPs?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the SJVAPCD's jurisdiction, as well as within other air districts, for the following reasons:

- Significant contribution to existing or new exceedances of the air quality standards would be inconsistent with the goal of attaining the air quality standards.
- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.
- AQPs rely on a set of air district-initiated control measures as well as implementation of federal and state measures to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

Contribution to Air Quality Violations

As discussed in Impact b) below, emissions of ROG, NOx, CO, SOx, PM₁₀, and PM_{2.5} associated with the proposed Project would not exceed the SJVAPCD's significance thresholds during the construction phase (see Table) or emissions of ROG, NOx, CO, SOx, PM_{2.5} or PM₁₀ during operations (see Table 2).

Therefore, the Project would not exceed the SJVAPCD's regional thresholds of significance for any pollutant of concern and would be considered consistent with the existing AQPs. The Project would comply with all applicable CARB and SJVAPCD rules and regulations. Therefore, the Project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan with regards to this criterion. The impact would be *less than significant*.

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?

Less Than Significant Impact. To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The SJVAB is in nonattainment for ozone, PM₁₀ (State only), and PM_{2.5}. Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. As such, the primary pollutants of concern during project construction and operation are ROG, NO_X, PM₁₀, and PM_{2.5}. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and the infirm). Therefore, when the

concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience adverse experience health effects. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

Since the SJVAB is nonattainment for ozone, PM₁₀, and PM_{2.5}, it is considered to have an existing significant cumulative health impact without the Project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NOx, ROG/VOC, PM₁₀, or PM_{2.5} are applied as cumulative contribution thresholds. Projects that exceed the regional thresholds would have a cumulatively considerable health impact.

The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO $_{\rm X}$, ROG, SO $_{\rm X}$, PM $_{\rm 10}$, and PM $_{\rm 2.5}$. Air pollutant emissions have both regional and localized effects. The Project's regional emissions are compared to the applicable SJVAPCD below.

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the development envisioned for the proposed Project are shown in Table 1 prior to the incorporation of any mitigation.

Table 1
Summary of Construction-Generated Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source	Emissions (Tons/Year)					
Ellissions Source	ROG	NO _X	СО	SO _X	PM ₁₀	PM _{2.5}
Project Construction (2023)	0.19	1.62	1.66	< 0.005	0.28	0.15
Project Construction (2024)	0.38	0.79	0.99	< 0.005	0.06	0.04
Total Construction Duration						
Project Total	0.57	2.41	2.65	< 0.005	0.34	0.19
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No

Notes:

PM₁₀ and PM₂₅ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Totals may not appear to sum exactly due to rounding.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

As shown in Table 1 above, construction activities associated with implementation of the proposed rezone Project are estimated to fall below the significance thresholds. Therefore, regional and cumulative impacts associated with construction of development contemplated under the proposed rezone project are less than significant on a Project basis.

Operational Emissions (Regional)—Non-Permitted

Operational emissions occur over the lifetime of the project. The SJVAPCD considers permitted (stationary sources) and non-permitted (mobile) emission sources separately when making significance determinations. In addition, the annual operational emissions are also considered separately from construction emissions. Operational emissions associated with the proposed Project are shown in Table 2. Operational emissions were estimated using a full buildout scenario in the earliest year of operations (2024), which provides a conservative estimate of emissions and resulting potential impacts.

Table 2
Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Source	Emissions (tons/year)					
Source	ROG	NO _X	СО	SO _X	PM ₁₀	PM _{2.5}
Area	0.44	< 0.005	0.34	< 0.005	< 0.005	< 0.005
Energy	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005
Off-road Equipment	0.05	0.51	0.88	< 0.005	0.02	0.02
Mobile (Passenger Vehicles)	0.12	0.14	1.19	0.00	0.26	0.07
Mobile (Trucks)	0.06	4.65	0.80	0.04	1.11	0.35
Annual Total (2024)	0.67	5.36	3.26	0.04	1.39	0.44
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No

Notes:

Emissions were quantified using CalEEMod based on project details and earliest operational year for the proposed project. Totals may not sum exactly due to rounding.

Source: CalEEMod Output and Additional Supporting Information (Attachment A).

As shown in Table 2, operational emissions would not exceed the applicable

SJVAPCD thresholds of significance for ROG, NO_X, CO, SO_X, PM₁₀, or PM_{2.5}. The Project's long-term operational emissions would not exceed any of the SJVAPCD's project-level regional thresholds of significance. Therefore, the impact from operations of the Project would be less than significant.

Operational Emissions (Regional)—Permitted

The SJVAPCD GAMAQI recommends assessing the emissions from permitted sources of emissions separate from non-permitted sources. The SJVAPCD's permitting process ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the SJVAPCD's thresholds of significance. SJVAPCD implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified Stationary Sources subject to the rule for all nonattainment pollutants and their precursors. Permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must, in general, offset all emission increases in excess of the thresholds.

In the event that stationary sources are proposed in the future, the SJVAPCD will prepare an engineering evaluation of all permitted equipment to determine the controls required to achieve best available control technology (BACT) requirements. The permitted emissions are dependent on the control technology selected and any process limits included in the permit conditions.

Permitted sources will be required to comply with SJVAPCD BACT requirements. Compliance with regulations would ensure that the project's stationary sources would not exceed SJVAPCD thresholds of significance; therefore, the Project's estimated permitted emissions would be less than significant.

As shown in Table , the Project's regional emissions resulting from construction, operations and mobile sources, would not exceed the applicable regional criteria pollutant emissions quantitative thresholds during Project construction. During operations, the Project would not exceed the applicable regional criteria pollutant emissions quantitative thresholds (see Table 2). Therefore, the impact would be *less than significant*.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Emissions occurring at or near the proposed Project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are considered land uses

or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The only sensitive receptors within 0.25 miles of the Project are residences. There are no schools, hospitals, convalescent facilities or other sensitive receptors in this primarily rural agricultural and industrial area. However, it should be noted that there is an Elementary School just over 0.27 miles to the Southeast of the Project, (Orange Center Elementary). To the north is farmland with eight scattered residences, one church and a few businesses including Valley Iron. Zacky Farms and Julians Window Tinting. To the west are two trucking companies, K&S Services and Herlan Brothers and a small Auto Wrecking Yard. To the south is primarily farmland with seven scattered residences. To the east is Farmland, four residences, and part of Valley Iron's yard and buildings.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if or when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO2, SOX, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM10, PM2.5, CO, SOX, and NOX

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in Table 3 below, on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present

a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 3 Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_X for Construction – Unmitigated

Emission Source	On-site Emissions (pounds per day)					
Emission Source	ROG	NOx	СО	SOx	PM ₁₀	PM _{2.5}
On-site Daily Construction (Highest in 2023)	4.15	40.42	38.69	0.07	10.16	5.67
On-site Daily Construction (Highest in 2024)	29.11	11.44	13.75	0.02	0.52	0.46
Total Construction Duration						
Highest Daily Maximum	29.11	40.42	38.69	0.07	10.16	5.67
Significance Thresholds	_	100	100	100	100	100
Exceed Significance Thresholds?	_	No	No	No	No	No

Note: Overlap of construction activities is based on the construction schedule shown in Table 2 and Attachment A.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions represent the maximum daily emissions between the Summer and Winter scenarios.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

Operation: Localized Concentrations of PM₁₀, PM_{2.5}, CO, SO_X, and NO_X

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at Project buildout, which was assumed to occur in 2024 (the earliest year of operations). Operational emissions include those generated on-site by area sources such as consumer products (spray paints, insecticides, etc.), and landscape maintenance, such as gas-powered lawn mowers), and motor vehicles operation at the Project site. Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel and 0.25-mile of off-site emissions.

As shown in Table 4 below, operational modeling of on-site emissions for the Project indicate that the project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

Table 4 Localized Concentrations of PM_{10} , $PM_{2.5}$, CO, and NO_X for Operations

Source	On-site Emissions (pounds per day)					
Source	ROG	NOx	СО	SOx	PM ₁₀	PM _{2.5}
Area	2.71	0.03	3.81	< 0.01	0.01	0.01
Energy	0.02	0.30	0.25	< 0.01	0.02	0.02
Off-Road	0.36	3.90	6.74	0.01	0.15	0.13
Mobile - Passenger Vehicles Trips	0.65	0.25	1.51	< 0.01	0.07	0.02
Mobile - Truck Trips	0.10	2.30	1.46	<0.01	0.06	0.02
Total	3.84	6.78	13.77	0.01	0.31	0.20
Significance Thresholds	_	100	100	100	100	100
Exceed Significance Thresholds?	_	No	No	No	No	No

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD's 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. In addition, the most intense construction activities of the Project's construction would occur during site preparation and grading phases over a short period. There are no conditions unique to the Project site that would require more intense construction activity compared to typical development. Examples of situations that would warrant closer scrutiny may include sites that would require extensive excavation and hauling due to existing site conditions. Building construction typically requires limited amounts of diesel equipment relative to site clearing activities. Nonetheless, a construction HRA was prepared as part of this analysis. In addition, the analysis includes an evaluation of

potential health impacts from construction and operations of the Project considered together, over a 70-year exposure scenario.

Health Risk Assessment (HRA)

The results of the HRA prepared for Project construction for cancer risk and long-term chronic cancer risk are summarized below. Construction emissions were estimated assuming adherence to all applicable rules, regulations, and project design features. The construction emissions were assumed to be distributed over the project area with a working schedule of eight hours per day and five days per week. Emissions were adjusted by a factor of 4.2 to convert for use with a 24-hour-per-day, 365 day-per-year averaging period. Health risk calculations were completed using HARP2. Detailed parameters and complete calculations are included in Attachment B.

The estimated health and hazard impacts at the Maximally Exposed Receptor (MER) from the Project's construction emissions are provided in Table 5.

Table 5
Summary of the Health Impacts from Unmitigated Construction of the Project

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Ha	zards at the Construc	tion MER	
Risks and Hazards at the MER (construction only)	9.90	0.0076	0.000
Risks and Hazards at the MER (construction plus operations)	20.49	0.0103	0.0000
Significance Threshold	20	1	1
Threshold Exceeded in Any Scenario?	Yes	No	No

Notes:

MER = Maximally Exposed Receptor

DPM = Diesel Particulate Matter

Central Transport Regional Facility Project Unmitigated Construction MER UTM: (251417.25, 4063705.56)

Source: Attachment B of Appendix A.

As shown in Table 5, estimated health risks from elevated DPM concentrations during construction of the proposed Project would not exceed the applicable health risk significance thresholds when construction is considered alone; however, construction and operational emissions combined would exceed the applicable cancer risk threshold. This represents a potentially significant construction TAC exposure impact. Therefore, mitigation is required to reduce the impact during the construction period to below a level of significance.

MM AIR-1 requires the project applicant, project sponsor, or construction contractor to provide documentation to the City of Fresno that all off-road diesel-powered construction equipment greater than 75 horsepower meet EPA or CARB Tier 4 off-road emissions standards or utilize Level 3 filters. **Error! Reference source not found.** shows the health risks and non-cancer hazard index for construction with implementation of MM AIR-1.

Table 6
Summary of the Health Impacts from Unmitigated Construction of the Project

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non- Cancer Hazard Index				
Risks and Hazards at the Construction N	Risks and Hazards at the Construction MER—Tier 4 Equipment Scenario						
Risks and Hazards at the MER (Construction Only)	1.64	0.0013	0.0000				
Risks and Hazards at the MER (Construction Plus Operations)	12.23	0.0040	0.0000				
Risks and Hazards at the Construction MER—Level 3 Filters Scenario							
Risks and Hazards at the MER (Construction Only)	2.19	0.0017	0.0000				
Risks and Hazards at the MER (Construction Plus Operations)	12.78	0.0044	0.0000				
Highest Risks and Hazards at the Construction MER after Incorporation of MM AIR-1							
Risks and Hazards at the MER	12.78	0.0044	0.0000				
Significance Threshold	20	1	1				
Threshold Exceeded in Any Scenario?	No	No	No				

	Maximum Cancer Risk	Chronic	Acute Non- Cancer
Exposure Scenario	(Risk per Million)	Non-Cancer Hazard Index	Hazard Index

MER = Maximally Exposed Receptor

Central Transport Regional Facility Project Construction MER: Receptor #26 (UTM 251417.25, 4063705.56)

Source: Attachment B of Appendix A.

As noted in **Error! Reference source not found.**, calculated health metrics from the p roposed project's construction DPM emissions would not exceed the cancer risk significance threshold or non-cancer hazard index significance threshold at the MER with incorporation of MM AIR-1. Therefore, the proposed Project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

Operations

For reasons previously discussed (see Modeling Parameters and Assumptions), an analysis of TACs (including DPM) was performed using the EPA-approved AERMOD model, which is an air dispersion model accepted by the SJVAPCD for preparing HRAs. AERMOD version 22112 was used for this analysis. Consistent with SJVAPCD guidance, the health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. Results of the HRA are summarized in Table 7. The complete HRA prepared for the proposed Project, including calculations, AERMOD output data, and HARP2 files, are included in Attachment B of Appendix A.

Table 7
Summary of the Health Impacts from Operations of the Proposed Project (70-year Scenario)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
70-Year Exposure at the MER (from DPM Emissions)	15.04	0.0029	0.0000
Combined 70-Year Exposure Scenario for Mitigated Construction + Operations at the Construction MER	12.78	0.0044	0.0000
Combined 70-Year Exposure Scenario for Mitigated Construction + Operations at the Operational MER	13.30	0.0044	0.0000
Applicable Threshold of Significance	20	1	1
Threshold Exceeded in Any Scenario?	No	No	No

Notes:

MER = Maximally Exposed Receptor

DPM = Diesel Particulate Matter

Operational MER: Receptor #88 (see Attachment B) Construction MER: Receptor #26 (see Attachment B)

Source: Attachment B of Appendix A.

As shown in Table 7, the Project would not exceed the cancer risk, chronic risk, or acute risk threshold levels in any scenario analysis after the incorporation of MM AIR-1. The primary source of the emissions responsible for chronic risk are from diesel trucks during operations and off-road diesel equipment during construction. DPM does not have an acute risk factor, resulting in an acute non-cancer hazard index of zero (0) for all receptors. Since the project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the Project's potential to expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions.² California experienced 7,962 new probable or confirmed cases of Valley fever in 2021. A total of 408 suspect, probable, and confirmed Valley fever cases were reported in Fresno County in 2021.³

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when

² Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed April 10, 2023.

³ California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCA ProvisionalMonthlyReport.pdf. Accessed April 10, 2023.

possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

- 1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
- 2) Old (prehistoric) Indian campsites near fire pits
- 3) Areas with sparse vegetation and alkaline soils
- 4) Areas with high salinity soils
- 5) Areas adjacent to arroyos (where residual moisture may be available)
- 6) Packrat middens
- 7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
- 8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

- 1) Cultivated fields
- 2) Heavily vegetated areas (e.g., grassy lawns)
- 3) Higher elevations (above 7,000 feet)
- 4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
- 5) Areas that are continually wet
- 6) Paved (asphalt or concrete) or oiled areas
- 7) Soils containing abundant microorganisms
- 8) Heavily urbanized areas where there is little undisturbed virgin soil.4

The Project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the Project site is primarily covered with vegetation in the form of grass and shrubbery. Therefore, implementation of the proposed project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Although conditions are not favorable, construction activities could generate fugitive dust that contain *C. immitis* spores. The Project will minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII.

⁴ United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed April 24, 2023.

Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small, because most of the project area where operational activities would occur would be occupied by the proposed cross-dock and related buildings and pavement. This condition would lessen the possibility of the Project site from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the immediate project area. Therefore, development of the Project is not anticipated to expose receptors to naturally occurring asbestos.⁵ Impacts would be less than significant.

Impact Analysis Summary

In summary, the proposed Project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The Project is not a significant source of TAC emissions during construction or operation after incorporation of MM AIR-1. The Project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Therefore, the proposed Project would result in less than significant impacts to sensitive receptors after incorporation of mitigation.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Two situations are recognized to create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The proposed Project is of the first type only since it involves a potential new odor source and would not be considered a sensitive receptors land use.

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should

⁵ U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed April 24, 2023.

also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Although the nearest sensitive receptor are residences approximately 0.25 miles away, the project is not expected to be a significant source of odors. The screening levels for these land use types are shown in **Error! Reference source not found.**8.

Construction

During construction, various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and intermittent, which would decrease the likelihood of the odors concentrating in a single area or lingering for any notable period of time. As such, these odors would likely not be noticeable for extended periods of time beyond the Project's site boundaries. The potential for odor impacts from construction of the proposed Project would, therefore, be less than significant.

Table 8
Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles
	ID: (0 !) (ADOD)

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

Operations

The development of the proposed Project would not substantially increase objectionable odors in the area and would not introduce any new sensitive receptors to the area that could be affected by any existing objectionable odor sources in the

area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in **Error! Reference source not found.**8. The proposed Project would not e ngage in any of these activities. Minor sources of odors that would be associated with uses typical of warehouse and distribution facilities, such as exhaust from mobile sources (including diesel-fueled heavy trucks), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed Project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed Project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be *less than significant*.

Mitigation Measures

MM AIR-1 Before a construction permit is issued for the proposed project, the project applicant, project sponsor, or construction contractor shall submit documentation demonstrating reasonably detailed compliance with the following requirements to the City of Fresno:

Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet or exceed either United States Environmental Protection Agency (EPA) or California Air Resources Board (CARB) Tier 4 Interim off-road emission standards or be equipped with Level 3 diesel particulate filters. Tier 4 Interim engines shall, at a minimum, meet EPA or CARB particulate matter emissions standards for Tier 4 Interim engines. Alternatively, use of CARB-certified Level 3 diesel particulate filters on off-road equipment with engines greater than 75 horsepower can be used in lieu of Tier 4 Interim engines or in combination with Tier 4 Interim or better engines. construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include, but are not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of Fresno.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES –	Would the pro	oject:		
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?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

The analysis in the Biological Resource section is based on the Phase I Environmental Site Assessment prepared by Krzan & Associates in January 2023. The Memo is provided in its entirety in Appendix B.

DISCUSSION

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 Wildlife or the U.S. Fish and Wildlife Service?

Less than Significant Impact. The site is currently vacant land with minimal vegetation and was historically used for agricultural purposes. It has been regularly disked and cultivated. The immediate vicinity consists of land developed with for

industrial purposes, roadways, rural residential, and agriculture. The highly disturbed nature of the area suggests that the vegetation on site is unlikely to follow natural vegetation patterns, and thus unlikely to support native wildlife.

The City of Fresno Program Environmental Impact Report defines the Project area as Heavy Industrial⁶; industrial land is developed and considered to provide poor quality habitat for any special status species. No special status species are expected to occur in this area. Potential impacts are *less than significant*.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

No Impact. An east-west trending irrigation canal referred to as Central Canal is present on/near the southern boundary of the subject site. The irrigation canal was dry at the time of the Phase I Environmental Site Assessment (ESA) (Appendix B, pg 16). There are no natural waterways or sensitive natural communities on the subject site. As such, there is *no impact*.

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?

No Impact. According to the National Wetlands Inventory of the U.S. Fish & Wildlife Service, there are no protected wetlands on the subject site.⁷ As such, there is *no impact.*

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. An east-west trending irrigation canal referred to as Central Canal is present on/near the southern boundary of the proposed site. The irrigation canal was dry at the time of Phase I ESA site reconnaissance. There are no natural waterways or natural vegetation on the subject site⁸. It is unlikely that the site is used for movement of wildlife species, for a migratory wildlife corridor, or for native

⁶ Figure 3-3, Planned Land Use, City of Fresno General Plan Program Environmental Impact Report. Accessed February 2023.

⁷ National Wetlands Inventory, U.S. Fish & Wildlife Service. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed February 2024.

wildlife nursery sites due to the highly disturbed nature of the surrounding area and the proximity to noise and vibrations of the adjacent State Route 41. The site is highly disturbed and surrounded by urban uses such as commercial and industrial uses. There would be a *less than significant impact* to native species movement.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The City's General Plan Parks, Open Space, and Schools Element contains several objectives and policies pertaining to the protection of biological resources. Most of the policies pertain to general long-term protection and preservation of biological resources including providing buffers for natural areas, implementing habitat restoration where applicable, protection/enhancement of the San Joaquin River area, and other similar policies. The Project is not located near the San Joaquin River area. The General Plan notes that aside from the San Joaquin River, there are several canals that traverse the Planning Area that provide opportunities for both vegetation and wildlife; however, such opportunities are limited.⁹ As noted above. the Central Canal, present on/near the southern boundary of the proposed site, was dry at the time of Phase I ESA. Additionally, since the Project is located in a highly disturbed area with minimal biological resources and does not include significant impacts to protected plant or animal species, the Project does not conflict with any adopted policies pertaining to biological resources. The Project is also required to implement Municipal Code Chapter 13 Article 3 – Street Trees and Parkways pertaining to tree removal and replacement. 10 Therefore, there is a less than significant impact.

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?

No Impact. The Project site is not subject to any adopted habitat conservation plan, natural community conservation plan or other conservation plan, as there are no adopted plans. Therefore, there is *no impact*.

Mitigation Measures

None are required.

⁹ Ch 5 Parks, Open Space, and Schools Element, Fresno General Plan. Pg 5-31. Accessed February 2024.

¹⁰ Article 3, Chapter 13, City of Fresno Municipal Code.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – W	ould the proje	ct:		
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		Х		

DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less Than Significant Impact with Mitigation Incorporated. A prehistoric and historic site records and literature search was conducted for the Project area through the Southern San Joaquin Valley Information Center of the California Historical Resources Information System on February 6, 2023 (File RS#23-029) and is provided in Appendix C. There have been no previous cultural resource studies performed in

the Project area; however, four cultural resource studies fall in the one-half mile radius, FR-00053, 00151, 01738, and 01739. Records indicated that there are no recorded resources within the Project area. There have been 26 recorded resources within the one-half mile radius: P-10-004648, 004649, 004651, 004677, 006761, 006763, 006764, 006765, 006766, 006767, 006768, 006769, 006770, 006775, 006776, 006777, 006778, 006779, 006780, 006781, 006782, 006783, 006784, 006785, 006786, and 006787. These resources consist of historic era buildings and structures, most of which are single family homes.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks.

Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. **Mitigation Measure CUL-1 and CUL-2** of the General Plan Program EIR, which requires construction activities to stop if unknown cultural resources are discovered during land moving activities, shall be implemented to reduce potential impacts to *less than significant*.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant with Mitigation Incorporated. As discussed in Impact a) above, no surface or recorded evidence of sensitive cultural resources were evident on the Project site. However, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measure CUL-1 and CUL-2 which requires construction activities to stop if unknown cultural resources are discovered during land moving activities, shall be implemented to reduce potential impacts to *less than significant*.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated. Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measure CUL-3, which requires construction activities to stop if human remains are unearthed during land moving activities, shall be implemented to reduce potential impacts to *less than significant*.

Mitigation Measures

 The proposed project shall implement and incorporate, as applicable, the cultural resource related mitigation measures as identified in the attached Mitigation Monitoring and Reporting Program dated May 22, 2025.

CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

CUL-2: Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for prehistoric archaeological resources shall be conducted. The following procedures shall be followed.

If prehistoric resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that buried prehistoric archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not

limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5.

If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any prehistoric archaeological artifacts recovered as a result of mitigation shall be provided to a City approved institution or person who is capable of providing long term preservation to allow future scientific study.

If prehistoric resources are found during the field survey or literature review, the resources shall be inventoried using appropriate State record forms and submit the forms to the Southern San Joaquin Valley Information Center. The resources shall be evaluated for significance. If the resources are found to be significant, measures shall be identified by the qualified archaeologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include an archaeological monitor. The monitoring period shall be determined by the qualified archaeologist. If additional prehistoric archaeological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.

CUL-3: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent

of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains.

Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			Х	

Pacific Gas and Electric Company provides electricity and natural gas service to the County of Fresno and to the City of Fresno. Upon buildout of the project site, electricity to the project site would be provided by PG&E. All electricity infrastructure would be located underground and would tie-in to existing infrastructure.

According to the U.S. Energy Administration, 1,494.9 Trillion Btu of energy were consumed by motor gasoline excluding ethanol in California in 2021.¹¹ California is the second-largest consumer of motor gasoline among the 50 states.12

According to the Board of Equalization (BOE), it is estimated that 371 gallons of gasoline and 85 million galls of diesel were sold in Fresno County in 2022.¹³

DISCUSSION

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The energy requirements for the proposed project were determined using the construction and operational estimates generated from the Air Quality Analysis (refer to Attachment A of Appendix A for related CalEEMod output files). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Attachment C of Appendix A. Short-term construction energy consumption is discussed below.

Short-Term Construction

¹¹ U.S. Energy Information Administration, California State Profile and Energy Estimates. https://www.eia.gov/state/print.php?sid=CA. Accessed May 2024.

e Ibid.

¹³ California Energy Commission. California Retail Fuel Outlet Annual Reporting (CEC-A15) Results. https://www.energy.ca.gov/media/3874 Accessed May 2024.

Off-Road Equipment

Table 9 provides estimates of the Project's construction fuel consumption from offroad construction equipment for the entire Project, categorized by construction activity.

Table 9
Construction Off-Road Fuel Consumption

Project Component	Construction Activity	Fuel Consumption (gallons)		
Home Avenue Warehouse Project (On-site, Off-road Equipment Use)	Site Preparation	2,728		
	Grading	4,489		
	Building Construction	7,194		
	Paving	843		
	Architectural Coating	59		
Total		15,313		
Note: Totals may not appear to sum correctly due to rounding				

Note: Totals may not appear to sum correctly due to rounding

Source: Energy Consumption Calculations (Attachment C of Appendix A).

As shown in Table 9, use of off-road equipment associated with construction of the proposed project is estimated to consume approximately 15,313 gallons of diesel fuel over the entire construction duration. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the Fresno County region or other parts of California. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 10 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 10
Construction On-Road Fuel Consumption

Project Component Total Annual F	Fuel Consumption (gallons)
----------------------------------	----------------------------

Site Preparation	220
Grading	343
Building Construction	5,283
Paving	206
Architectural Coating	59
Total	6,111

Note: Totals may not appear to sum correctly due to rounding Source: Energy Consumption Calculations (Attachment C).

Other Energy Consumption Anticipated During Project Construction

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. The Project site is located in Fresno County, within the City of Fresno's sphere of influence. Section 10-109 of the Fresno Municipal Code defines permissible hours of construction as between the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday. ¹⁴ As construction activities would occur during daylight hours; it is anticipated that the use of construction lighting would be minimal. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 16,881 kWh during the approximate 1.1-year construction phase (Attachment C of Appendix A).

Long-Term Operations

Transportation Energy Demand

Table 11 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed Project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed Project.

Table 11
Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Daily VMT	Annual VMT	Average Fuel Economy (miles/ gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Vehicles	2,081	759,468	22.30 ¹	93.3	34,061

¹⁴ City of Fresno. 2020. Fresno Municipal Code, Section 10-105. Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeld=MUCOFR_CH10REREPUNUREPRCOUS_ART1N ORE_S10-109EX. Accessed May 1, 2023.

Vehicle Type	Daily VMT	Annual VMT	Average Fuel Economy (miles/ gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Heavy-Heavy Trucks (HHDT)	6,300	2,299,500	6.01	1,048.4	382,655
Total	8,381	3,058,968	_	1,142	416,716

Notes:

Percent of Vehicle Trips and VMT provided by CalEEMod.

VMT = vehicle miles traveled

Source: Energy Consumption Calculations (Attachment C of Appendix A).

As shown above, daily vehicular fuel consumption is estimated to be 1,142 gallons of gasoline and diesel fuel combined, with 93.3 gallons from passenger vehicles and 1,048.4 gallons from heavy-duty trucks. Annual consumption is estimated at 416,716 gallons (with 34,061 gallons from passenger vehicles and 382,655 from heavy-duty trucks).

In addition, the proposed Project would constitute development within an established community and would not be opening a new geographical area for development. As such, the proposed Project would not result in unusually long trip lengths for future employees, vendors, or visitors. in an Industrial area of south Fresno just off the east side of Highway 41 and south of Highway 99 in Fresno County. Specifically, the Project site is on the west side of S. Cherry Avenue and south of East North Avenue. The proposed Project would be well-positioned to accommodate an existing community. Vehicles accessing the site would be typical of vehicles accessing similar warehouse-type uses in the Fresno region and surrounding areas. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region, and impacts would be less than significant.

Building Energy Demand

As shown in Table 12 and Table 13 the proposed Project is estimated to demand 1,544,583 kilowatt-hours (KWhr) of electricity and 1,127,316 1,000-British Thermal Units (KBTU) of natural gas, respectively, on an annual basis.

¹ This value represents the average fuel economy for light-duty autos. The calculations were completed with the average fuel consumption values for the various vehicle types included in the passenger vehicle fleet (see Attachment C).

Table 12
Long-Term Electricity Usage

Land Use	Total Electricity Demand (KWhr/year)			
Unrefrigerated Warehouse-No Rail	741,047			
General Office Building	157,091			
Automobile Care Center	142,370			
Parking Lot	504,075			
Other Asphalt Surfaces	0			
Total	1,544,583			
Source: Energy Consumption Calculations (Attachment C of Appendix A).				

Table 13 Long-Term Natural Gas Usage

Land Use	Total Natural Gas Demand (KBTU/year)			
Unrefrigerated Warehouse-No Rail	368,056			
General Office Building	267,592			
Automobile Care Center	491,668			
Parking Lot	0			
Other Asphalt Surfaces	0			
Total 1,127,316				
Source: Energy Consumption Calculations (Attachment C of Appendix A).				

As the Project site is currently undeveloped, this would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2022 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing commercial structures, and therefore would reduce actual environmental effects associated with energy use from the proposed Project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update.

Therefore, while the proposed Project would result in increased electricity and natural gas demand, the electricity and natural gas would be consumed more efficiently and would be typical of existing industrial development.

Based on the above information, the proposed Project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be *less than significant*.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The approximately 15.95-acre project site is located in Fresno County. The Project site is located within the City of Fresno's sphere of influence and its planned land use designation is Employment – Heavy Industrial. A Pre-zone Application and Annexation Application are being submitted concurrently with the Development Application. The Fresno General Plan contains the following implementing policies related to energy conservation that are relevant to the proposed Project.¹⁵

RC-5-b Greenhouse Gas Reduction Plan. As is consistent with State law, prepare and adopt a Greenhouse Gas Reduction Plan as part of the Master Environmental Impact Report to be concurrently approved with the Fresno General Plan in order to achieve compliance with State mandates, assist development by streamlining the approval process, and focus on feasible actions the City can take to minimize the adverse impacts of growth and development on global climate change. The Greenhouse Gas Reduction Plan shall include, but not be limited to:

- A baseline inventory of all known or reasonably discoverable sources of GHGs that currently exist in the city and sources that existed in 1990.
- A projected inventory of the GHGs that can reasonably be expected to be emitted from those sources in the year 2035 with implementation of this General Plan and foreseeable communitywide and municipal operations.
- A target for the reduction of emissions from those identified sources.
- A list of feasible GHG reduction measures to meet the reduction target, including energy conservation and "green building" requirements in municipal buildings and private development.
- Periodically update municipal and community-wide GHG emissions inventories to determine the efficacy of adopted measures and to guide

¹⁵ City of Fresno. 2014. City of Fresno General Plan. December. Website: https://www.fresno.gov/darm/general-plan-development-code/. Accessed May 1, 2023.

future policy formulation needed to achieve and maintain GHG emissions reduction targets.

RC-5-c GHG Reduction through Design and Operations. Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation through the following measures and strategies:

- Promote the expansion of incentive-based programs that involve certification of projects for energy and water efficiency and resiliency. These certification programs and scoring systems may include public agency "Green" and conservation criteria, Energy Star™ certification, CALGreen Tier 1 or Tier 2, Leadership in Energy Efficient Design (LEED™) certification, etc.
- Promote appropriate energy and water conservation standards and facilitate mixed-use projects, new incentives for infill development, and the incorporation of mass transit, bicycle and pedestrian amenities into public and private projects.
- Require energy and water audits and upgrades for water conservation, energy efficiency, and mass transit, pedestrian, and bicycle amenities at the time of renovation, change in use, change in occupancy, and change in ownership for major projects meeting review thresholds specified in an implementing ordinance.
- Incorporate the City's "Guidelines for Ponding Basin/Pond Construction and Management to Control Mosquito Breeding" as conditions of approval for any project using an on-site stormwater basin to prevent possible increases in vector-borne illnesses associated with global climate change.
- Periodically evaluate the City's facility maintenance practices to determine whether there are additional opportunities to reduce GHGs through facility cleaning and painting, parks maintenance, road maintenance, and utility system maintenance.
- Periodically evaluate standards and mitigation strategies for highly vehicle-dependent land uses and facilities, such as drive-through facilities and auto-oriented development.

- **RC-5-f Toolkit**. Provide residents and project applicants with a "toolkit" of generally feasible measures that can be used to reduce GHG emissions, including educational materials on energy-efficient and "climate-friendly" products.
- **RC-8-a Existing Standards and Programs**. Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.
- **RC-8-b Energy Reduction Targets**. Strive to reduce per capita residential electricity use to 1,800 kWh per year and non-residential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings.
- **RC-8-c** Energy Conservation in New Development. Consider providing an incentive program for new buildings that exceed California Energy Code requirements by fifteen percent.
- **RC-8-e Energy Use Disclosure**. Promote compliance with State law mandating disclosure of a building's energy data and rating of the previous year to prospective buyers and lessees of the entire building or lenders financing the entire building.

While several of these policies are voluntary or cannot be implemented by an individual development project, compliance with Title 24 standards would ensure that the proposed Project would not conflict with any of the General Plan energy conservation policies related to the proposed project's building envelope, mechanical systems, and indoor and outdoor lighting. In addition, the proposed Project would constitute development within an established community and would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future employees or vendors. The property is located just off the east side of Highway 41 and south of Highway 99 in Fresno County and is located near simar industrial uses. The development proposed by Crown Enterprises, Inc. will serve as the long-term regional facility for Central Transport for the purpose of providing less-than-truckload freight services for local and nationally based businesses.

For the above reasons, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be *less than significant*.

Mitigation Measures

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Wo	uld the project	:		
a) Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			Х	
iii) Seismic-related ground failure, including liquefaction?			Х	
iv) Landslides?			Х	
b) Result in substantial soil erosion or the loss of topsoil?			Х	
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?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				Х
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		Х		

DISCUSSION

- 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.

Less Than Significant Impact. The proposed Project site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act. The nearest known potentially active fault is the Clovis Fault, located about 15 miles east of the site. No active faults have been mapped within the Project boundaries, so there is no potential for fault rupture. Any impacts would be *less than significant*.

ii. Strong seismic ground shaking?

Less Than Significant Impact. It is anticipated that the proposed Project site would be subject to some ground acceleration and ground shaking associated with seismic activity during its design life. The Project site is engineered and constructed in strict accordance with the earthquake resistant design requirements contained in the latest edition of the California Building Code (CBC) for seismic zone III, as well as Title 24 of the California Administrative Code, and therefore would avoid potential seismically induced hazards on planned structures. The impact of strong seismic ground shaking on the Project would be *less than significant*.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. According to the USGS, liquefaction takes place when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. ¹⁶ The potential for soil liquefaction within the City of Fresno ranges from very low to moderate due to the variable density of the subsurface soils and the presence of shallow groundwater. The soil in the proposed area consists primarily of Hesperia fine sandy loam and some Hanford sandy loam. These soils are considered well-drained and having very low to negligible runoff. These soil types are typically not associated with seismic-related ground failure or liquefaction. ¹⁷ The proposed Project is subject the California Building Code, as well as the City's General Plan Policies NS-2-a through NS-2-d and to policies in the Fresno Municipal Code, including Sections 11-101, 12-1022 and 12-1023, which reduce potential settlement and lateral spread impacts to *less than significant* levels.

iv. Landslides?

Less Than Significant Impact. The Project site is flat and located on the Valley floor in an urbanized part of the city which precludes the possibility of landslides in the area. The proposed Project site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act. The nearest known potentially active fault is the Clovis Fault, located approximately 15 miles east of the site. No active faults have been mapped within the Project boundaries, so there is no potential for fault rupture. It is anticipated that the

¹⁶ USGS: https://www.usgs.gov/faqs/what-liquefaction. Accessed February 2024.

¹⁷ Web Soil Survey, USDA. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed February 2024.

proposed Project site would be subject to some ground acceleration and ground shaking associated with seismic activity during its design life; however, the industrial building has been engineered and constructed in strict accordance with the earthquake resistant design requirements contained in the latest edition of the California Building Code (CBC) for seismic zone III, as well as Title 24 of the California Administrative Code, and therefore would avoid potential seismically induced hazards on planned structures. The impact of seismic hazards on the Project would be *less than significant*.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction activities associated with the Project involve ground preparation work for the transfer platform, maintenance shop, parking, two office spaces and associated improvements related to the less-than-truckload freight services facility. These activities could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site. During construction, nuisance flow caused by minor rain could flow off-site. The City and/or contractor would be required to employ appropriate sediment and erosion control BMPs as part of a Stormwater Pollution Prevention Plan (SWPPP) that would be required in the California National Pollution Discharge Elimination System (NPDES). In addition, soil erosion and loss of topsoil would be minimized through implementation of the SJVAPCD fugitive dust control measures (See Section III). Once construction is complete, the Project would not result in soil erosion or loss of topsoil. Adherence to local and state requirements will ensure that any impacts are less than significant.

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?

Less Than Significant Impact. As discussed in Impact a) above, the site is not at significant risk from earthquakes, ground shaking, liquefaction, or landslide and is otherwise considered geologically stable. Subsidence is typically related to over-extraction of groundwater from certain types of geologic formations where the water is partly responsible for supporting the ground surface. however, the City of Fresno is

not recognized by the U.S. Geological Service as being in an area of subsidence.¹⁸ Impacts are considered *less than significant*.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The soil on the proposed Project site is comprised primarily of Hesperia fine sandy loam deep (86.1%) and deep saline-sodic (10%), and Hanford sandy loam (3.9%). These soil types are considered well drained with a low ability for water storage, which means they are unlikely to expand. ¹⁹ Any impacts are *less than significant*.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed Project does not include the construction, replacement, or disturbance of septic tanks or alternative wastewater disposal systems. The Project will be required to tie into existing sewer services (See Utilities section for more details). Therefore, there is *no impact*.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. As identified in the cultural resources records search performed for the Project site (see Appendix C), there are no known paleontological resources on or near the site. (See Section V. for more details). Mitigation measures CUL-1, CUL-2 and CUL-3 have been added that will protect unknown (buried) resources, including paleontological resources, uncovered during construction by necessitating consultation with a specialist of Native Tribes as required. There are no unique geological features on site or in the area. Therefore, there is a *less than significant impact with mitigation incorporated*.

Mitigation Measures

¹⁸ U.S. Geological Service. Areas of Land Subsidence in California. https://ca.water.usgs.gov/land-subsidence/california-subsidence-areas.html. Accessed February 2023.

¹⁹ USDA Natural Resources Conservation Service. Custom Soil Resource Report for Eastern Fresno Area, California.

CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

CUL-2: Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for prehistoric archaeological resources shall be conducted. The following procedures shall be followed.

If prehistoric resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that buried prehistoric archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5.

If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open

space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any prehistoric archaeological artifacts recovered as a result of mitigation shall be provided to a City approved institution or person who is capable of providing long term preservation to allow future scientific study.

If prehistoric resources are found during the field survey or literature review, the resources shall be inventoried using appropriate State record forms and submit the forms to the Southern San Joaquin Valley Information Center. The resources shall be evaluated for significance. If the resources are found to be significant, measures shall be identified by the qualified archaeologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include an archaeological monitor. The monitoring period shall be determined by the qualified archaeologist. If additional prehistoric archaeological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.

CUL-3: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their

recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSI	ONS – Would	the project:		
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			Х	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			Х	

DISCUSSION

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The Project is in unincorporated Fresno County; however, a Pre-Zone/Rezone Application and Annexation Application are being submitted concurrently to the City of Fresno with the Development Application. The City of Fresno does not have a GHG reduction plan that can be relied upon for making significance determinations. The County of Fresno has not adopted a GHG reduction plan. In addition, Fresno County has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines

amendments adopted on December 28, 2018. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the Project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the Project. Since no other local or regional Climate Action Plan is in place, the Project is assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with CARB's Adopted Scoping Plans

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

Consistency with SB 32 and the 2017 Scoping Plan

The 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32. Table 14 provides an analysis of the project's consistency with the 2017 Scoping Plan Update measures.

Table 14
Consistency with SB 32 2017 Scoping Plan Update

Scoping Plan Measure	Project Consistency
SB 350 50% Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030 (now 60% under SB 100).	Consistent: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate. The specific provider for this project is Pacific Gas and Electric Company (PG&E). In February 2018, PG&E announced that it had reached California's 2020 renewable energy goal 3 years ahead of schedule and delivers nearly 80 percent of its electricity from GHG-free resources. ¹
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. New buildings constructed as part of the proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. The current Title 24 regulations are the 2022 Title 24 standards, which become effective January 1, 2023.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent . This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the project site would be subject to the standards. Vehicles accessing the project

Scoping Plan Measure	Project Consistency
	site will use fuel containing lower carbon content as the fuel standard is implemented.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	Consistent. Future employees and visitors can be expected to purchase increasing numbers of more fuel-efficient and zero emission cars and trucks each year.
sustainable Freight Action Plan. The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	Consistent. The measure applies to owners and operators of trucks and freight operations. The proposed project is industrial in nature and would support truck and freight operations. The project operator(s) and truck owners that would service future operations can participate in incentives programs on electric vehicles and charging equipment for trucks once a final project has been identified. Deliveries and freight operations are expected to be made by increasing number of ZEV trucks as a result of more stringent regulations, incentive programs, infrastructure developments, and increased access/availability of relevant technology.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Consistent . The project does not include sources that produce significant quantities of methane or black carbon. However, diesel trucks accessing the site will achieve significant reductions in PM _{2.5} with adopted regulations that will reduce this source of black carbon.
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	Consistent . The project is not within an SCS priority area and so is not subject to requirements applicable to those areas.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are indirectly covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.
Natural and Working Lands Action Plan. CARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	Not Applicable. The project site is approximately 15.95 acres in size and will change the land use from Agricultural to Heavy Industrial. The 15.95-acre project site is located in an industrial area, just off the east side of Highway 41 and south of Highway 99 in Fresno County and would not be considered a significant source of carbon sequestration. Once operational, the project would not be considered working lands.

Source: California Air Resources Board (CARB). 2017. The 2017 Climate Change Scoping Plan Update. January 20. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed April 24, 2023.

¹ Pacific Gas and Electric (PG&E). 2018. PG&E Clean Energy Deliveries Already Meet Future Goals. Website: www.pge.com/en/about/newsroom/newsdetails/index.page?title=20180220_pge_clean_energy_deliveries_already_meet_future_goals. Accessed April 24, 2023.

As described in Table 14, the proposed Project would be consistent with applicable 2017 Scoping Plan Update measures and would not obstruct the implementation of others that are not applicable. The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. The proposed Project's operational GHG emissions would principally be generated from electricity consumption and vehicle use (including heavy trucks), which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering the information summarized above, the proposed Project would be consistent with the State's AB 32 and SB 32 GHG reduction goals.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05 and GHG Reduction Goals for 2045 under the 2022 Scoping Plan

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail". In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050

target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045.

CARB's 2022 Scoping Plan for Achieving Carbon Neutrality was approved in December 2022 and expands on prior Scoping Plans and legislations-such as AB 1279-by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the State's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier.²⁰ The 2022 Scoping Plan has a two-prong approach to decarbonization: (1) managing existing energy sources and technology and (2) developing and deploying alternative clean energy sources and technology over time.²¹ Key actions to support success of the 2022 Scoping Plan include, but are not limited to, reductions in the energy and transportation sectors:

 Energy Sector: Long-term planning to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure deployment; completing systemwide and local reliability assessments; facilitating resource development such as long-duration energy storage and hydrogen production; maximizing opportunities for demand response; enhancing decarbonization, reliability, and affordability in regional markets; addressing resource build-out challenges; and doubling statewide energy efficiency savings in electricity and fossil gas end uses by 2030; achieving 90 percent, 95 percent, and 100 percent renewable and zerocarbon retail sales by 2035, 2040, and 2045, respectively

Transportation Sector:

- Decarbonizing the transportation sector, including transitioning to 100 percent sales of light-duty zero emission vehicles (ZEVs) by 2035 and medium- and heavy-duty vehicles by 2040; achieving a 20 percent zero emission target for the aviation sector, and developing a rapid and robust network of ZEV refueling infrastructure.
- Ensuring that an adequate supply of zero-carbon alternative fuel which will require building the production and distribution network for zerocarbon fuels; strengthening the Cap-and-Trade Program; and increasing the stringency and scope of the Low Carbon Fuel Standard (LCFS).

²⁰ California Air Resources Board (ARB). 2022. Final 2022 Scoping Plan Update and Appendices. December. Website: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed April 9, 2024.

²¹ California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). Website: https://ww2.arb.ca.gov/resources/documents/2022-scoping-plan-documents. Accessed March 5, 2024.

Achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045 by reimagining roadway projects to decrease VMT, investing in public transit, implementing equitable roadway pricing; expanding and completing planned networks of high-quality active transportation infrastructure; deploying autonomous vehicles, ride-hailing services, and other options which have higher occupancy and low VMT; streamlining access to public transportation; and ensuring alignment of land use, housing, transportation; conservation and planning in adopted regional plans and accelerating infill development and housing production in transportation efficient places.

To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical carbon dioxide capture and sequestration actions. Table 16 contains a list of key GHG emission reduction actions and strategies from the 2022 Scoping Plan and assesses the project's consistency with these actions and strategies.

Table 16
Project Consistency with 2022 Scoping Plan

2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
 Transportation Technology Achieve 100 percent ZEV sales of light duty vehicles by 2035 and medium heavy-duty vehicles by 2040. Achieve 20 percent zero-emission target for the aviation sector. Develop a rapid and robust network of ZEV refueling infrastructure to support needed transition to ZEVs. Ensure that the transition of ZEV technology is affordable for low-income households and communities of color and meets the needs of communities and small business. Prioritize incentive funding for heavy-duty ZEV technology deployment in regions of the state with the highest concentrations of harmful criteria and toxic air contaminant emissions. 	State agencies and local agencies	No Conflict: Vehicles must transition to zero-emission technology to decarbonize the transportation sector. Executive Order N-79-20 reflects the urgency of transitioning to zero emission vehicles (ZEVs) by establishing target dates for reaching 100 percent ZEV sales or fleet transitions to ZEV technology. EO N-79-20 calls for 100 percent ZEV sales of new light-duty vehicles by 2035. The Advanced Clean Cars II regulation fulfills this goal and serves as the primary mechanism to help deploy ZEVs. A number of existing incentive programs also support this transition, including the Clean Cars 4 All Program. EO N-79-20 also sets targets for transitioning the medium- and heavy-duty fleet to zero emissions: by 2035 for drayage trucks and by 2045 for buses and heavy-duty long-haul trucks where feasible. Replacing heavy-duty vehicles with ZEV technology will substantially reduce GHG emissions and diesel PM emissions in communities adjacent to ports, distribution centers, and highways.

2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
Promote private investment in the transition to ZEV technology, undergirded by regulatory certainty such as infrastructure credits in the Low Carbon Fuel Standard for hydrogen and electricity and hydrogen station grants from the CEC's Clean Transportation Program pursuant to Executive Order B-48-18.		EO N-79-20 sets an off-road equipment target of transitioning the entire fleet to ZEV technology by 2035, where feasible. There are a number of funding sources available to support this transition, including FARMER, Carl Moyer, and Community Air Protection Incentives; as well as Low Carbon Transportation Incentives, including the Clean Off-Road Equipment program.
 Evaluate and continue to offer incentives similar to those through FARMER, Carl Moyer, the Clean Fuel Reward Program, the Community Air Protection Program, the Low Carbon Transportation, including CORE. Where feasible, prioritize and increase funding for clean transportation equity programs. Continue and accelerate funding support for zero emission vehicles and refueling infrastructure 		Refueling infrastructure is a crucial component of transforming transportation technology. Electric vehicle chargers and hydrogen refueling stations must become easily accessible for all drivers to support a wholesale transition to ZEV technology. Deployment of ZEV refueling infrastructure is currently supported by a number of existing State public funding mechanisms.
through 2030 to ensure the rapid transformation of the transportation sector.		Intrastate aviation relies on internal combustion engine technology today, but battery-electric and hydrogen fuel cell aviation applications are in development, along with sustainable aviation fuel. GHG emissions generated by project-related passenger and truck vehicle travel would benefit from the above regulations and programs, and mobile source emissions generated by the proposed project would be reduced as automobiles and truck fleets are transitioned to ZEV technology. Additionally, the project would include EV charging infrastructure in accordance with regulations which would support the transition to EV technology. Thus, the project would not conflict with actions under the transportation technology sector.
 Transportation Fuels Accelerate the reduction and replacement of fossil fuel production and consumption in California. Incentivize private investment in new zero-carbon fuel production in California. Incentivize the transition of existing fuel production and distribution assets to support deployment of low- and zero-carbon fuels while protecting public health and the environment. 		No Conflict: Mobile source emissions generated by the project would be reduced with implementation of the wider use of zero-carbon fuels consistent with reduction of GHG emissions under AB 1279. Additionally, (as applicable) the project would utilize energy efficiency appliances and equipment and will meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code, which will limit the amount of fossil fuel use and GHG emissions. The project would comply with local building codes and incorporating paved areas and landscaping. Considering the relevant actions and strategies require action by the state and local agencies, project consistency is determined by assessing

	2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
•	Invest in the infrastructure to support reliable refueling for transportation such as electricity and hydrogen refueling.		whether the project would conflict with the actions needed in the transportation fuels sector. As supported by the information provided above, the project would not conflict with actions in the
•	Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program.		transportation fuels sector.
•	Initiate a public process focused on options to increase the stringency and scope of the LCFS:		
	- Evaluate and propose accelerated carbon intensity targets pre-2030 for LCFS.		
	- Evaluate and propose further declines in LCFS post-2030 carbon intensity targets to align with this 2022 Scoping Plan.		
	 Consider integrating opt-in sectors into the program. 		
	- Provide capacity credits for hydrogen and electricity for heavy-duty fueling.		
•	Monitor for and ensure that raw materials used to produce low-carbon fuels or technologies do not result in unintended consequences.		
	Vehicles Miles Traveled	State agencies and local	No Conflict: VMT reductions will play a crucial role in reducing overall transportation energy demand
•	Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30	agencies	and achieving California's climate, air quality, and equity goals. CARB did not set regulatory limits on
	percent below 2019 levels by 2045.		VMT in the 2022 Scoping Plan because the authority to reduce VMT largely lies with state,
•	Reimagine new roadway projects that decrease VMT in a way that meets community needs and reduces the need to drive.		regional, and local transportation, land use, and housing agencies, along with the Legislature and its budgeting choices.
•	Invest in making public transit a viable alternative to driving by increasing affordability, reliability, coverage, service frequency, and consumer experience.		The project-specific traffic report includes a VMT analysis for the project. ²² As noted in the traffic report, the City of Fresno VMT guidelines specify that VMT analysis only includes passenger vehicles. The project would generate approximately 180
•	Implement equitable roadway pricing strategies based on local context and need, reallocating revenues to improve transit, bicycling, and other sustainable transportation choices.		passenger vehicle trips per day, which is fewer than the 500-average-daily-trip level that would trigger the need for a more detailed VMT analysis based on City of Fresno VMT guidelines. As such, the project would not result in a significant VMT impact and the

²² Ruettgers & Schuler Civil Engineers. 2023. Crown Central Transport Regional Facility Traffic Study – Fresno, CA. August.

	2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
•	Expand and complete planned networks of high- quality active transportation infrastructure.		project would not conflict with actions in the vehicle miles traveled sector.
•	Channel the deployment of autonomous vehicles, ride-hailing services, and other new mobility options toward high passenger-occupancy and low VMT-impact service models that complement transit and ensure equitable access or priority populations.		
•	Streamline access to public transportation through programs such as the California Integrated Travel Project.		
•	Ensure alignment of land use, housing, transportation, and conservation planning in adopted regional plans and local plans (e.g., general plans, zoning, and local transportation plans), and develop tools to support implementation of these plans.		
•	Accelerate infill development and housing production at all affordability levels in transportation-efficient places, with a focus on housing for lower income residents.		
•	Clean Electricity Grid Per SB 350, double statewide energy efficiency savings in electricity and fossil gas end uses by 2030, through a combination of energy efficiency and fuel substitution actions. Use long-term planning processes to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure	State agencies and local agencies	No Conflict: Decarbonizing the electricity sector depends on both using energy more efficiently and replacing fossil-fueled generation with renewable and zero carbon resources, including solar, wind, energy storage, geothermal, biomass, and hydroelectric power. The RPS Program and the Cap-and-Trade Program continue to incentivize dispatch of renewables over fossil generation to serve state demand.
•	deployment. Complete systemwide and local reliability assessments. Such assessments should be completed before state agencies update their electricity sector GHG targets. Prioritize actions to mitigate impacts to electricity		SB 100 increased RPS stringency to require 60 percent renewables by 2030 and for California to provide 100 percent of its retail sales of electricity from renewable and zero-carbon resources by 2045. Furthermore, SB 1020 has added interim targets to SB 100's policy framework to require renewable and zero-carbon resources to supply 90
•	reliability and affordability and provide sufficient flexibility in the state's decarbonization roadmap for adjustments as may be needed. Facilitate long lead-time resource development.		percent of all retail electricity sales by 2035 and 95 percent of all electricity retail sales by 2040; establish a planning goal of at least 20 GW of offshore wind by 2045; and that state agencies plan for an energy transition that avoids the need

	2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
•	Continue coordination between energy agencies and energy proceedings to maximize opportunities for demand response.		for new fossil gas capacity to meet California's long-term energy goals.
•	Continue to explore the benefits of regional markets to enhance decarbonization, reliability, and affordability.		California also continues to advance its appliance and building energy efficiency standards to reduce growth in electricity consumption and meet the SB 350 goal to double statewide energy efficiency
•	Address resource build-out challenges, including permitting, interconnection, and transmission network upgrades.		savings in electricity and fossil gas end uses by 2030. Increased transportation and building electrification and continued policy commitment to behind-the-meter solar and storage will continue to drive growth of microgrids and other distributed
•	Explore new financing mechanisms and rate designs to address affordability.		energy resources.
•	Per SB 100 and SB 1020, achieve 90 percent, 95 percent, and 100 percent renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively.		Continued transition to renewable and zero-carbon electricity resources will enable electricity to become a zero-carbon substitute for fossil fuels. This transformation will drive investments in a large fleet of generation and storage resources but will
•	Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program.		also require significant transmission to accommodate these new capacity additions. Resources such as storage and demand-side
•	Target programs and incentives to support and improve access to renewable and zero-carbon energy projects (e.g., rooftop solar, community owned or controlled solar or wind, battery storage, and microgrids) for communities most at need, including frontline, low-income, rural, and indicate a communities.		management are essential to maintain reliability with high concentrations of renewables. Hydrogen produced from renewable resources and renewable feedstocks can serve a dual role as a low-carbon fuel for existing combustion turbines or fuel cells, and as energy storage for later use.
•	indigenous communities. Prioritize public investments in zero-carbon energy projects to first benefit the most overly burdened communities affected by pollution, climate impacts, and poverty.		As applicable, the proposed project would utilize energy efficiency appliances (such as in the office space) and equipment and will meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code. As such, the project would not conflict with actions under the clean electricity grid sector.
•	Maximize air quality benefits using the best available control technologies for stationary sources in communities most in need. Implement SB 905, which requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate,	State agencies and local agencies	No Conflict: The 2022 Scoping Plan reduces dependence on fossil gas in the industrial and building sectors by transitioning substantial energy demand to alternative fuels. Combustion of fossil gas, other gaseous fossil fuels, and solid fossil fuels provide energy to meet three broad industry needs: electricity, steam, and process heat. Noncombustion emissions result from fugitive emissions and from the chemical transformations
	and regulate carbon capture, utilization, and sequestration and carbon dioxide removal projects and technology.		inherent to some manufacturing processes. Decarbonizing industrial facilities depends upon displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane,

	2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
	End fossil gas infrastructure expansion for newly constructed buildings.		low- or zero-carbon hydrogen, and other low- carbon fuels to provide energy for heat and reduce combustion emissions. Emissions also can be
	Develop a net-zero cement strategy to meet SB 956 targets for the GHG intensity of cement use.		reduced by implementing energy efficiency measures and using substitute raw materials that can reduce energy demand and some process
	everage energy efficiency and low carbon hydrogen programs.		emissions. Some remaining combustion emissions and some non-combustion CO ₂ emissions can be
n	Prioritize most vulnerable residents with the najority of funds in the new \$922 million Equitable Building Decarbonization program.		captured and sequestered. This sector has a continuing demand for fossil gas due to lack of non-combustion technologically feasible or cost-effective alternatives for certain industrial sectors.
r	Achieve three million all-electric and electric- eady homes by 2030 and seven million by 2035 with six million heat pumps installed by 2030.		Microgrids powered by renewable resources and with battery storage are emerging as a key enabler of electrification and decarbonization at industrial facilities.
а	Adopt a zero-emission standard for new space and water heaters sold in California beginning in 2030.		The proposed project will serve as the long-term regional facility for Central Transport for the purpose of providing less-than-truckload freight
	mplement biomethane procurement targets for nvestor-owned utilities as specified in SB 1440.		services for local and nationally based businesses. No manufacturing activities are proposed at the project site. The project will utilize energy efficient appliances for the office space and as applicable within the project. The project would also meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code. During operations, the project would have a less-than-significant VMT impact. As such, the project would not conflict with sustainable manufacturing buildings industry sector.
	arbon Dioxide Removal and Capture Sector mplement SB 905.	State agencies and local agencies	No Conflict : CARB has acknowledged that the deployment of carbon dioxide removal to counterbalance hard-to-abate residual emissions
1 5	Achieve the 85 percent reduction in anthropogenic sources below 1990 levels per AB 279 by incorporating Carbon Capture and Storage (CCS) into sectors and programs beyond transportation.		is needed to achieve net zero GHG emissions. Modeling shows that emissions from the AB 32 GHG Inventory sources will continue to persist even if all fossil related combustion emissions are phased out. Carbon dioxide removal includes both sequestration in natural and working lands and mechanical approaches such as: direct air capture,
c c	Evaluate and propose the role for CCS in cement decarbonization and as part of hydrogen peroxide pathways.		CCS (which is carbon capture from anthropogenic point sources involves capturing carbon from a smokestack of an emitting facility), or direct air capture (which captures carbon directly from the
	explore carbon capture application for zero- earbon power for reliability needs per SB 100.		atmosphere).

2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
		The project would not conflict with measures to increase carbon dioxide removal and capture. As such, the project would not conflict with action under the carbon dioxide removal and capture sector.
 Short-Lived Climate Pollutants (Non- Combustion Gases) Install anaerobic digesters to maximize air and water quality protection, maximize biomethane capture, and direct biomethane to specific sectors. Increase alternative manure management projects. Expand markets for products made from organic waste. Pursuant to SB 1137, develop leak detection and repair plans for facilities in health protection zones, implement emission detection system standards, and provide public access to emissions data. Convert large HFC emitters to the lowest practical global warming potential (GWP) technologies. 	State agencies and local agencies	No Conflict: SLCPs include black carbon, methane, and fluorinated gases. Dairy and livestock are the largest source of methane emissions followed by landfills. Black Carbon (soot) comes primarily from transportation, specifically heavy-duty vehicles followed by fuel combustion for residential, commercial, and industrial uses. The project would not conflict with SLCP dairy and livestock methane sector actions in the 2022 Scoping Plan. The project is a less-than-truckload freight services development and does not include dairy or livestock. Furthermore, the project does not include a new landfill or any oil or gas production, processing, or storage facilities. The project would comply with the 2022 CalGreen Code for energy efficiency and use of high-GWP refrigerants and would not conflict with these policies or actions. The project is a less-than-truckload freight services development that would not include fireplaces and would not result in a significant VMT impact; lower VMT results in a reduction of fuel combustion. Considering the information presented above, the project would not conflict with SLCP sector actions in the 2022 Scoping Plan.
 Natural and Working Lands Implement AB 1757 and SB 27. Implement the Climate Smart Strategy. Accelerate the pace and scale of climate smart forest management to at least 2.3 million acres annually by 2025. Accelerate the pace and scale of healthy soils practices to 80,000 acres annually by 2025, conserve at least 8,000 acres of annual crops annually, and increase organic agriculture to 20 percent of all cultivated acres by 2045. 	State agencies and local agencies	No Conflict: AB 1757 requires state agencies to set targets for natural carbon removal and emissions reductions on natural and working lands. AB 1757 is expected to catalyze natural carbon sequestration in California by: requiring California Natural Resources Agency and CARB to establish targets for sequestration on natural and working lands for 2030, 2038, and 2045; ensuring that natural sequestration projects have rigorous measurement and verification; and establishing an expert committee to advise state agencies on modeling and implementation. SB 27 is designed to accelerate the removal of carbon from the atmosphere by expanding

	2022 Scoping Plan Actions and Strategies	Responsible Parties	Project Consistency
•	Restore 60,000 acres of Delta wetlands annually by 2045.		California's carbon removal capability (i.e. sequestration) and improve the carbon retention of the state's natural and working lands.
•	Increase urban forestry investment annually by 200 percent, relative to business as usual.		The project is a less-than-truckload freight services development and would not include natural working lands. As such, the project would not conflict with natural and working strategies under the 2022 Scoping Plan.

Source: California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November 16. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed November 11, 2024.

As shown above in Table 16, the proposed Project would not conflict with relevant 2022 Scoping Plan actions or strategies that aim to achieve the State's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045.

Impact Analysis Summary

As described above, the proposed Project would be consistent with State GHG Plans and would not obstruct the State's ability to meet its goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050. Therefore, the Project's generation of GHG emissions would result in a *less than 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?

Less Than Significant Impact. The proposed Project is in unincorporated Fresno County; however, a Pre-Zone/Rezone Application and Annexation Application are being submitted concurrently to the City of Fresno with the Development Application. The City of Fresno does not have a GHG reduction plan that can be relied upon for making significance determinations. The County of Fresno has not adopted a GHG reduction plan. In addition, the County has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the Project. Therefore, the SJVAPCD Climate Action Plan

cannot be applied to the Project. Since no other local or regional Climate Action Plan is in place, the Project is assessed for its consistency with CARB's adopted Scoping Plans. This assessment is included under Impact GHG-A above. As demonstrated in the analysis contained under Impact GHG-A, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases. This impact would be *less than significant*.

Mitigation Measures

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS	MATERIAL -	– Would the pro	ject:	
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				Х

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
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 for people residing or working in the project area?			Х	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				Х
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The proposed Project consists of approximately 3,200 square foot administrative office, approximately 68,570 square foot cross-dock transfer platform, approximately 11,880 square foot fleet maintenance shop, 3,494 square foot office, parking for up to 29 fleet tractors, up to 150 fleet trailers, up to 84 automobiles, and a diesel fuel system for fleet equipment, which includes two dual sided fuel lanes; two single hose dispensers on each end and one dual hose disperser in the middle for a total of three pumps. The system also has the following safety monitoring system to minimize fuels and/or leaks:

- Veeder Root Continuous Statistical Leak Detection (Csld) For Tls-450Plus
- Veeder Root Risk Management: Digital Line Leak Detection For Tls-450Plus
- Veeder Root Digital Pressurized Line Leak Detector Without Swiftcheck Valve, UI
- Veeder Root Overfill Alarm Box

Project operations would include unloading and transfer of freight from trailers incoming to the facility, and direct loading to trailers outbound to their destination. No outside storage of material will be required with this operation. Approximately 84 truck trips per day (42 entering and 42 exiting) and 120 passenger vehicle trips per day (60 entering and 60 exiting) will be generated.

Construction of the Project would require the use and transport of hazardous materials, including fuels, oils, and other chemicals (e.g., paints, lead, adhesives, etc.) typically used during construction. It is likely that these hazardous materials and vehicles would be stored by the contractor(s) on-site during construction activities. Improper use and transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. However, all materials stored and shipped on-site would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the U.S. Environmental Protection Agency (EPA) and the Occupational Safety and Health Administration (OSHA). In addition, as discussed previously, a Storm Water Pollution Prevention Plan (SWPPP) is required for the Project and shall include emergency procedures for incidental hazardous materials releases. The SWPPP also includes Best Management Practices which includes requirements for hazardous materials storage. Therefore, there will be *less than significant impacts*.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant. As discussed in Impact a) above, the use of hazardous materials would be primarily confined to the Project construction period and those

materials would be contained, stored, and handled in compliance with applicable standards and regulations. Also as discussed in Impact a) above, the fueling system includes a safety monitoring system to detect and stop hazardous leaks. As such, there are *less than significant impacts* regarding the release of hazardous materials into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. No schools are located within 0.25 miles of the proposed Project site. The nearest school is Orange Center Elementary School, located approximately 0.27 miles south of the proposed site. The proposed Project consists of construction of a long-term regional facility for the purpose of providing less-than-truckload (LTL) freight services. The development will consist of an administrative office, a cross-dock transfer platform, a fleet maintenance shop, an office, parking for fleet tractors, fleet trailers, automobiles, and a diesel fuel system for fleet equipment. The Project construction will also include street lighting and landscaping. Activities at this site will involve the unloading and transfer of freight from trailers incoming to the facility, and direct loading to trailers outbound to their destination. No outside storage of material will be required with this operation. It is unlikely that these operations will emit hazardous emissions or handle hazardous or acutely hazardous materials.

This condition precludes the possibility of activities associated with the proposed Project exposing schools within a 0.25-mile radius of the project site to hazardous materials. The area surrounding the proposed site is primarily comprised of industrial and commercial purposes, similar to the proposed less-than-truckload freight facility. There is *no impact*.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. The proposed Project site is not located on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 (Geotracker²³ and Envirostor²⁴ databases – accessed in March 2023). There are no hazardous materials sites in the vicinity that impact the proposed Project. As such,

²³ California State Water Resources Control Board, GeoTracker Database. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=fresno. Accessed March 2023.

²⁴ Department of Toxic Substances Control, EnviroStor Database. https://www.envirostor.dtsc.ca.gov/public/map/. Accessed March 2023.

any impacts would remain less than significant.

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 for people residing or working in the project area?

Less than Significant Impact. The nearest airport to the Project site is Fresno-Chandler Executive Airport, which lies approximately 3.3 miles to the northwest; however, the proposed Project site is outside of the Fresno-Chandler Executive Airport Influence Area.²⁵ Any impacts are considered *less than significant*.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City's Police and Fire Departments are the lead agencies for all local emergency response efforts. The City of Fresno has consulted with its police, fire and ambulance service providers to determine that the proposed Project provides adequate emergency access to the Project site and surrounding areas. Objective NS-6 and Policies NS-6-a through NS-6-g of the approved General Plan would reduce potential impacts to emergency response and evacuation.

- **Objective NS-6**: Foster an efficient and coordinated response to emergencies and natural disasters.
 - Policy NS-6-a: County Multi-Jurisdiction Hazard Mitigation Plan.
 Adopt and implement the Fresno County Multi-Jurisdiction Hazard
 Mitigation Plan and City of Fresno Local Hazard Mitigation Plan Annex.
 - Policy NS-6-b: Disaster Response Coordination. Maintain coordination with other local, State, and Federal agencies to provide coordinated disaster response.
 - Policy NS-6-c: Emergency Operations Plan. Update the City's Emergency Operations Plan periodically, using a whole community approach which integrates considerations for People with access and functional needs in all aspects of planning.
 - Policy NS-6-d: Evacuation Planning. Maintain an emergency evacuation plan in consultation with the Police and Fire Departments and other emergency service providers, which shows potential

²⁵ Exhibit C6-C7, Airport Land Use Compatibility Plan, Fresno Council of Governments. 2018. Accessed February 2024.

- evacuation routes and a list of emergency shelters to be used in case of catastrophic emergencies.
- Policy NS-6-e: Critical Use Facilities. Ensure critical use facilities (e.g. City Hall, police and fire stations, schools, hospitals, public assembly facilities, transportation services) and other structures that are important to protecting health and safety in the community remain operational during an emergency.
 - Site and design these facilities to minimize their exposure and susceptibility to flooding, seismic and geological effects, fire and explosions.
 - Work with the owners and operators of critical use facilities to ensure they can provide alternate sources of electricity, water, and sewerage in the event that regular utilities are interrupted in a disaster.
- Policy NS-6-f: Emergency Vehicle Access. Require adequate access for emergency vehicles in all new development, including adequate widths, turning radii, hard standing areas, and vertical clearance.
- Policy NS-6-g: Emergency Preparedness Public Awareness Programs. Continue to conduct programs to inform the general public, including people with access and functional needs, of the City's emergency preparedness and disaster response procedures.

As the proposed Project is subject to compliance with applicable standards for on-site emergency access including turn radii and fire access, the proposed Project would have *no impact*.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than Significant Impact. According to the Fresno General Plan, wildfire threats to Fresno are minimal because the city is largely urbanized or working agricultural land and lacks steep topographies. The proposed Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) to be in a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ). Therefore, there will be *less than significant impacts*.

Mitigation Measures

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER Q	JALITY – Wo	uld the project:		
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			Х	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		Х		
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 a substantial erosion or siltation on- or off-site;			Х	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			Х	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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			Х	
iv) impede or redirect flood flows?			Х	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			Х	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			Х	

DISCUSSION

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The proposed Project has the potential to impact water quality standards and/or waste discharge requirements during construction (temporary impacts) and operation. Impacts are discussed below.

Construction

Grading, excavation and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed Project are: 1) the handling, storage, and

disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These Best Management Practices (BMPs) would be required in the Stormwater Pollution Prevention Plan (SWPPP) to be prepared prior to commencement of proposed Project construction. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to less than significant.

In accordance with the National Pollution Discharge Elimination System (NPDES) Stormwater Program, the proposed Project will be required to comply with existing regulatory requirements to prepare a SWPPP designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the Regional Water Quality Control Board (RWQCB) has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The specific controls are subject to the review and approval by the RWQCB and are an existing regulatory requirement.

Operational

The proposed Project consists of construction of a long-term regional facility for the purpose of providing less-than-truckload (LTL) freight services. The development will consist of an administrative office, a cross-dock transfer platform, a fleet maintenance shop, an office, parking for fleet tractors, fleet trailers, automobiles, and a diesel fuel system for fleet equipment. Activities at this site will involve the unloading and transfer of freight from trailers incoming to the facility, and direct loading to trailers outbound to their destination. Upon completion, the Project will tie into city's existing stormwater drainage system. These Project operations are not anticipated to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Therefore, any impacts are less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The proposed Project consists of construction of a long-term regional facility for the purpose of providing less-than-truckload (LTL) freight services. The development will consist of an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for up to 29 fleet tractors, up to 150 fleet trailers, up to 84 automobiles, and a diesel fuel system for fleet equipment. The administrative offices will be equipped with restroom facilities.

The Project site is within the city's Sphere of Influence, and designated for industrial uses by the City's General Plan. Accordingly, industrial water at the usage at the site has been accounted for in the City's infrastructure planning documents. Water service would be provided to the Project by the City of Fresno Department of Public Utilities (DPU) Water and Wastewater Management Divisions. The City receives all of its water supply from groundwater. One of the primary objectives of Fresno's future water supply plans detailed in Fresno's current Urban Water Management Plan (UWMP) is to balance groundwater operations through a host of strategies.26 Through careful planning, Fresno has designed a comprehensive plan to accomplish this objective by increasing surface water supplies and surface water treatment facilities, intentional recharge, and conservation, thereby reducing groundwater pumping. The proposed Project would be consistent with water management strategies from both the UWMP and the Metropolitan Water Resources Management Plan. Furthermore, the applicant would be required to comply with water management requirements and recommendations of the City DPU, which would reduce potential Project impacts to groundwater supply to less than significant.

- 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?

26 City of Fresno 2020 Urban Water Management Plan. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-2020-UWMP_Final_2021-07-21-1.pdf. Accessed 12/2024.

Less Than Significant Impact. The proposed Project includes changes to the existing stormwater drainage pattern of the area through the installation of asphalt concrete, administrative buildings, docking platform, maintenance shop, parking, driveways, curb, gutter and sidewalks. The proposed Project has been reviewed by the Fresno Metropolitan Flood Control District and conditions and requirements of the proposed development pertaining to storm drain facilities have been provided to the proposed Project developer. Additionally, a drainage and grading plan will be required as part of the submittal package to the City of Fresno, which will ensure stormwater will drain to the appropriate drainage inlet. As such, the proposed Project will have a *less than significant impact*.

ii. Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Less Than Significant Impact. As discussed in Impact c)i. above, the proposed Project developer will be required to prepare a drainage/grading plan as part of the permit process. Potential impacts from surface runoff will be *less than significant*.

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?

Less Than Significant Impact. As analyzed above, the Project site is designated by the General Plan for industrial uses, and upon approval of annexation and zone change, will be consistent with the zoning laws. As such, the site has been planned for urban development, and site development has been included in the City's infrastructure planning documents. The proposed Project will connect to the City of Fresno's existing storm-drain system and pay drainage fees pursuant to the Drainage Fee Ordinance. Impacts resulting from polluted runoff will be *less than significant*.

iv. Impede or redirect flood flows?

Less Than Significant Impact. An east-west trending irrigation canal referred to as Central Canal is present on/near the southern boundary of the subject site. The irrigation canal was dry at the time of the Phase I ESA site reconnaissance. As described in Impact c)ii and c)iii above, the proposed Project developer will be required to prepare a drainage/grading plan and will connect to the City of Fresno's existing storm-drain system. Both of those items will ensure that the proposed Project will have *less than significant impacts* regarding impeding or redirecting flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The proposed Project is outside of any Special Flood Hazard Areas, as identified by the Federal Emergency Management Agency, Flood Map 06019C2110H, effective 2/18/2009. There are no bodies of water near the site that would create a potential risk of hazards from seiche, tsunami or mudflow. The proposed Project will not conflict with any water quality control plans or sustainable groundwater management plan. As mentioned in Impact c) above, all new development within the City of Fresno Planning Area must conform to standards and plans detailed by the Fresno Metropolitan Flood Control District. By conforming to all standards and policies as outlined, any impacts will remain *less than significant*.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The proposed Project will be in compliance with all water quality control plans and other hydrological requirements set forth by the City of Fresno. Any impacts are *less than significant*.

Mitigation Measures

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
XI. LAND USE AND PLANNING -	XI. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?			Х			

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?		X	
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DISCUSSION

a) Physically divide an established community?

Less Than Significant Impact. The immediate vicinity of the proposed Project site is comprised of industrial businesses, agriculture, and roadways. The proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. The proposed Project will not divide an existing community. There are less than significant impacts associated with the proposed Project.

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?

Less Than Significant Impact. Based upon compliance with the goals, objectives and policies referenced herein below, the proposed Project is determined to be consistent with the Fresno General Plan goals and objectives related to land use and the urban form:

Goal No. 1 of the Fresno General Plan: Increase opportunity, economic development, business and job creation.

The proposed Project will ultimately provide approximately four to ten long-term jobs for the growing local work force.

<u>Goal No. 7 of the Fresno General Plan</u>: Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.

This Goal contributes to the establishment of a comprehensive city-wide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.

Goal No. 12 of the Fresno General Plan: Resolve existing public infrastructure and service deficiencies, make full use of existing infrastructure, and invest in improvements to increase competitiveness and promote economic growth.

The proposed Project will tie into existing infrastructure as necessary (water, sewer and storm water) located in the Project vicinity.

Fresno County Airport Land Use Compatibility Plan: On December 3, 2018, the Airport Land Use Commission (ALUC) adopted the Fresno County Airport Land Use Compatibility Plan. The proposed Project is not within the Airport Influence Area of the nearest airport, Fresno-Chandler Executive Airport. As such, no impacts related to airport and land use is anticipated.

Implementing Policies LU-1-a and LU-2-a of the Fresno General Plan: promote development of vacant, underdeveloped, and re-developable land within the Existing City Limits as of December 31, 2012 where urban services are available.

The proposed Project will be constructed in an area planned for industrial development where infrastructure services are available.

Implementing Policy LU-7-c – Efficiency of Industrial Uses. Promote industrial land use clusters to maximize the operational efficiency of similar activities.

The proposed site is located in an area surrounded by businesses such as freight services, truck and trailer repair, warehouses, and other industrial businesses.

Therefore, it is determined that the proposed Project is consistent with respective general plan objectives and policies and will not significantly conflict with applicable land use plans, policies or regulations of the City of Fresno. Furthermore, the proposed Project, including the design and improvement of the subject property, is found; (1) To be consistent with the goals, objectives and policies of the applicable Fresno General Plan; (2) To be suitable for the type and density of development; (3) To be safe from potential cause or introduction of serious public health problems; and, (4) To not conflict with any public interests in the subject property or adjacent lands. The authorization request for the proposed plan amendments regarding re-zoning is expected to be approved.

Thus, the proposed Project would have less than significant impact.

Mitigation Measures

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Wo	ould the projec	ot:		
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?				X
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?				Х

DISCUSSION

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?

No Impact. The City's General Plan notes that most of the area outside of the San Joaquin and Kings River Resource Areas has a Mineral Resource Zone (MRZ)-3 designation, with potential, but presently unproven, mineral resource areas.²⁷ The

²⁷ Ch. 7 Resource Conservation and Resilience, Fresno General Plan. December 2014. Pg 7-45. Accessed February 2024.

Project site is not located in or near these resource areas or mines.²⁸ There are no known mineral resources in the proposed Project area and none are identified in the City's General Plan near the proposed site. Therefore, there is *no impact*.

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?

No Impact. As discussed in Impact a) above, there are no known mineral resources identified in the City's General Plan in the proposed Project area. There is *no impact.*

Mitigation Measures

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project re-	sult 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			Х	

²⁸ Mines Online, Department of Conservation. https://maps.conservation.ca.gov/mol/index.html. Accessed February 2024.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

The analysis in the Noise section is based on the Acoustical Analysis Report prepared by WJV Acoustics in August 2023. The report is provided in its entirety in Appendix D.

DISCUSSION

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 in other applicable local, state, or federal standards?

Less Than Significant Impact. The Project site is located along the west side of S. Cherry Avenue, approximately 1,500 feet south of E. North Avenue, in Fresno, California. The Project site is generally bounded by an existing trucking facility to the north, industrial and rural residential land uses to the east, agricultural, industrial, and rural residential land uses to the south, and State Route 41 (SR 41) to the west. Existing sources of noise within and adjacent to the Project site are dominated by traffic noise associated with vehicles on S. Cherry Avenue, E. North Avenue and SR 41. Additional sources of noise observed during a site visit include noise associated with existing industrial agricultural activities, and occasional aircraft overflights.

The Project is the development of a long-term regional facility for Central Transport that will provide for less-than-truckload (LTL) freight services. The development will consist of an approximately 3,294 square foot administrative office, 68,570 square foot

cross- dock transfer platform, 11,880 square foot fleet maintenance shop, parking for fleet tractors (26), fleet trailers (137), and automobiles (84), and a diesel fuel system for fleet equipment. Central Transport will operate 24 hours per day, Monday through Friday, and Saturday mornings, and will consist of approximately 90 employees.

Project-Related Increases in Traffic Noise Exposure

The City's exterior noise level standard for residential land uses is 65 dB Ldn.

Existing Conditions

Table 17 provides existing traffic noise exposure levels at the seven analyzed representative receptor locations, and provides what the Project contribution would be to existing traffic conditions.

Table 17
Project Contribution To Future Traffic Noise
Existing Traffic Conditions

Modeled Receptor	Existing Without Project Contribution	Existing Plus Project	Project Contribution	Significant Impact?
R-1	56	56	0	No
R-2	58	58	0	No
R-3	55	58	0	No
R-4	59	59	0	No
R-5	55	56	+1	No
R-6	54	54	0	No
R-7	58	58	0	No

2043 Cumulative Conditions

Table 18 provides 2043 Cumulative traffic noise exposure levels at the seven analyzed representative receptor locations and provides what the Project contribution would be to 2043 Cumulative traffic conditions.

Table 18
Project Contribution To Future Traffic Noise
2043 Cumulative Traffic Conditions

Modeled	2043 Conditions Without	2043 Conditions	Project	Significant	
Receptor	Project Contribution	Plus Project	Contribution	Impact?	
R-1	59	59	0		

R-2	62	62	0	No
R-3	59	59	0	No
R-4	63	63	0	No
R-5	57	58	+1	No
R-6	56	56	0	No
R-7	59	59	0	No

Based on Table 18, the Project's contribution would not result in an increase in traffic noise exposure at six of the seven modeled receptor locations, and would result in an increase of approximately 1 dB at receptor location R-5, for both existing and 2043 traffic conditions. The Project would not result in traffic noise levels that exceed the City's 65 dB Ldn exterior noise level standard at any of the seven modeled traffic noise receptors. As such, Project-related increases in traffic noise exposure would not be considered a significant impact at any nearby sensitive receptor location.

Fleet Maintenance Shop

The Project would include a fleet maintenance facility, to be located along the northern portion of the Project site. Sensitive receptors are located within ¼ mile of the Project site, with residences to the south and southeast. There are no schools, hospitals, convalescent facilities or other sensitive receptors in this primarily rural agricultural and industrial area within this ¼ mile; however, it should be noted that there is an Elementary School just over ¼ mile (0.27 of a mile), to the Southeast of the Project, (Orange Center Elementary).

The City's maximum daytime noise level standard is 70 dB and maximum nighttime noise level standard is 60 dB. Taking into account the standard rate of attenuation of noise with increased distance from a point source (-6 dB/doubling of distance), noise levels would not exceed 60 dB at setback distances of 250 feet or greater from the source. The proposed fleet maintenance shop would not be located within 250 feet of any noise-sensitive receptor locations, as such, noise levels associated with the proposed fleet maintenance would not be expected to result in noise levels exceeding any City of Fresno noise level standards. It should be noted, the noise levels described in the Acoustical Analysis were measured outdoors, with no acoustic shielding. Fleet maintenance activities would likely occur indoor, where noise would be attenuated by the building itself. Therefore, the fleet maintenance shop noise levels should be considered a worst-case assessment of noise levels associated with the fleet maintenance shop.

Truck Movements

The Project would include a cross-dock transfer platform for loading/unloading, as well truck and trailer parking. Trucks would enter and exit the project site via S. Cherry Avenue, as needed. The facility is accessible 24 hours per day, Monday through Friday as well as Saturday mornings.

Noise associated with truck movements are generally limited to noise associated with on-site vehicle movements as well as the release of air brakes. The closest sensitive receptor (residential land uses) to the proposed truck storage and parking areas are located at a setback distance of approximately 350 feet to the south/southeast. At this setback distance noise levels associated with truck movements would be in the range of approximately 44-60 dB and noise levels associated with the release of air brakes would be in the range of approximately 61-63 dB.

The City of Fresno maximum (Lmax) noise level standard is 70 dB during the daytime hours (7:00 a.m. to 10:00 p.m.) and 60 dB during the nighttime hours (10:00 p.m. to 7:00 a.m.). However, the City of Fresno Municipal Code states that the standards of the noise ordinance may be adjusted upward (made less restrictive) if existing ambient noise levels without the source of concern already exceed the noise ordinance standards. The municipal code states that, in such situations, the applicable noise standard becomes the existing ambient noise level, plus 5 dB. Measured noise levels in the Project vicinity (Table IV, Appendix D) indicate that maximum nighttime noise levels averaged approximately 80 dB. Therefore, noise levels associated with truck movement activities would not exceed City of Fresno daytime or nighttime noise level standards.

Loading Dock Activities

The Project would include cross-dock loading platforms, where various materials would be unloaded and loaded into truck trailers for transport. Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, forklifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees.

Loading dock noise levels would be expected to be in the range of approximately 65 to 83 dBA at a distance of 50 feet. The closest existing sensitive receptors (residential land uses) to the proposed dock facility are located at distances of approximately 700 feet to the south/southeast. At such distances noise levels associated with loading dock activities would be in the range of approximately 42-60 dB. Such levels do not exceed applicable City of Fresno daytime or nighttime noise level standards.

Summary

Ambient noise levels measured in the Project vicinity indicate that existing ambient

noise levels are already relatively high, as a result of vehicle traffic along S. Cherry Avenue, E. North Avenue, SR 41 as well as existing industrial land uses in the Project vicinity. The noise level measurement data (as analyzed in Appendix D) demonstrate that the Project would not be expected to exceed any applicable daytime or nighttime City of Fresno noise level standards at nearby sensitive receptor locations (residential land uses). This determination considers the existing elevated ambient noise levels measured near these residential land uses. Noise levels associated with all Project operations would be below existing ambient noise levels measured in the Project vicinity, and mitigation measures are therefore not required for Project noise compliance. Therefore, the impact is considered *less than significant*.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. None of these activities are anticipated to occur with construction or operation of the proposed Project.

Vibration from construction activities could be detected at the closest sensitive land uses, especially during movements by heavy equipment or loaded trucks and during some paving activities (if they were to occur). Typical vibration levels at distances of 100 feet and 300 feet are summarized by Table 19. These levels would not be expected to exceed any significant threshold levels for annoyance or damage.

Table 19
Typical Vibration Levels During Construction

Equipment	PPV (in/sec)					
Equipment	@100'	@300'				
Bulldozer (Large)	0.011	0.006				
Bulldozer (Small)	0.0004	0.00019				
Loaded Truck	0.01	0.005				
Jackhammer	0.005	0.002				
Vibratory Roller	0.03	0.013				
Caisson Drilling	0.01	0.006				
Source: Caltrans						

After full Project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses. Additional mitigation is not

- required. There are no aspects of construction or daily operations that would create groundborne vibration. As such, any impacts would be *less than significant*.
- c. 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 expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. There are no private airstrips in the proposed Project vicinity. The proposed Project site is not located within the boundaries of the Fresno County *Airport Land Use Compatibility Plan, adopted in 2018 and amended in 2023.*29 As such, impacts will remain *less than significant.*

Mitigation Measures

ENVIRONMENTAL ISSUES XIV. POPULATION AND HOUSIN	Potentially Significant Impact G – Would the	Less Than Significant with Mitigation Incorporated e project:	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			Х	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				Х

²⁹ Fresno County Airport Land Use Compatibility Plan. Exhibit C8.

DISCUSSION

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. There are no new homes associated with the proposed Project and there are no residential structures currently on-site. The proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. The Project would temporarily provide construction jobs in the City of Fresno area, which could be readily filled by the existing employment base. Approximately 90 long-term employees are expected at Project build-out. The proposed Project will not affect any regional population, housing or employment projections anticipated by City policy documents. Potential impacts are less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. There are currently no residential units on-site, thus no people or existing housing will be displaced. There is *no impact*.

Mitigation Measures

ENVIRONMENTAL ISSUES XV. PUBLIC SERVICES – Would	Potentially Significant Impact the project:	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			Х	
Police protection?			X	
Schools?			Х	
Parks?			Х	
Other public facilities?			Х	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?

Less Than Significant. The proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. The City of Fresno Fire Department (Fire Department) offers a full range of services including fire prevention, suppression, emergency medical care, hazardous materials, urban search and rescue response, as well as emergency preparedness planning and public education coordination within the Fresno City limit, in addition to having mutual aid agreements with the Fresno County Fire Protection District, and the City of Clovis Fire Departments.

The City of Fresno Fire Department operates its facilities under the guidance set by the National Fire Protection Association in NFPA 1710, the Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operation to the Public by Career Fire Departments. NFPA 1710 sets standards for turnout time, travel time, and total response time for fire and emergency medical incidents, as well as other standards for operation and fire service. The Fire Department has established the objectives set forth in NFPA 1710 as department objectives to ensure the public health, safety, and welfare.

According to the City of Fresno Fire Department, the proposed Project would be served by Station 7, which is located at 2571 South Cherry Avenue, Fresno, approximately 1.3 miles north of the proposed Project site. After reviewing the Project, the Fire Department has determined that the Project can be adequately serviced by the current local Fire Facilities and Personnel, consistent with National Fire Protection Association 1710 Objectives.

The Fresno General Plan contains the following objectives and policies:

<u>Objective PU-3:</u> Enhance the level of fire protection to meet the increasing demand for services from an increasing population.

Implementing Policies:

- PU-3-a Fire Prevention Inspections. Develop strategies to Fire Prevention Inspections. Enable the performance of annual fire and life safety inspection of all industrial, commercial, institutional, and multi-family residential buildings, in accordance with nationally recognized standards for the level of service necessary for a large Metropolitan Area, including a self-certification program.
- PU-3-b Reduction Strategies. Develop community risk Reduction Strategies, such as strategies that target high service demand areas, vulnerable populations (e.g. young children, older adults, non-English speaking residents, persons with disabilities, etc.), and high life hazard occupancies.
- PU-3-c Public Education Strategies. Develop strategies to Public Education Strategies. re-establish and enhance routine public education outreach to all sectors of the community.
- PU-3-d Review Development Application Review Development Application
 Applications. Continue Fire Department review of development applications,
 provide comments and recommend conditions of approval that will ensure
 adequate on-site and off-site fire protection systems and features are
 provided.
- PU-3-e Building Codes. Adopt and enforce amendments to construction and fire codes, as determined appropriate, to systematically reduce the level of risk to life and property from fire, commensurate with the City's fire suppression capabilities.
- PU-3-f Adequate Infrastructure. Continue to pursue the provision of adequate water supplies, hydrants, and appropriate property access to allow for adequate fire suppression throughout the City.
- PU-3-g Cost Recovery. Continue to evaluate appropriate codes, policies, and methods to generate fees or other sources of revenue to offset the ongoing personnel and maintenance costs of providing fire prevention and response services.

The proposed Project would be required to comply with all applicable fire and building safety codes (California Building Code and Uniform Fire Code) to ensure fire safety elements are incorporated into the final Project design. As a result, appropriate fire safety considerations have been included as part of the final design of the Project. Project implementation will result in *less than significant impacts*.

ii. Police protection?

Less Than Significant. Police protection services closest to the proposed Project site are located at the existing Southwest District Station at 1211 Fresno Street, approximately 3.1 miles north of the site. The Fresno Police Department provides a full range of police services including uniformed patrol response to calls for service, crime prevention, tactical crime and enforcement (including gang and violent crime suppression), and traffic enforcement/accident prevention. The proposed Project is located within the adopted City of Fresno Sphere of Influence and the site is designated Heavy Industrial by the General Plan. The site has been planned for development and is located in an area currently served by the Police Department. The Project applicant would be required to pay standard development impact fees as determined by the City. Any impacts are considered *less than significant*.

iii. Schools?

Less Than Significant. The proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. Upon approval of annexation, the site will fall under Washington Unified School District; however, the proposed Project does not contain any residential uses. The proposed Project, therefore, would not result in an influx of new students in the Project area and is not expected to result in an increased demand upon District resources and would not require the construction of new facilities. Any impacts are considered *less than significant*.

iv. Parks?

Less Than Significant. The proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. The Project would not result in an increase in demand for parks and recreation facilities because it would not result in an increase in population. Impacts are considered *less than significant*.

v. Other public facilities?

Less Than Significant. The proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. The Project does not include any residences and, therefore, would not result in

increased demand for, or impacts on, other public facilities such as library services. Development of the Project will not require construction of additional public facilities. Impacts are *less than significant*.

Mitigation Measures

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION - Would the pr	oject:			
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X

DISCUSSION

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including an administrative office, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. The Project does not include the construction of residential uses and would not directly or indirectly induce population growth. Therefore, the proposed Project would not cause physical deterioration of existing recreational facilities from increased usage. There would be *no impact*.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. As discussed above, the proposed Project includes development of a long-term regional facility for less-than-truckload (LTL) freight services, including two offices, a cross-dock transfer platform, a fleet maintenance shop, parking for fleet tractors, fleet trailers, and automobiles, and a diesel fuel system. The Project does not include development of residential uses and therefore, the proposed Project would not result in the need for new or expanded recreational facilities. *No impacts* are expected.

Mitigation Measures

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would	d the project:			
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		X		
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			Х	

The analysis in the Transportation section is based on the Traffic Study Report prepared by Ruettgers & Schuler Civil Engineers in August 2023. The report is provided in its entirety in Appendix E. The scope of the study was developed in association with the City of Fresno. The scope is based on the guidelines contained in the City of Fresno's "Traffic Impact Study Guidelines Update 2-2- 2009 for Fresno." The scoping memo is included in the appendix.

DISCUSSION

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact with Mitigation. The proposed development will include a 68,570 square foot cross-dock transfer platform, a 3,294 square foot administrative office, an 11,880 square foot fleet maintenance shop, and parking for fleet tractors, fleet trailers, and automobiles along with a diesel fuel system.

The study area is generally bounded by Cherry Avenue and State Route 41. The site is currently vacant land. Site access is proposed along Cherry Avenue at the driveway locations as shown in Appendix E. The Project will construct frontage improvements, including sidewalk, curb ramps, and bike lanes. The construction of the sidewalk and bike lanes will close gaps in pedestrian and bicycle access and will allow access to the site for all users. Existing land uses in the vicinity of the proposed development are generally industrial and commercial land uses with residential further west and north of the Project site.

Trip Generation

Trip rates, equations and directional splits for ITE Land Use Code 30 (Intermodal Truck Terminal) were used to estimate Project trips for weekday peak hour of adjacent street traffic based on information provided by the Project applicant. The ITE Land Use Code 30 does not currently have data regarding average daily traffic. Therefore, calculations were done based on information provided by the applicant. There will be 63 heavy trucks entering and exiting the Project daily; therefore, there will be approximately 126 heavy truck trips per day. The Project will have 90 employees entering and exiting the Project daily; therefore, there will be approximately 180 passenger vehicle trips per day. The total heavy truck and vehicle trips were calculated to be approximately 306 daily trips.

Table 20
Trip Generation

	ADT	AM Peak Hour Trips		PM Peak Hour Trips					
ITE Code	Development Type	Variable		Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
30	Intermodal Truck Terminal	83.744 1000 sq ft GFA	306	1.97	47% 78	53% 87	eq	52% 28	48% 26
TOTAL			306		165		54		4

Intersection Analysis

A capacity analysis of the study intersections was performed for the following AM and PM Peak Hour traffic scenarios:

- Existing (2023)
- Existing (2023) + Project
- Existing Cumulative (2023) + Project
- Future Cumulative (2043)
- Future Cumulative (2043) + Project
- Future Cumulative (2043) + Project with Mitigation

Criteria for intersection level of service (LOS) are shown in the tables below.

Table 21
Level of Service Criteria - Unsignalized Intersection

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
В	$> 10 \text{ and} \le 15$	Short delays
C	$> 15 \text{ and } \le 25$	Average delays
D	$> 25 \text{ and } \le 35$	Long delays
Е	$> 35 \text{ and} \le 50$	Very long delays
F	> 50	Extreme delays

Table 22
Level of Service Criteria - Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
В	$> 10 \text{ and } \le 20$	0.61 - 0.70
С	$> 20 \text{ and} \le 35$	0.71 - 0.80
D	$>$ 35 and \leq 55	0.81 - 0.90
Е	$> 55 \text{ and} \le 80$	0.91 - 1.00
F	> 80	> 1.00

The level of service threshold for requiring mitigation is if the facility operates below an LOS of "D". The level of service for the study intersections is presented in Tables 23 and 24.

Table 23
Intersection Level of Service - Weekday AM Peak Hour

#	Intersection	Control Type	2023	2023+ Project	2023+ Project Cumulative	2043 Cumulative	2043+ Project Cumulative	2043+ Project Cumulative Mitigation
1	Elm Ave & North Ave	Signal	C (33.4)	C (31.9)	C (32.2)	F (84.2)	F (88.0)	E (76.4)
2	SR 41 SB Ramps & North Ave	Signal	C (29.8)	C (34.9)	C (34.9)	F (94.8)	F (95.1)	D (50.0)
3	SR 41 NB Ramps & North Ave	Signal	A (5.2)	A (6.0)	B (10.6)	E (58.7)	E (63.6)	A (10.0)
4	Cherry Ave & North Ave	Signal	C (21.4)	C (30.2)	C (32.5)	C (33.7)	C (33.9)	-
5	East Ave & North Ave	Signal	B (18.2)	B (18.2)	B (18.8)	B (18.5)	C (23.5)	-
6	Cherry Ave & Central Ave	AWSC	A (8.3)	A (8.4)	A (8.4)	A (9.0)	A (9.0)	-

Table 24
Intersection Level of Service - PM Peak Hour

#	Intersection	Control Type	2023	2023+ Project	2023+ Project Cumulative	2043 Cumulative	2043+ Project Cumulative	2043+ Project Cumulative Mitigation
1	Elm Ave & North Ave	Signal	C (25.0)	C (27.5)	C (27.6)	D (52.6)	D (52.7)	D (42.0)
2	SR 41 SB Ramps & North Ave	Signal	C (22.2)	C (22.4)	C (22.6)	F (85.5)	F (87.8)	E (66.4)
3	SR 41 NB Ramps & North Ave	Signal	A (2.5)	A (3.3)	A (4.8)	A (7.6)	A (10.0)	A (9.6)
4	Cherry Ave & North Ave	Signal	C (33.2)	C (34.1)	C (34.3)	D (44.7)	D (46.1)	-
5	East Ave & North Ave	Signal	C (31.7)	C (32.2)	C (33.2)	D (37.8)	D (37.9)	-
6	Cherry Ave & Central Ave	AWSC	B (2.6)	B (2.7)	B (2.7)	C (18.3)	C (18.4)	-

Roadway Analysis

The City of Fresno Traffic Impact Study Guidelines states that the peak hour level of service for roadways shall be no lower than LOS "D" for urban areas. The analysis

was performed for the following AM and PM traffic scenarios:

- Existing (2023)
- Existing (2023) + Project
- Existing Cumulative (2023) + Project
- Future Cumulative (2043)
- Future Cumulative (2043) + Project

Table 25
Existing AM Roadway Level of Service

Street	2023 Two-Way LOS		2023+Project Two-Way LOS		2023+Project Cumulative Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
North Avenue: Elm Avenue to SR 41 Southbound Ramps	660	С	680	С	860	С
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	842	С	910	С	1028	С
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	908	С	1021	С	1173	С
North Avenue: Cherry Avenue to East Avenue	766	С	810	С	996	С

Table 26
Future AM Roadway Level of Service

Street	20 Cumu Two-W	ılative	2043+Project Cumulative Two-Way LOS		
	VOL	LOS	VOL	LOS	
North Avenue: Elm Avenue to SR 41 Southbound Ramps	1822	D	1882	D	
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	2152	D	2169	D	
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	2372	С	2373	С	
North Avenue: Cherry Avenue to East Avenue	1942	С	1996	C	

Table 27
Existing PM Roadway Level of Service

Street	2023 Two-Way LOS		2023+Project Two-Way LOS		2023+Project Cumulative Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
North Avenue: Elm Avenue to SR 41 Southbound Ramps	671	С	638	С	798	С
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	732	С	746	С	824	С
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	907	С	954	С	1070	С
North Avenue: Cherry Avenue to East Avenue	746	С	751	С	878	С

Table 27
Future PM Roadway Level of Service

Street		43 ay LOS	2043+Project Cumulative Two-Way LOS		
	VOL	LOS	VOL	LOS	
North Avenue: Elm Avenue to SR 41 Southbound Ramps	1943	D	1980	D	
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	2051	D	2054	D	
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	2087	С	2114	С	
North Avenue: Cherry Avenue to East Avenue	1844	С	1872	C	

Traffic Signal Warrant Analysis

Traffic signal warrants 1, 2, and 3 were evaluated for each of the unsignalized intersections within the study based on the California Manual on Uniform Traffic Control Devices (MUTCD). AM and PM peak hour volume data and daily traffic volume data were collected for all approaches at the analyzed intersections.

Table 29
Warrant 1 & Warrant 2 Analysis

	Exis	ting	Existing+Project		
Intersection	1 Eight	2 Four	1 Eight	2 Four	
Cherry Ave & Central Ave	NO	NO	NO	NO	

Table 30

Warrant 3 Analysis

Intersection	20	23	2023+	Project		Project ilative	20 Cumu	43 ılative	2043+] Cumu	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cherry Ave & Central Ave	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Accident Investigation

Accident data was requested from SWITRS for the previous year. Upon review of the data provided, it was determined there were 46 accidents at the study intersections from July 2018 to July 2023. The accidents occurred at the following intersections:

- 21 accidents occurred at North Avenue & State Route 41 Ramps
- 15 accidents occurred at North Avenue & Elm Avenue
- 5 accidents occurred at North Avenue & East Avenue
- 5 accidents occurred at North Avenue & Cherry Avenue

Queue Length Analysis

A queue length analysis was conducted at all stop-controlled freeway off ramps within the study area to evaluate the adequacy of the existing storage lengths. Tables 31 and 32 below show the existing storage lengths, as well as the 95th percentile queue length determined for each traffic scenario analyzed.

Table 31 AM Queue Analysis

Intersection	SR 41 SB Ramps & North Ave			SR 41 NB Ramps & North Ave		
Movement	EBR	WBL	SBR	EBL	WBR	NBR
Storage Capacity	150	240	140	250	-	150
2023	10	65	9	79	20	49
2023+Project	15	80	11	101	18	50
2023+Project Cumulative	20	86	16	108	23	51
2043 Cumulative	138	210	39	167	118	135
2043+Project Cumulative	146	232	42	178	120	141

Table 32 PM Queue Analysis

Intersection	SR 41 SB Ramps & North Ave			SR 41 NB Ramps & North Ave		
Movement	EBR	WBL	SBR	EBL	WBR	NBR
Storage Capacity	150	240	140	250	-	150
2023	7	54	122	80	15	42
2023+Project	8	59	125	125	22	62
2023+Project Cumulative	8	60	126	130	27	64
2043 Cumulative	82	147	135	240	130	77
2043+Project Cumulative	95	167	138	247	147	88

As shown in the tables, the storage lengths are adequate for existing and future queue lengths.

Intersection Improvements

Upon review of intersection and roadway level of service, it is determined that the intersections of Elm Avenue & North Avenue, SR 41 Southbound Ramps & North Avenue, and SR 41 Northbound Ramps & North Avenue will require improvements by the year 2043.

It is determined that none of the unsignalized intersections meet the signal warrant criteria. With the addition of the mitigation measure identified in TRA-1 below and Table 33, all intersections will operate at acceptable levels.

Table 33
Future Intersection Improvements

#	Intersection	Improvements Required by 2043	Percent Share
1	Elm Ave & North Ave	Change NBTR to NBT, add NBR	0.14%
2	SR 41 SB Ramps & North Ave	Change EBR to EBTR	0.95%
3	SR 41 NB Ramps & North Ave	Add EBT	3.7%

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.

The State CEQA Guidelines were amended to implement SB 743, by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities is no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines Section 15064.3(b)(4) states that "[a] lead agency has discretion to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section."

On June 25, 2020, the City of Fresno adopted CEQA Guidelines for Vehicle Miles Traveled Thresholds, dated June 25, 2020, pursuant to Senate Bill 743 to be effective of July 1, 2020. The thresholds described therein are referred to herein as the City of Fresno VMT Thresholds. The City of Fresno VMT Thresholds document was prepared and adopted consistent with the requirements of CEQA Guidelines Sections 15064.3 and 15064.7. The December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) published by the Governor's Office of Planning and Research (OPR), was utilized as a reference and guidance document in the preparation of the Fresno VMT Thresholds.

The City of Fresno VMT Thresholds adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis.

The City of Fresno VMT Thresholds Section 3.0 regarding Project Screening discusses a variety of projects that may be screened out of a VMT analysis including specific development and transportation projects. For development projects, conditions may exist that would presume that a development project has a less than significant impact. These may be size, location, proximity to transit, or trip-making

potential. For transportation projects, the primary attribute to consider with transportation projects is the potential to increase vehicle travel, sometimes referred to as "induced travel."

The Project will generate approximately 306 Average Daily Trips, as demonstrated in Table 20. According to the City of Fresno VMT guidelines, facilities that generate fewer than 500 average daily trips are accounted for in the existing regional average. Therefore, no VMT analysis is necessary. In conclusion, the Project will result in a *less than significant* VMT impact and is consistent with CEQA Guidelines section 15064.3(b).

In conclusion, the Project will result in a less than significant VMT impact and is consistent with CEQA Guidelines section 15064.3(b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed Project has been designed for ease of access, adequate circulation/movement, and is typical of industrial developments in the City of Fresno. On-site circulation patterns do not involve high speeds, sharp curves or dangerous intersections. Although Project implementation will generate additional traffic in the area (see Table 20), there are no aspects of the Project that will increase hazards due to a geometric design feature or incompatible uses. Any impacts are considered *less than significant*.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project does not involve a change to any emergency response plan. Access points to the Project site will remain accessible to emergency vehicles of all sizes. As such, potential impacts are *less than significant*.

Mitigation Measures:

1. The proposed project shall implement and incorporate the transportation related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated May 22, 2025.

TRA-1: The Applicant shall pay the City of Fresno for their Fair Share Portion of the intersection improvements described in Table 33, in order to maintain or improve the operational level of service of the street system in the Project vicinity.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
XVII. TRIBAL CULTURAL RESOURCES – Would the project:						

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or,			Х	
ii) 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. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

- a) 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:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less Than Significant Impact. As discussed in Section V, Cultural Resources, Impact c), a prehistoric and historic site records and literature search was conducted for the Project area through the Southern San Joaquin Valley Archaeological Information Center of the California Historical Resources Information System on February 6, 2023 (File RS#23-029). There have been no previous cultural resource studies performed in the Project area; however, four cultural resource studies fall in the one-half mile radius, FR-00053, 00151, 01738, and 01739. Records indicated that there are no recorded resources within the Project area. There have been 26 recorded resources within the one-half mile radius: P-10-004648, 004649, 004651, 004677, 006761, 006763, 006764, 006765, 006766, 006767, 006768, 006769, 006770, 006775, 006776, 006777, 006778, 006779, 006780, 006781, 006782, 006783, 006784, 006785, 006786, and 006787. These resources consist of historic era buildings and structures, most of which are single family homes.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks. A review of the Sacred Lands Inventory by the Native American Heritage Commission (NAHC) was also performed, and the results were negative.

As discussed under criterion (b) implementation of Mitigation Measure CUL-1, CUL-2 and CUL-3 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans. Health and Safety Code Section 7050.5 (b) and (c) establishes the authority of the county coroner regarding the inadvertent discovery of human remains outside of a dedicated cemetery and the roll of the NAHC if the coroner determines that the remains are that of a Native American. Any impacts will remain *less than significant*.

ii. 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. In accordance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, potentially affected Tribes were formally notified of this Project and were given the opportunity to request consultation on the Project. The City contacted the Native American Heritage Commission, requesting a contact list of applicable Native American Tribes, which was provided to the City. The City provided letters to the listed Tribes on March 3, 2023 notifying them of the Project and requesting consultation within a 30-day comment period that ended on April 3, 2023, if desired. The City did not receive any responses from the tribes contacted. Therefore, there is a *less than significant impact*.

Mitigation Measures

2. The proposed project shall implement and incorporate the tribal cultural resource related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated May 22, 2025.

CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these. Any historical artifacts recovered as a

result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

CUL-2: Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for prehistoric archaeological resources shall be conducted. The following procedures shall be followed.

If prehistoric resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that buried prehistoric archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5.

If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any prehistoric archaeological artifacts recovered as a result of mitigation shall be provided to a City approved institution or person who is capable of providing long term preservation to allow future scientific study.

If prehistoric resources are found during the field survey or literature review, the resources shall be inventoried using appropriate State record forms and submit the forms to the Southern San Joaquin Valley Information Center. The resources shall be evaluated for significance. If the resources are found to be significant, measures shall be identified by the qualified archaeologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include an archaeological monitor. The monitoring period shall be determined by the qualified archaeologist. If additional prehistoric archaeological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.

CUL-3: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains.

Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SY	/STEMS – Wo	ould the project:		
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effect?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water 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?			X	
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?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

DISCUSSION

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?

Less Than Significant Impact. The proposed Project will require construction of new infrastructure to connect to the existing utility infrastructure. This will include water, wastewater, and storm water drainage connections. Additionally, the Project will include connections for electric power, natural gas, and telecommunications facilities. The installation of this infrastructure will not require any major upsizing or other offsite construction activities that would cause a significant impact. The new infrastructure would be connected to the existing infrastructure that is adjacent to the Project site.

Impacts to storm drainage facilities have been previously discussed under the Hydrology and Water Quality section included within this analysis herein above. As described in Section VII, Geology and Soils, and in compliance with NPDES General Construction Permit requirements, the proposed Project would design and submit a site-specific SWPPP to minimize the discharge of wastewater during construction and a Water Quality Management Plan that includes best management practices (BMPs) for runoff control as required. Therefore, the proposed Project would not require new stormwater drainage facilities to manage stormwater runoff during construction or operation.

The proposed Project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the Department of Public Utilities standards, specifications, and policies.

Sanitary sewer and water service under City of Fresno jurisdiction, delivery is also subject to payment of applicable connection charges and/or fees; compliance with the Department of Public Utilities standards, specifications, and policies; the rules and regulations of the California Public Utilities Commission and California Health Services; and, implementation of the City- wide program for the completion of incremental expansions to facilities for planned water supply, treatment, and storage.. Impacts would be *less than significant*.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As discussed under the Section VII Hydrology and Water Quality section of this Initial Study, the Fresno General Plan recognizes regional water resource planning efforts, such as, the Kings Basin's Integrated Regional Water Management Plan, the Fresno- Area Regional Groundwater Management Plan, and City of Fresno Metropolitan Water Resource Management Plan and cites the findings of the City of Fresno 2020 UWMP. The purpose of these management plans is to provide safe, adequate, and dependable water supplies in order to adequately meet existing and future needs of the Kings Basin regions and the Fresno-Clovis metropolitan area in an economical manner; protect groundwater quality from further degradation and overdraft; and provide a plan of reasonably implementable measures and facilities. Through routing to the applicable departments and agencies, the City has determined that adequate water supply exists to serve the proposed Project. Additionally, the applicant will be required to comply with all requirements of the City of Fresno Department of Public Utilities to reduce the Project's water impacts to less than significant.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The Project will result in wastewater from restroom and kitchen facilities that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban development consisting of a bathrooms and other similar features. The City of Fresno Public Works Department has previously reviewed the Project site and determined that it can accommodate the wastewater generated from the Project. Therefore, the impact of the Project on wastewater treatment is *less than significant*.

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?

Less Than Significant Impact. The City of Fresno Department of Public Utilities, Solid Waste Division has reviewed the Project for compliance with any federal, State, and local management and reduction statutes and regulations related to solid waste. Garbage disposed of in the City of Fresno is taken to Cedar Avenue Recycling and Transfer Station. Once the trash has been off-loaded at the transfer station, it is sorted, and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill located approximately six miles southwest of Kerman. American Avenue Landfill is owned and operated by Fresno County and began operations in 1992 for both public and commercial solid waste haulers. The American Avenue Landfill is a sanitary landfill, meaning that it is a disposal site for a nonhazardous solid waste spread in layers, compacted to the smallest practical volume, and covered by material applied at the end of each operating day.

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day. Other landfills within the County of Fresno include the Clovis Landfill, with a maximum remaining permitted capacity of 7,740,000 cubic yards, a maximum permitted throughput of 2,000 tons per day, and an estimated closure date of 2047. There is also the Coalinga Landfill, with a maximum remaining capacity of 1,930,062 cubic yards, a maximum permitted throughput of 200 tons per day, and an estimated closure date of 2029. As noted above, the estimated closure date of the American Avenue Landfill is 2031. Additional capacity also exists at the Clovis Landfill and Coalinga Landfill. The 200 tons per year would not result in exceedance of the local capacity infrastructure.

It is anticipated the Project would generate minimal amounts of waste during construction and operation. Any Hazardous waste generated during construction would be disposed of at an approved location, and construction activities are not expected to exceed the capacity of these landfills.

The Project will comply with any statutes and regulations related to solid waste. Therefore, the proposed Project would not result in any waste related environmental impacts, and impacts would be *less than significant*.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Project construction and operational activities that

generate solid waste will be handled, transported, and disposed of in accordance with applicable federal, State, and local regulations pertaining to municipal waste. The City currently has a number of provisions that require or promote recycling and waste reduction. As an example, the City has the Construction and Demolition Recycling Ordinance that requires contractors to recycle construction and demolition debris. The Project will be in compliance with existing statues and regulations related to solid waste, and a *less than significant* impact would occur.

Mitigation Measures

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact			
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:							
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				Х			
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?			X				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
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?				X

Setting

There are no State Responsibility Areas (SRAs) within the vicinity of the Project site. The Project site is not categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire. Although this CEQA topic only applies to areas within an SRA or Very High FHSZ, out of an abundance of caution, these checklist questions are analyzed below.

DISCUSSION

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The City of Fresno Fire Department is in charge of emergency response and preparedness. The Project site will connect to an existing network of City streets. The Project site is located in an area with several alternative access roads allowing access in the event of an emergency. Access to the alternative access roads would

be maintained throughout construction, and appropriate detours would be provided in the event of potential road closures. Therefore, no significant impacts related to the impairment of the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would occur. Impacts will be *less than significant*.

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?

Less Than Significant Impact. The proposed Project is located in a flat area developed with industrial land uses, which precludes the risk of wildfire. The area is flat in nature which would limit the risk of downslope flooding and landslides, and limit any wildfire spread. As such, any wildfire risk to the project structures or people would be *less than significant*.

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?

No Impact. The proposed Project is located in an area developed with urban uses, with access to existing facilities and infrastructure. The Project buildings and site will be designed in accordance with City of Fresno municipal codes, ordinances, and fire codes which regulate access to emergency water source and other utilities. There are no aspects of this proposed Project that would exacerbate fire risk. There is *no impact*.

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?

No Impact. As discussed in Impact b) above, the proposed Project is located in an area dominated by urban uses and is relatively flat, which precludes the risk of downslope or downstream flooding. There is *no impact*.

Mitigation Measures

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF	SIGNIFICAN	CE		
a) Does the project have the potential to 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, 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?		X		
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)?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

DISCUSSION

- 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?
 - Less than Significant Impact with Mitigation. As evaluated in this IS/MND, the proposed Project would not 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; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. Mitigation measures have been included to lessen the significance of potential impacts. Similar mitigation measures would be expected of other projects in the surrounding area, most of which share a similar cultural paleontological and biological resources. Consequently, the incremental effects of the proposed project, after mitigation, would not contribute to an adverse cumulative impact on these resources. Therefore, the project would have a *less than significant impact with mitigation incorporated*.
- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. All Project- related impacts were determined to be less than significant. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). Due to buildout of the area and existing land constraints, it is not anticipated that further substantial commercial or residential development will occur in the area in the foreseeable future. As such, Project impacts are not considered to be cumulatively considerable given the lack of proposed new development in the area and the insignificance of Project-induced impacts. The impact is therefore less than significant.

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

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on human beings, either directly or indirectly. Project-specific mitigation measures have been incorporated as described in each specific impact area which will reduce all potentially significant impacts to *less than significant*.

Appendix A – Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

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Central Transport Regional Facility Project

Report Date: November 13, 2024

Subject: Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

This Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum was prepared to evaluate whether the estimated criteria air pollutant, ozone precursor, toxic air contaminant (TAC), and/or greenhouse gas (GHG) emissions generated from construction and/or operation of the Central Transport Regional Facility Project (proposed project or project) would cause significant impacts to air quality, GHG, or energy resources. The methodology follows the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the quantification of emissions and evaluation of potential impacts to air resources. The GHG Analysis follows and the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under the California Environmental Quality Act (CEQA).2

Project Location and Description

The Central Transport Regional Facility will be located on 15.22 acres in an industrial area of south Fresno just off the east side of Highway 41 and south of Highway 99 in Fresno County. Specifically, the Project site is on the west side of S. Cherry Avenue and south of East North Avenue. The Assessor's Parcel Number (APN) associated with the project site is 329-100-52. The site is located within the City of Fresno's sphere of influence and its planned land use designation is Employment – Heavy Industrial. A Pre-Zone/Rezone Application and Annexation Application are being submitted concurrently with the Development Application.

The development proposed by Crown Enterprises, Inc. will serve as the long-term regional facility for Central Transport for the purpose of providing less-than-truckload freight services for local and nationally based businesses.

The proposed scope of the initial development will consist of:

15.22 Total Acres of jobsite area

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 5, 2023.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17. Website: https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf. Accessed May 5, 2023.

Approximately 3,200 sf of administrative office

3,494 square-foot office

68,570 square-foot Cross-Dock Transfer Platform

11,880 square-foot Maintenance Shop

Diesel Fuel System for fleet equipment

Proposed paved area

Parking for approximately 29 fleet tractors

Parking for approximately 150 fleet trailers

Parking for approximately 84 automobiles

For the purposes of estimating emissions, the following land uses were used in the modeling to represent the project:

Office space totaling 6,700 square feet

Unrefrigerated warehouse totaling 69,000 square feet

Maintenance shop totaling 12,000 square feet

Parking lot totaling 13.2 acres

One (1) additional acre of asphalt surfaces to represent off-site improvements (such as frontage improvements)

Central Transport will operate 24 hours per day, Monday through Friday, and Saturday mornings, and will have up to 90 employees entering and existing the project site daily.

Central Transport's activities at this site will involve the unloading and transfer of freight from trailers incoming to the facility, and direct loading to trailers outbound to their destination. No outside storage of material will be required with this operation.

Project Traffic Information:3

- 126 truck trips per day (63 entering and 63 exiting)
- 180 passenger vehicle trips per day (90 entering and 90 exiting)

³ Ruettgers & Schuler Civil Engineers. 2023. Crown Central Transport Regional Facility Traffic Study - Fresno, CA. August.

Summary of Analysis Results

As previously noted, the proposed project would include a rezone from AL-20 to IH. The project site is on approximately 15.22 acres. As detailed above, this analysis assumes that distribution facility structures totaling up to 87,700 square feet could be constructed on the project site. As such, this evaluation includes the maximum developable building and area for the project site.

The following is a summary of the analysis results. As shown below, the proposed project (analyzed as maximum buildout for the proposed rezoning) would result in less than significant impacts to GHG and energy resources and would result in less significant impacts to air quality resources after the incorporation of mitigation.

Impact AIR-A: The proposed project would not conflict with or obstruct implementation of the

applicable air quality plan. Less than significant impact.

Impact AIR-B: The proposed project would not result in a cumulatively considerable net increase of

any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? **Less than**

significant impact.

Impact AIR-C: The proposed project would not expose sensitive receptors to substantial pollutant

concentrations. Less than significant impact with incorporation of mitigation.

Impact AIR-D: The proposed project would not create objectionable odors affecting a substantial

number of people. Less than significant impact.

Impact GHG-A: The proposed project would not generate direct or indirect greenhouse gas emissions

that would result in a significant impact on the environment. Less than significant

impact.

Impact GHG-B: The proposed project would not conflict with any applicable plan, policy or regulation

of an agency adopted for the purpose of reducing the emissions of greenhouse

gases. Less than significant impact.

Impact Energy-A: The proposed project would not result in potentially significant environmental impact

due to wasteful, inefficient, or unnecessary consumption of energy resources, during

project construction or operation. Less than significant impact.

Impact Energy-B: The proposed project would not conflict with or obstruct a state or local plan for

renewable energy or energy efficiency. Less than significant impact.

Air Quality Mitigation Measures

MM AIR-1 is required to reduce the project's potential impacts during construction to less than significant (see Impact AIR-C).

MM AIR-1 Before a construction permit is issued for the proposed project, the project applicant, project sponsor, or construction contractor shall submit documentation demonstrating reasonably detailed compliance with the following requirements to the City of Fresno:

Central Transport Regional Facility
Crown Enterprises, Inc. Relocation and Annexation Project
Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet or exceed either United States Environmental Protection Agency (EPA) or California Air Resources Board (CARB) Tier 4 Interim off-road emission standards or be equipped with Level 3 diesel particulate filters. Tier 4 Interim engines shall, at a minimum, meet EPA or CARB particulate matter emissions standards for Tier 4 Interim engines. Alternatively, use of CARB-certified Level 3 diesel particulate filters on off-road equipment with engines greater than 75 horsepower can be used in lieu of Tier 4 Interim engines or in combination with Tier 4 Interim or better engines. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include, but are not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of Fresno.

Modeling Parameters and Assumptions

The following modeling parameters and assumptions were used to generate criteria air pollutant, GHG, and TAC emissions for the proposed project.

Air Pollutants and GHGs Assessed

Criteria Pollutants Assessed

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG), 4 oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Note that the proposed project would emit ozone precursors ROG and NO_X. However, the proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

General descriptions and most relevant effects from pollutant exposure of the criteria pollutants of concern are listed below.

Table 1: Descriptions of Criteria Pollutants of Concern

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Ozone	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), nitrous oxides (NO _X), and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO _X) are mobile sources (on-road and off-road vehicle exhaust).	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.
Particulate matter (PM ₁₀) Particulate matter (PM _{2.5})	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM ₁₀ refers to particulate matter that is between 2.5 and 10 microns in diameter, (one micron is one-millionth of a meter). PM _{2.5} refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation related sources are from vehicle exhaust and	Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.

Note: Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. VOC = volatile organic compounds

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
		road dust. Secondary particles form from reactions in the atmosphere.	
Nitrogen dioxide (NO ₂)	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NOx (NO, NO ₂ , NO ₃ , N ₂ O, N ₂ O ₃ , N ₂ O ₄ , and N ₂ O ₅). NOx is a precursor to ozone, PM ₁₀ , and PM _{2.5} formation. NOx can react with compounds to form nitric acid and related small particles and result in particulate matter (PM) related health effects.	NO _X is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide forms quickly from NO _X emissions. NO ₂ concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contributions to atmospheric discoloration; increased visits to hospital for respiratory illnesses.
Carbon monoxide (CO)	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
Sulfur dioxide (SO ₂)	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO _X) include sulfur oxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM ₁₀ .	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethyl sulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

GHGs Assessed

This analysis was restricted to GHGs identified by AB 32, which include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). The proposed project would generate a variety of GHGs, including several defined by AB 32 such as CO_2 , CH_4 , and N_2O .

Water vapor could be emitted from evaporated water used for landscaping and other uses, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities.

Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

GHG emissions associated with the proposed project construction as well as future operations were estimated using CO₂ equivalent (CO₂e) emissions as a proxy for all GHG emissions. In order to obtain the CO₂e, an individual GHG is multiplied by its Global Warming Potential (GWP). The GWP designates on a pound for pound basis the potency of the specific GHG compared to CO₂.

Toxic Air Contaminants Assessed

Toxic Air Contaminants

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

The California Almanac of Emissions and Air Quality—2009 Edition presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data.⁵ The ten TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk.⁶ In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

California Air Resources Board (CARB). 2009. The California Almanac of Emissions and Air Quality—2009 Edition. Website: https://www.arb.ca.gov/aqd/almanac/almanac09/almanac2009 all.pdf.

⁶ California Air Resources Board (CARB). 1998. The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Website: www.arb.ca.gov/toxics/dieseltac/factsht1.pdf.

DPM

For purposes of this study, DPM exhaust emissions are represented as exhaust PM₁₀. The project would generate passenger vehicle and truck trips from employees, visitors, deliveries, and service vehicles traveling to and from the project site. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks, while additional DPM would be emitted from on-site equipment. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present.

Model Selection

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors are the emission rate of a pollutant given the activity over time; for example, grams of NO_X per horsepower-hour. CARB has published emission factors for on-road mobile vehicles/trucks in the EMFAC mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment. The project is located in Fresno County and within the San Joaquin Valley Air Basin. The modeling follows SJVAPCD guidance where applicable from its GAMAQI. The models used in this analysis are summarized as follows:

- Construction emissions: CalEEMod, version 2022.1
- Operational emissions: CalEEMod, version 2022.1
- Operational TAC emissions: EMission FACtor (EMFAC) 2021
- Dispersion Model: American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), version 22112
- Health Risk Metric Calculations: Hot Spots Analysis & Reporting Program 2 (HARP2)

Criteria Pollutants and GHG Emissions

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and

water use. Further, CalEEMod identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user.

CalEEMod was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California Air Districts to account for local requirements and conditions.

CalEEMod is a comprehensive tool for quantifying air quality impacts from land use projects located throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as preparing CEQA or National Environmental Policy Act documents, conducting pre-project planning, and verifying compliance with local air quality rules and regulations, etc.

CalEEMod version CalEEMod 2022.1 was used to estimate construction and operational impacts of the proposed project. CalEEMod version 2022.1 was the most recent version of CalEEMod at the time emissions were estimated in May 2023.

Assumptions

Construction Modeling Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM₁₀) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}).

Schedule

CalEEMod includes default equipment lists and construction schedules. Where project-specific information was unknown, CalEEMod default values were used.

Table 2 shows the conceptual construction schedule for the proposed project. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario, since emission factors for construction equipment decrease as the analysis year increases due to improvements in technology and more stringent regulatory requirements. Therefore, construction emission estimates would decrease if the construction schedule moved to later years. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required per CEQA guidelines. The site-specific construction fleet may vary due to specific project needs at the time of construction.

Tahla	2.	Project	Construc	tion	Schedule
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Construction Activity	Start Date	End Date	Workdays	Notes
Site Preparation	7/1/2023	8/13/2023	30	
Grading	8/14/2023	9/25/2023	30	
Building Construction	10/24/2023	7/3/2024	182	Adjusted to match applicant- provided schedule
Paving	9/26/2023	10/23/2023	20	

Construction Activity	Start Date	End Date	Workdays	Notes
Architectural Coating	7/4/2024	7/31/2024	20	
Site Preparation	7/1/2023	8/13/2023	30	

Note: The construction schedule utilized in the analysis represents a "worst-case" analysis scenario since emission factors for construction equipment decrease as the analysis year increases, due to improvements in technology and more stringent regulatory requirements. Therefore, construction emissions would decrease if the construction schedule moved to later years. Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Equipment

Construction equipment for each construction activity is shown in Table 3. Where the construction schedule was adjusted to match the applicant-provided schedule, construction equipment was increased to retain the CalEEMod-default construction HP-hours.

Table 3: Project Construction Equipment

Construction Activity	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Cita Dranavation	Rubber Tired Dozers	3	8	367	0.40	Diesel
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37	Diesel
	Excavators	2	8	158	0.38	Diesel
	Graders	1	8	148	0.41	Diesel
Grading	Rubber Tired Dozers	1	8	367	0.40	Diesel
	Scrapers	2	8	423	0.48	Diesel
	Tractors/Loaders/Backhoes	3	8.8	84	0.37	Diesel
	Cranes	1	7	367	0.29	Diesel
	Forklifts	3	8	82	0.20	Diesel
Building Construction ¹	Generator Sets	1	8	14	0.74	Diesel
	Tractors/Loaders/Backhoes	3	7	84	0.37	Diesel
	Welders	1	8	46	0.45	Diesel
	Pavers	2	8	130	0.42	Diesel
Paving	Paving Equipment	2	8	132	0.36	Diesel
	Rollers	2	8	80	0.38	Diesel
Architectural Coating	Air Compressors	1	6	37	0.48	Diesel

Notes: ¹ The equipment for the building construction phase was doubled to retain the overall CalEEMod HP-hours. Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Vehicles Trips

Table 4 provides a summary of the construction-related vehicle trips. CalEEMod default values were used to estimate the number of construction-related vehicle trips. Additional haul trips were added to each construction activity to account for the mobilization of off-road equipment.

The default values for hauling trips are based on the assumption that a truck can haul 20 tons (or 16 cubic yards) of material per load. If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips).

The fleet mix for worker trips is light-duty passenger vehicles to light-duty trucks. The vendor trips fleet mix is composed of a mixture of medium and heavy-duty diesel trucks. The hauling trips were assumed to be 100 percent heavy-duty diesel truck trips. CalEEMod default trip lengths for a project in Fresno County were used for the construction trips.

Table 4: Construction Vehicle Trips

Construction Task	Worker Trips per Day	Vendor Trips per Day	Haul Trips per Day
Site Preparation	17.50	0.00	0.00
Grading	22.50	2.00	0.00
Building Construction	34.96	14.37	0.00
Paving	15.00	4.00	0.00
Architectural Coating	6.99	0.00	0.00

Notes:

Additional vendor trips were added to the grading and paving phases to account for delivery of materials.

Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Operational Modeling Assumptions

Operational emissions are those emissions that would occur during long-term operations of the proposed project.

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the proposed project site. Project-specific trip rates were used in the analysis. The project's daily trips were split into passenger vehicle and truck trips to estimate emissions. The project-specific estimates presented in the traffic study prepared for the project⁷ were applied to calculate the daily truck trips and daily passenger vehicle trips in the emissions modeling. The analysis used a trip length of 50 miles for primary truck trips generated by the project. Furthermore, all truck trip types were set to 100 percent primary trips, which removes all reductions to emissions that the model applied by default from pass-by and diverted trips. Table 5 presents trip generation characteristics for projected trips for the project.

Table 5: Project Trip Generation Calculations used to Estimate Project Emissions

Description	Passenger Vehicles	Trucks
Weekday Trips (trips per day)	180 passenger vehicle trips per day (90 entering and 90 exiting)	126 truck trips per day (63 entering and 63 exiting)
Saturday Trips (trips per day)	180 passenger vehicle trips per day (90 entering and 90 exiting)	126 truck trips per day (63 entering and 63 exiting)

⁷ Ruettgers & Schuler Civil Engineers. 2023. Crown Central Transport Regional Facility Traffic Study – Fresno, CA. August.

Sunday Trips	4.69 passenger vehicle trips per day	126 truck trips per day (63
(trips per day)	(based on CalEEMod default value)	entering and 63 exiting)

Note: Daily trips used to estimate emissions were selected using trip generation estimates provided in the project-specific traffic analysis. These daily values were applied to weekdays and Saturday for passenger vehicles (based on the operating hours of the project provided in the project description) and were applied to all seven days a week for truck trips. Default values were applied to passenger vehicles for Sunday.

Source: Attachment A.

Vehicle Fleet Mix

Trip lengths are for primary trips. Trip purposes are primary, diverted, and pass-by trips. Diverted trips take a slightly different path than a primary trip. The CalEEMod default rates for percentages of primary, diverted, and pass-by trips were used for the passenger vehicle run.

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the proposed project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline- and diesel-powered vehicles).

Modeling of the project's operations was split into two separate CalEEMod runs: (1) area-source emissions, energy-source emissions, and passenger vehicle mobile-source emissions; and (2) truck mobile-source emissions. The vehicle types in the first operational run were based on the default values for Fresno County, while the second run included trucks only.

Transportation Refrigeration Units

Cold storage is not included as part of the proposed project; therefore, it is not anticipated that trucks making trips to and from the project site would be equipped with Transportation Refrigeration Units (TRUs).

Area Sources

Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. "Consumer Product" means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture coatings, or architectural coatings. CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products associated with parking uses and the general consumer product category.

Architectural Coatings (Painting)

Paints release VOC emissions during application and drying. The buildings in the project would be repainted on occasion. The project is required to comply with the SJVAPCD Rule 4601—Architectural Coatings. The rule required flat paints to meet a standard of 50 grams per liter (g/l) and gloss paints 100 g/l by 2012 for an average rate of 65 g/l. Effective January 1, 2022, nonflat gloss and semigloss paints are also required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date. Therefore, the analysis uses the 50 g/l emission factor for the analysis.

Landscaping Emissions

CalEEMod can generate landscaping emissions based on statewide average equipment emission intensities for the number of snow and summer days for the project location. CalEEMod estimated 180 days for which landscaping equipment would be used to estimate potential emissions for the proposed project. To generate emissions, CalEEMod applies the number of days to a statewide average weighted landscape equipment emission factor derived from CARB's Small Off-Road Engines Model v1.1 (SORE2020).8

Indirect Emissions

For GHG emissions, CalEEMod contains calculations to estimate indirect GHG emissions. Indirect emissions are emissions where the location of consumption or activity is different from where actual emissions are generated. For example, electricity would be consumed at the proposed project site; however, emissions associated with producing that electricity are generated off-site at a power plant. Since the electricity can vary greatly based on locations, the user should override these values if they have more specific information regarding their specific water supply and treatment.

Energy Use

Electricity used by the project (for lighting, etc.) would result in emissions from the power plants that would generate electricity distributed on the electrical power grid. Electricity emissions estimates are only used in the GHG analysis.

The project would generate emissions from the combustion of natural gas for water heaters, heat, etc. CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24.

The emissions associated with the building electricity and natural gas usage (non-hearth) were estimated based on the land use type and size. Values for a project served by Pacific Gas and Electric (PG&E) were used in the analysis.

The Renewable Electricity Standards took effect in 2020. The Renewable Electricity Standard requires that electricity providers include a minimum of 33 percent renewable energy in their portfolios by the year 2020. PG&E provides estimates of its emission factor per megawatt hour of electricity delivered to its customers. The utilities in California will be required to increase the use of renewable energy sources to 60 percent by 2030.

Other Indirect Emissions (Water Use, Wastewater Use, and Solid Waste)

CalEEMod includes calculations for indirect GHG emissions for electricity consumption, water consumption, and solid waste disposal. For water consumption, CalEEMod calculates embedded energy (e.g., treatment, conveyance, distribution) associated with providing each gallon of potable water to the project. For solid waste disposal, GHG emissions are associated with the disposal of solid waste generated by the proposed project into landfills. CalEEMod default data were used for inputs associated with solid waste.

Offroad Equipment

Stationary Sources

Proposed or future stationary sources would require permits from the SJVAPCD prior to their installation or operation. Examples of permitted sources include commercial organic material composting operations,

California Air Pollution Control Officers Association (CAPCOA). 2022. California Emissions Estimator Model (CalEEMod) User Guide Version 2022.1. April. Website: https://caleemod.com/documents/userguide/01 User%20Guide.pdf. Accessed March 5, 2024.

glass melting furnaces, boilers, steam generators, glass coating operations, and fuel burning equipment. Any future equipment that would be considered a stationary source would need to meet SJVAPCD emission limits for regulated pollutants pursuant to Rule 2201. The equipment will also meet SJVAPCD BPS for GHG emissions.

Vegetation

There is currently limited carbon sequestration occurring on-site in the form of existing shrubbery and grassland. The proposed project would meet any requirements set forth by the City of Fresno, as the lead agency, in regard to landscaping/open space that may result in the inclusion of vegetation. For this analysis, it was assumed that the loss and addition of carbon sequestration that are due to the proposed project would be balanced; therefore, emissions due to carbon sequestration were not included.

Refrigerants

Buildings requiring cold storage are not included as part of the proposed project.

Health Risk Assessment Assumptions

A Health Risk Assessment (HRA) was completed to evaluate potential health risks associated with the generation of TACs during construction and operational activities associated with the proposed project. Assumptions used in the HRA are summarized below, while complete calculations parameters are provided as part of Attachment B.

Model Selection and Parameters

An air dispersion model is a mathematical formulation used to estimate the air quality impacts at specific locations (receptors) surrounding a source of emissions given the rate of emissions and prevailing meteorological conditions. The air dispersion model applied in this assessment was the United States Environmental Protection Agency (EPA) AERMOD (version 22112) air dispersion model. Specifically, AERMOD was used to estimate levels of air emissions at sensitive receptor locations from potential sources of project-generated TACs. The use of AERMOD provides a refined methodology for estimating construction impacts by utilizing long-term, measured representative meteorological data for the project site and a representative operational schedule.

The modeling analysis also considered the spatial distribution and elevation of each emitting source in relation to the sensitive receptors. Direction-dependent calculations were obtained by identifying the Universal Transverse Mercator (UTM) coordinates for each source location. Terrain elevations were obtained for the project site using the AERMAP model, the AERMOD terrain data pre-processor. Elevation data for the area were obtained and included in the model runs to account for complex terrain. The air dispersion model assessment used meteorological data from the Fresno Station (Station #93193). The meteorological data used was preprocessed for use with AERMOD by the SJVAPCD and included data for the years 2010 to 2014; all years were used in the assessment. All receptors were placed within the breathing zone, at 1.2 meters above ground level.

Emissions were assumed to occur over a 24-hour-per-day, 365 day-per-year averaging period. It is anticipated that operational times will be typical of the regional facility being replaced, with truck deliveries that could occur any time in a 24-hour period. Detailed parameters and complete calculations are contained in Attachment B. Attachment B also includes a representation of the DPM modeling parameters, including modeled on-site vehicle travel, vehicle idling locations, and locations of sensitive receptors within approximately ¼-mile (1,320 feet) of the project boundary.

Air Toxics Generated during Operations—DPM

The project would generate passenger vehicle and truck trips from visitors, vendors, and employees traveling to and from the project site. Customer visits to the property are expected to be limited, since the proposed operations are expected to involve industrial uses. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

The truck vehicle fleet mix was represented with 100 percent Heavy-Heavy-Duty trucks (HHDT). Emission factors are assigned to the expected vehicle mix as a function of vehicle age, vehicle class, speed, and fuel type. The operational fleet mix and daily diesel truck trips used to assess emissions from the proposed project are summarized below; the full calculations are included as part of Attachments A and B.

Table 6: Truck Vehicle Type Classification used to Estimate Emissions

Vehicle Type	Classification	Truck Fleet Mix	Daily Trips	Number of Daily Diesel Trips
	HHDT (4+ axle truck)	100%	126	126
	Truck Totals	100.0%	126	126

Notes:

HHDT = heavy-heavy duty trucks Sources: Attachments A and B.

Each operational emission source to be evaluated requires geometrical and emission release specifications for use in the air dispersion model. The emission source configurations applied in this assessment of operational DPM emissions are shown in Table 7.

Table 7: Summary of Select Operational Emission Source Configurations

Emission Source Type	Relevant Assumptions
On-site Truck Traffic	 Configuration: One (1) line volume source Release height: 10.2 feet (3.1 meters) Vehicle Speed: 5 mph Vehicle types: heavy-heavy duty trucks (HHDT) Emission factors: EMFAC 2021 Daily Diesel Truck Trips per day: 126 daily trips
On-site Truck Idling	 Configuration: A total of four (4) line volume sources, covering the loading dock areas. Line volume sources were used, as a line volume source is composed of a series of point sources and the potential idling areas covered a large area rather than a few discrete points. Release height: 10.2 feet (3.1 meters) Vehicle type: Heavy-duty diesel trucks (HHDT) Emission factors: EMFAC 2021 Number of diesel truck idling instances per day: 126 (based on one occurrence of idling per truck trip, and idling emissions calculated for diesel truck trucks only)

Emission Source Type	Relevant Assumptions
Off-site Truck Traffic	 Configuration: One (1) line volume source The travel route was used to represent off-site emissions in the immediate project vicinity (truck travel paths within approximately 1,000 feet of the project boundary) Vehicle speeds: aggregated emission factors for 5 MPH to 25 MPH speed bins Vehicle type: Heavy-heavy-duty diesel trucks (HHDT) Emission factors: EMFAC 2021
Facility Operations	365 days per year, 24 hours per day
Source: Attachment	В.

Operational emissions for the proposed project were assessed assuming the first year of operations would occur in 2024. Exhaust emissions of DPM (as PM₁₀ exhaust) were estimated using EMFAC 2021. It was assumed that emission factors were constant for the years beyond 2024, which provides a conservative estimate of DPM emissions and associated health risks. DPM emissions are expected to decline as older, higher polluting vehicles continue to be replaced by newer cleaner vehicles. This decline is not fully accounted for in the HRA completed for the proposed project. The emission factors, AERMOD data, and emission estimation spreadsheets used to estimate motor vehicle DPM emissions during project operations are provided in Attachment B.

Cancer Risk

The model was run to obtain annual average concentration in micrograms per cubic meter [μ g/m³] at sensitive receptor locations. Receptor were placed at sensitive receptors locations with ¼-mile (1,32 feet) of the project site and in the closest receptor locations in each direction from the project site. Consistent with SJVAPCD guidance, a health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. Cancer risk and non-cancer hazard calculations were completed using HARP2. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA Human Health Evaluation Manual (1991) and OEHHA's 2015 Guidance Manual. 9,10

Based on the OEHHA methodology, the residential inhalation cancer risk from the annual average DPM concentrations is calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor (ASF), the frequency of time spent at home (for residents only), and the exposure duration divided by averaging time, to yield the excess cancer risk. These factors are discussed in more detail below. Cancer risk must be separately calculated for specified age groups, because of age differences in sensitivity to carcinogens and age differences in intake rates (per kg body weight). Separate risk estimates for these age groups provide a health-protective estimate of cancer risk by accounting for greater susceptibility in early life, including both age-related sensitivity and amount of exposure.

U.S. Environmental Protection Agency (EPA). 1991. Human Health Evaluation Manual. Website: https://www.epa.gov/sites/default/files/2015-11/documents/defaultExposureParams.pdf. Accessed April 10, 2023.

California Office of Environmental Health Hazards Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February. Website: http://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed April 10, 2023.

Exposure through inhalation (Dose-air) is a function of the breathing rate, the exposure frequency, and the concentration of a substance in the air. For residential exposure, the breathing rates are determined for specific age groups, so Dose-air is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. To estimate cancer risk, the dose was estimated by applying the following formula to each ground-level concentration:

Dose-air = $(C_{air} * \{BR/BW\} * A * EF * 10^{-6})$

Where:

Dose-air = dose through inhalation (mg/kg/day)

Cair = air concentration ($\mu g/m^3$) from air dispersion model

{BR/BW} = daily breathing rate normalized to body weight (L/kg body weight – day) (361

L\kg BW-day for 3rd Trimester, 1,090 L/kg BW-day for 0<2 years, 861 L/kg BW-day for 2<9 years, 745 L/kg BW-day for 2<16 years, 335 L/kg BW-day for

16<30 years, and 290 L/kg BW-day 30<70 years)

A = Inhalation absorption factor (unitless [1])

EF = exposure frequency (unitless), days/365 days (0.96 [approximately 350 days

per year])

10⁻⁶ = conversion factor (micrograms to milligrams, liters to cubic meters)

OEHHA developed ASFs to take into account the increased sensitivity to carcinogens during early-in-life exposure. In the absence of chemical-specific data, OEHHA recommends a default ASF of 10 for the third trimester to age 2 years, an ASF of 3 for ages 2 through 15 years to account for potential increased sensitivity to carcinogens during childhood and an ASF of 1 for ages 16 through 70 years.

Fraction of time at home (FAH) during the day is used to adjust exposure duration and cancer risk from a specific facility's emissions, based on the assumption that exposure to the facility's emissions are not occurring away from home. The following FAH values were used in this assessment:

- From the third trimester to age <2 years: 100 percent (the OEHHA-recommended value is 85 percent of time is spent at home; however, 100 percent was assumed in order to present a conservative analysis and to be consistent with SJVAPCD guidance);
- From age 2 through <16 years: 100 percent (the OEHHA-recommended value is 72 percent of time is spent at home; however, 100 percent was assumed in order to present a conservative analysis and to be consistent with SJVAPCD guidance); and
- From age 16 years and greater: 73 percent (the OEHHA-recommended value is 73 percent of time is spent at home and to be consistent with SJVAPCD guidance).

To estimate the cancer risk, the dose is multiplied by the cancer potency factor, the ASF, the exposure duration divided by averaging time, and the frequency of time spent at home (for residents only):

Riskinh-res = (Doseair * CPH * ASF * ED/AT * FAH)

Where:

Risk_{inh-res} = residential inhalation cancer risk (potential chances per million)

Dose_{air} = daily dose through inhalation (mg/kg-day)

CPF = inhalation cancer potency factor (mg/kg-day⁻¹)

ASF = age sensitivity factor for a specified age group (unitless)

ED = exposure duration (in years) for a specified age group

AT = averaging time of lifetime cancer risk (years)

FAH = fraction of time spent at home (unitless)

Chronic Non-Cancer Hazard

Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The following equation was used to determine the non-cancer risk:

Hazard Quotient = C_i/REL_i

Where:

C_i = Concentration in the air of substance i (annual average concentration in

 $\mu g/m^3$)

REL_i = Chronic noncancer Reference Exposure Level for substance i (μg/m³)

The non-cancer chronic hazard index was calculated in HARP2. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor; however, HARP2 was run to obtain the following for each modeled receptor: cancer risk, chronic hazard index, and acuate hazard index.

Thresholds

Air pollutant emissions have regional effects and localized effects. This analysis assesses the regional effects of the project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from project construction and operation are also assessed using concentration-based thresholds that determine if the project would result in a localized exceedance of any ambient air quality standards or would make a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during project construction and operation are ROG, NO_X, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for ROG and NO_X; SO_X, CO, PM₁₀, and PM_{2.5}.

Ozone is a secondary pollutant that can be formed miles away from the source of emissions through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. The San Joaquin Valley Air Basin (SJVAB) often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for

PM₁₀, and PM_{2.5}; therefore, substantial project emissions may contribute to an exceedance for these pollutants.

The SJVAPCD adopted significance thresholds for regional construction-related and operational ROG, NOx, PM, CO, and SOx, these thresholds are included in Table 8.

Table 8: SJVAPCD Proposed Project-Level Air Quality CEQA Thresholds of Significance

	Significan	Significance Threshold				
Pollutant	Construction Emissions (tons/year)	Operational Emission (tons/year)				
со	100	100				
NOx	10	10				
ROG	10	10				
SOx	27	27				
PM ₁₀	15	15				
PM _{2.5}	15	15				

Source: SJVAPCD. 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed April 10, 2023.

Table 9: Health Risk Assessment Thresholds

Health Risk Metric	Applicable Threshold of Significance
Maximum Cancer Risk (Risk per Million)	20
Chronic Non-Cancer Hazard Index	1

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed April 10, 2023.

Additional thresholds of significance are discussed, where applicable, in the appropriate impact analysis.

Fugitive Dust

Construction

Fugitive dust would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. Therefore, adherence to Regulation VIII would be required during construction of the proposed project. Regulation VIII would require fugitive dust control measures that are consistent with best management practices (BMPs) established by the SJVAPCD to reduce the proposed project's construction-generated fugitive dust impacts to a less than significant level.

The SJVAPCD (SJVAPCD or District) adopted Regulation VIII in 1993 and its most recent amendments became effective on October 1, 2004. This is a basic summary of the regulation's requirements as they

apply to construction sites. These regulations affect all workers at a regulated construction site, including everyone from the landowner to the subcontractors. Violations of Regulation VIII are subject to enforcement action including fines.¹¹

Visible Dust Emissions may not exceed 20 percent opacity during periods when soil is being disturbed by equipment or by wind at any time. Visible Dust Emissions opacity of 20 percent means dust that would obstruct an observer's view of an object by 20 percent. District inspectors are state certified to evaluate visible emissions. Dust control may be achieved by applying water before/during earthwork and onto unpaved traffic areas, phasing work to limit dust, and setting up wind fences to limit windblown dust.

Soil Stabilization is required at regulated construction sites after normal working hours and on weekends and holidays. This requirement also applies to inactive construction areas such as phased projects where disturbed land is left unattended. Applying water to form a visible crust on the soil and restricting vehicle access are often effective for short-term stabilization of disturbed surface areas. Long-term methods including applying dust suppressants and establishing vegetative cover.

Carryout and Trackout occur when materials from emptied or loaded vehicles falls onto a paved surface or shoulder of a public road or when materials adhere to vehicle tires and are deposited onto a paved surface or shoulder of a public road. Should either occur, the material must be cleaned up at least daily, and immediately if it extends more than 50 feet from the exit point onto a paved road. The appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surface and shoulder. Using a blower device or dry sweeping with any mechanical device other than a PM₁₀-efficient street sweeper is a violation. Larger construction sites, or sites with a high amount of traffic on one or more days, must prevent carryout and trackout from occurring by installing gravel pads, grizzlies, wheel washers, paved interior roads, or a combination thereof at each exit point from the site. In many cases, cleaning up trackout with water is also prohibited as it may lead to plugged storm drains. Prevention is the best method.

Unpaved Access and Haul Roads, as well as unpaved vehicle and equipment traffic areas at construction sites must have dust control. Speed limit signs limiting vehicle speed to 15 mph or less at construction sites must be posted every 500 feet on uncontrolled and unpaved roads.

Storage Piles and Bulk Materials have handling, storage, and transportation requirements that include applying water when handling materials, wetting or covering stored materials, and installing wind barriers to limit visible dust emissions. Also, limiting vehicle speeds, loading haul trucks with a freeboard of six inches or greater along with applying water to the top of the load, and covering the cargo compartments are effective measures for reducing visible dust emissions and carryout from vehicles transporting bulk materials.

Dust Control Plans identify the dust sources and describe the dust control measures that will be implemented before, during, and after any dust generating activity for the duration of the project. Owners or operators are required to submit plans to the SJVAPCD at least 30 days prior to commencing the work for the following:

- Residential developments of ten or more acres of disturbed surface area.
- Non-residential developments of five or more acres of disturbed surface area.
- The relocation of more than 2,500 cubic yards per day of materials on at least three days.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2007. Compliance Assistance Bulletin. Website: http://www.valleyair.org/busind/comply/pm10/forms/RegVIIICAB.pdf. Accessed April 10, 2023.

Operations may not commence until the SJAVPCD has approved the Dust Control Plan. A copy of the plan must be on site and available to workers and District employees. All work on the site is subject to the requirements of the approved dust control plan. A failure to abide by the plan by anyone on site may be subject to enforcement action. Owners or operators of construction projects that are at least one acre in size and where a Dust Control Plan is not required, must provide written notification to the SJVAPCD at least 48 hours in advance of any earthmoving activity.

Record Keeping is required to document compliance with the rules and must be kept for each day any dust control measure is used. The SJVAPCD has developed record forms for water application, street sweeping, and "permanent" controls such as applying long term dust palliatives, vegetation, ground cover materials, paving, or other durable materials. Records must be kept for one year after the end of dust generating activities (Title V sources must keep records for five years).

Exemptions exist for several activities. Those occurring above 3,000 feet in elevation are exempt from all Regulation VIII requirements. Further, Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities exempts the following construction and earthmoving activities:

- · Blasting activities permitted by California Division of Industrial Safety.
- Maintenance or remodeling of existing buildings provided the addition is less than 50% of the size of the existing building or less than 10,000 square feet (due to asbestos concerns, contact the SJVAPCD at least two weeks ahead of time).
- · Additions to single family dwellings.
- The disking of weeds and vegetation for fire prevention on sites smaller than ½ acre.
- Spreading of daily landfill cover to preserve public health and safety and to comply with California Integrated Waste Management Board requirements.

Nuisances are prohibited at all times because District Rule 4102 – Nuisance applies to all construction sources of fugitive dust, whether or not they are exempt from Regulation VIII. It is important to monitor dust-generating activities and implement appropriate dust control measures to limit the public's exposure to fugitive dust.

Addressing Air Quality CEQA Impact Questions

Table 10: Summary of Air Quality Impact Analysis

Air Quality Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.					
Would the project:	Significance Finding				
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant Impact				
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	Less than Significant Impact				
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact with Mitigation Incorporated				
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	Less than Significant Impact				

Air Quality Mitigation Measures

MM AIR-1 is required to reduce the project's potential impacts during construction to less than significant (see Impact AIR-C).

MM AIR-1

Before a construction permit is issued for the proposed project, the project applicant, project sponsor, or construction contractor shall submit documentation demonstrating reasonably detailed compliance with the following requirements to the City of Fresno:

Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet or exceed either United States Environmental Protection Agency (EPA) or California Air Resources Board (CARB) Tier 4 Interim off-road emission standards or be equipped with Level 3 diesel particulate filters. Tier 4 Interim engines shall, at a minimum, meet EPA or CARB particulate matter emissions standards for Tier 4 Interim engines. Alternatively, use of CARB-certified Level 3 diesel particulate filters on off-road equipment with engines greater than 75 horsepower can be used in lieu of Tier 4 Interim engines or in combination with Tier 4 Interim or better engines. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include, but are not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of Fresno.

a) Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.

Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in

the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures. For projects that include stationary sources of emissions, the SJVAPCD relies on project compliance with Rule 2201—New and Modified Stationary Source Review to ensure that growth in stationary source emissions would not interfere with the applicable AQP. Projects exceeding the offset thresholds included in the rule are required to purchase offsets in the form of Emission Reduction Credits (ERCs).

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP. An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

- Will the project result in an increase in the frequency or severity of existing air quality violations
 or cause or contribute to new violations, or delay timely attainment of air quality standards or the
 interim emission reductions specified in the AQPs? This measure is determined by comparison
 to the regional and localized thresholds identified by the District for Regional and Local Air
 Pollutants.
- 2. Will the project comply with applicable control measures in the AQPs?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the SJVAPCD's jurisdiction, as well as within other air districts, for the following reasons:

- Significant contribution to existing or new exceedances of the air quality standards would be inconsistent with the goal of attaining the air quality standards.
- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.
- AQPs rely on a set of air district-initiated control measures as well as implementation of federal and state measures to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

Contribution to Air Quality Violations

As discussed in Impact AIR-B below, emissions of ROG, NOx, CO, SOx, PM₁₀, and PM_{2.5} associated with the proposed project would not exceed the SJVAPCD's significance thresholds during the construction phase (see Table 11) or emissions of ROG, NOx, CO, SOx, PM_{2.5} or PM₁₀ during operations (see Table 12). Therefore, the project would not exceed the SJVAPCD's regional thresholds of significance for any pollutant of concern and would be considered consistent with the existing AQPs. Regarding this criterion, the project would be considered less than significant.

Air Quality Plan Control Measures

The AQP contains a number of control measures that are enforceable requirements through the adoption of rules and regulations. The following rules and regulations are relevant to the project:

Rule 2010—Permits Required. Rule 2010 requires operators of emission sources to obtain an authority to construct and permit to operate from the Valley Air District.

Rule 2201—New and Modified Stationary Source Review Rule. The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards.

Rule 4201—Particulate Matter Concentration. This rule shall apply to any source operation that emits or may emit dust, fumes, or total suspended particulate matter.

Rule 4309—Boilers, Steam Generators, and Process Heaters. The purpose of this rule is to limit emissions of oxides of nitrogen (NO_X) and carbon monoxide (CO) from boilers, steam generators, and process heaters. This rule applies to any gaseous fuel or liquid fuel fired boiler, steam generator, or process heater with a total rated heat input greater than 5 million Btu per hour.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling. Only compliant components are available for purchase in the San Joaquin Valley.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641. This regulation is enforced on the asphalt provider.

Rule 4702—Internal Combustion Engines. The purpose of this rule is to limit the emissions of NO_X, carbon monoxide (CO), VOC, and sulfur oxides (SO_X) from internal combustion engines. If the project includes emergency generators, the equipment is required to comply with Rule 4702.

Regulation VIII—**Fugitive PM**₁₀ **Prohibitions.** This regulation is a control measure that is one main strategies from the 2006 PM₁₀ for reducing the PM₁₀ emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. Rule 8021 regulates construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

Rule 9410–Employer Based Trip Reduction. The purpose of this rule is reduce VMT from private vehicles used by employees to commute to and from their worksites to reduce emissions of NOx, VOC and PM. The rule would require larger employers (those with 100 or more eligible employees) to establish employee trip reduction programs to reduce VMT, reducing emissions associated with work commutes. The rule uses a menu-based Employer Trip Reduction Implementation Plan and periodic reporting requirements to evaluate performance on a phased-in compliance schedule.

Rule 9510–Indirect Source Review. This rule reduces the impact of NO_X and PM₁₀ emissions from growth within the SJVAB. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site District-administered projects, or a combination of the two.

Conclusion

The project would comply with all applicable CARB and SJVAPCD rules and regulations. Therefore, the project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan with regards to this criterion.

The project's regional operational emissions would not exceed any applicable SJVAPCD threshold prior to the incorporation of mitigation measures (see Impact AIR-B). Therefore, the project would be considered consistent with the existing AQPs.

Based on the findings above, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less Than Significant Impact.

To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The SJVAB is in nonattainment for ozone, PM₁₀ (State only), and PM_{2.5}. Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. As such, the primary pollutants of concern during project construction and operation are ROG, NO_X, PM₁₀, and PM_{2.5}. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and the infirm). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience adverse experience health effects. However, the health effects are a factor of the doseresponse curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

Since the SJVAB is nonattainment for ozone, PM₁₀, and PM_{2.5}, it is considered to have an existing significant cumulative health impact without the project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NO_X, ROG/VOC, PM₁₀, or PM_{2.5} are applied as cumulative contribution thresholds. Projects that exceed the regional thresholds would have a cumulatively considerable health impact.

The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM₁₀, and PM_{2.5}. Air pollutant emissions have both regional and localized effects. The project's regional emissions are compared to the applicable SJVAPCD below.

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the development envisioned for the proposed project are shown in Table 11 prior to the incorporation of any mitigation.

Table 11: Summary of Construction-Generated Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source	Emissions (Tons/Year)						
Emissions Source	ROG	NOx	СО	SOx	PM ₁₀	PM _{2.5}	
Project Construction (2023)	0.19	1.62	1.66	< 0.005	0.28	0.15	
Project Construction (2024)	0.38	0.79	0.99	< 0.005	0.06	0.04	
Total Construction Duration	1						
Project Total	0.57	2.41	2.65	< 0.005	0.34	0.19	
Significance Thresholds	10	10	100	27	15	15	
Exceed Significance Thresholds?	No	No	No	No	No	No	

Notes:

 PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM_{10} Prohibitions.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Totals may not appear to sum exactly due to rounding.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

As shown in Table 11 above, construction activities associated with implementation of the proposed rezone project are estimated to fall below the significance thresholds. Therefore, regional and cumulative impacts associated with construction of development contemplated under the proposed rezone project are less than significant on a project basis.

Operational Emissions (Regional)—Non-Permitted

Operational emissions occur over the lifetime of the project. The SJVAPCD considers permitted and non-permitted emission sources¹² separately when making significance determinations. In addition, the annual operational emissions are also considered separately from construction emissions. Non-permitted operational emissions associated with the proposed project include area, energy, off-road equipment, automobiles (passenger vehicles and heavy-duty trucks); these emissions are shown in Table 12. Operational emissions were estimated using a full buildout scenario in the earliest year of operations (2024), which provides a conservative estimate of emissions and resulting potential impacts.

Table 12: Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Sauras	Emissions (tons/year)						
Source	ROG	NOx	СО	SOx	PM ₁₀	PM _{2.5}	
Area	0.44	< 0.005	0.34	< 0.005	< 0.005	< 0.005	
Energy	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005	
Off-road Equipment	0.05	0.51	0.88	< 0.005	0.02	0.02	

Stationary sources (also known as permitted sources) would require permits from the SJVAPCD prior to their installation or operation. Examples of permitted sources include commercial organic material composting operations, glass melting furnaces, boilers, steam generators, glass coating operations, and fuel burning equipment.

Mobile (Passenger Vehicles)	0.12	0.14	1.19	0.00	0.26	0.07
Mobile (Trucks)	0.06	4.65	0.80	0.04	1.11	0.35
Annual Total (2024)	0.67	5.36	3.26	0.04	1.39	0.44
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No

Notes:

Emissions were quantified using CalEEMod based on project details and earliest operational year for the proposed project. Totals may not sum exactly due to rounding.

Source: CalEEMod Output and Additional Supporting Information (Attachment A).

As shown in Table 12, operational emissions would not exceed the applicable SJVAPCD thresholds of significance for ROG, NOx, CO, SOx, PM₁₀, or PM_{2.5}. The project's long-term operational emissions would not exceed any of the SJVAPCD's project-level regional thresholds of significance. Therefore, the impact from operations of the project would be less than significant with incorporation of mitigation.

Operational Emissions (Regional)—Permitted

The SJVAPCD GAMAQI recommends assessing the emissions from permitted sources of emissions separate from non-permitted sources. The SJVAPCD's permitting process ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the SJVAPCD's thresholds of significance. SJVAPCD implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified Stationary Sources subject to the rule for all nonattainment pollutants and their precursors. Permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must, in general, offset all emission increases in excess of the thresholds.

In the event that stationary sources are proposed in the future (such as boilers or steam generators), the SJVAPCD will prepare an engineering evaluation of all permitted equipment to determine the controls required to achieve best available control technology (BACT) requirements. The permitted emissions are dependent on the control technology selected and any process limits included in the permit conditions.

Permitted sources will be required to comply with SJVAPCD BACT requirements. Compliance with regulations would ensure that the project's stationary sources would not exceed SJVAPCD thresholds of significance; therefore, the project's estimated permitted emissions would be less than significant.

Conclusion

As shown in Table 11, the project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds during project construction. During operations, emissions from the project's combined unpermitted sources would not exceed the applicable regional criteria pollutant emissions quantitative thresholds (see Table 12). Any permitted sources will be required to comply with SJVAPCD BACT requirements, which would ensure that related emissions would be less than significant. Considering project-generated regional operational emissions (permitted and unpermitted) would be considered less than significant, the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Incorporation of Mitigation.

Emissions occurring at or near the project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The only sensitive receptors within ¼-mile of the project are residences. There are no schools, hospitals, convalescent facilities or other sensitive receptors in this primarily rural agricultural and industrial area. However, it should be noted that there is an Elementary School just over ¼-mile (0.27 of a mile), to the Southeast of the Project, (Orange Center Elementary). To the north is farmland with eight (8) scattered residences, one church and a few businesses including Valley Iron. Zacky Farms and Julians Window Tinting. To the West are two (2) trucking companies, K&S Services and Herlan Brothers and a small Auto Wrecking Yard. To the South is primarily farmland with seven (7) scattered residences. To the East is Farmland, four (4) residences, and part of Valley Iron's yard and buildings.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if, when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO₂, SO_x, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM₁₀, PM_{2.5}, CO, SO_X, and NO_X

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in Table 13 below, on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 13: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_X for Construction – Unmitigated

Emission Source	On-site Emissions (pounds per day)						
Emission Source	ROG	NOx	СО	SOx	PM ₁₀	PM _{2.5}	
On-site Daily Construction (Highest in 2023)	4.15	40.42	38.69	0.07	10.16	5.67	
On-site Daily Construction (Highest in 2024)	29.11	11.44	13.75	0.02	0.52	0.46	
Total Construction Duration							
Highest Daily Maximum	29.11	40.42	38.69	0.07	10.16	5.67	
Significance Thresholds	_	100	100	100	100	100	
Exceed Significance Thresholds?	_	No	No	No	No	No	

Note: Overlap of construction activities is based on the construction schedule shown in Table 2 and Attachment A.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions represent the maximum daily emissions between the Summer and Winter scenarios.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

Operation: Localized Concentrations of PM₁₀, PM_{2.5}, CO, SO_X, and NO_X

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at project buildout, which was assumed to occur in 2024 (the earliest year of operations). Operational emissions include those generated on-site by area sources (which can include consumer products, and landscape maintenance), energy use (which can include natural gas combustion for features such as space heating or water heating), and motor vehicles operation at the project site. ¹³ Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel and ½-mile of off-site emissions.

As shown in Table 14 below, operational modeling of on-site emissions for the project indicate that the project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

More details regarding the operational sources are provided in the methodology section of this technical memorandum (see "Operational Modeling Assumptions", starting on Page 10.

Table 14: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_X for Operations

Course	On-site Emissions (pounds per day)							
Source	ROG	NOx	СО	SO _X	PM ₁₀	PM _{2.5}		
Area	2.71	0.03	3.81	< 0.01	0.01	0.01		
Energy	0.02	0.30	0.25	< 0.01	0.02	0.02		
Off-Road Equipment	0.36	3.90	6.74	0.01	0.15	0.13		
Mobile (Passenger Vehicles)	0.65	0.25	1.51	< 0.01	0.07	0.02		
Mobile (Trucks)	0.10	2.30	1.46	< 0.01	0.06	0.02		
Total	3.84	6.78	13.77	0.01	0.31	0.20		
Significance Thresholds	_	100	100	100	100	100		
Exceed Significance Thresholds?	_	No	No	No	No	No		

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD's 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. In addition, the most intense construction activities of the project's construction would occur during site preparation and grading phases over a short period. There are no conditions unique to the project site that would require more intense construction activity compared to typical development. Examples of situations that would warrant closer scrutiny may include sites that would require extensive excavation and hauling due to existing site conditions. Building construction typically requires limited amounts of diesel equipment relative to site clearing activities. Nonetheless, a construction HRA was prepared as part of this analysis. In addition, the analysis includes an evaluation of potential health impacts from construction and operations of the project considered together, over a 70-year exposure scenario.

The results of the HRA prepared for project construction for cancer risk and long-term chronic cancer risk are summarized below. Construction emissions were estimated assuming adherence to all applicable rules, regulations, and project design features. The construction emissions were assumed to be distributed over the project area with a working schedule of eight hours per day and five days per week. Emissions were adjusted by a factor of 4.2 to convert for use with a 24-hour-per-day, 365 day-per-year averaging period. Health risk calculations were completed using HARP2. Detailed parameters and complete calculations are included in Attachment B.

The estimated health and hazard impacts at the Maximally Exposed Receptor (MER) from the project's construction emissions are provided in Table 15.

Table 15: Summary of the Health Impacts from Unmitigated Construction of the Project

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Hazards at the Construction MER			
Risks and Hazards at the MER (Construction Only)	9.90	0.0076	0.0000
Risks and Hazards at the MER (Construction Plus Operations)	20.49	0.0103	0.0000
Significance Threshold	20	1	1
Threshold Exceeded in Any Scenario?	Yes	No	No

Notes:

MER = Maximally Exposed Receptor

DPM = Diesel Particulate Matter

Central Transport Regional Facility Project Construction MER: Receptor #26 (UTM 251417.25, 4063705.56)

Source: Attachment B.

As shown in Table 15, estimated health risks from elevated DPM concentrations during construction of the proposed project would not exceed the applicable health risk significance thresholds when construction is considered alone; however, construction and operational emissions combined would exceed the applicable cancer risk threshold. This represents a potentially significant construction TAC exposure impact. Therefore, mitigation is required to reduce the impact during the construction period to below a level of significance.

MM AIR-1 requires the project applicant, project sponsor, or construction contractor to provide documentation to the City of Tulare that all off-road diesel-powered construction equipment greater than 75 horsepower meet EPA or CARB Tier 4 off-road emissions standards or utilize Level 3 filters. Table 16 shows the health risks and non-cancer hazard index for construction with implementation of MM AIR-1.

Table 16: Summary of the Health Impacts from Mitigated Construction of the Project

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Hazards at the Construction MER	—Tier 4 Equipment Sc	enario	
Risks and Hazards at the MER (Construction Only)	1.64	0.0013	0.0000
Risks and Hazards at the MER (Construction Plus Operations)	12.23	0.0040	0.0000
Risks and Hazards at the Construction MER	-Level 3 Filters Scen	ario	
Risks and Hazards at the MER (Construction Only)	2.19	0.0017	0.0000
Risks and Hazards at the MER (Construction Plus Operations)	12.78	0.0044	0.0000
Highest Risks and Hazards at the Construction MER after Incorporation of MM AIR-1			
Risks and Hazards at the MER	12.78	0.0044	0.0000
Significance Threshold	20	1	1
Threshold Exceeded in Any Scenario?	No	No	No
MER = Maximally Exposed Receptor Central Transport Regional Facility Project Construction MER: Receptor #26 (UTM 251417.25, 4063705.56)			

Source: Attachment B.

As noted in Table 16, calculated health metrics from the proposed project's construction DPM emissions would not exceed the cancer risk significance threshold or non-cancer hazard index significance threshold at the MER with incorporation of MM AIR-1. Therefore, the proposed project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

Operations

For reasons previously discussed (see Modeling Parameters and Assumptions), an analysis of TACs (including DPM) was performed using the EPA-approved AERMOD model, which is an air dispersion model accepted by the SJVAPCD for preparing HRAs. AERMOD version 22112 was used for this analysis. Consistent with SJVAPCD guidance, the health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. Results of the HRA are summarized in Table 17. The complete HRA prepared for the proposed project, including calculations, AERMOD output data, and HARP2 files, are included in Attachment B.

Table 17: Summary of the Health Impacts from Operations of the Proposed Project (70-year Scenario)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
70-Year Exposure at the MER (from DPM Emissions)	15.04	0.0029	0.0000
Combined 70-Year Exposure Scenario for Mitigated Construction + Operations at the Construction MER	12.78	0.0044	0.0000
Combined 70-Year Exposure Scenario for Mitigated Construction + Operations at the Operational MER	13.30	0.0044	0.0000
Applicable Threshold of Significance	20	1	1
Threshold Exceeded in Any Scenario?	No	No	No

Notes:

MER = Maximally Exposed Receptor

DPM = Diesel Particulate Matter

Operational MER: Receptor #88 (see Attachment B)
Construction MER: Receptor #26 (see Attachment B)

Source: Attachment B.

As shown in Table 17, the project would not exceed the cancer risk, chronic risk, or acute risk threshold levels in any scenario analysis after the incorporation of MM AIR-1. The primary source of the emissions responsible for chronic risk are from diesel trucks during operations and off-road diesel equipment during construction. DPM does not have an acute risk factor, resulting in an acute non-cancer hazard index of zero (0) for all receptors. Since the project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the project's potential to expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions. 14 California

Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed April 10, 2023.

experienced 7,962 new probable or confirmed cases of Valley fever in 2021. A total of 408 suspect, probable, and confirmed Valley fever cases were reported in Fresno County in 2021. 15

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

- 1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
- 2) Old (prehistoric) Indian campsites near fire pits
- 3) Areas with sparse vegetation and alkaline soils
- 4) Areas with high salinity soils
- 5) Areas adjacent to arroyos (where residual moisture may be available)
- 6) Packrat middens
- 7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
- 8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of C. immitis include:

- 1) Cultivated fields
- 2) Heavily vegetated areas (e.g., grassy lawns)
- 3) Higher elevations (above 7,000 feet)
- 4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
- 5) Areas that are continually wet
- 6) Paved (asphalt or concrete) or oiled areas
- 7) Soils containing abundant microorganisms
- 8) Heavily urbanized areas where there is little undisturbed virgin soil. 16

The project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the project site is primarily covered with vegetation in the form of grass and shrubbery. Therefore, implementation of the proposed project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCA ProvisionalMonthlyReport.pdf. Accessed April 10, 2023.

United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed April 24, 2023.

Central Transport Regional Facility
Crown Enterprises, Inc. Relocation and Annexation Project
Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

Although conditions are not favorable, construction activities could generate fugitive dust that contain *C. immitis* spores. The project will minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small, because most of the project area where operational activities would occur would be occupied by the proposed cross-dock and related buildings and pavement. This condition would lessen the possibility of the project site from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the immediate project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos.¹⁷ Impacts would be less than significant.

Impact Analysis Summary

In summary, the project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The project is not a significant source of TAC emissions during construction or operation after incorporation of MM AIR-1. The project is not in an area with suitable habitat for Valley fever spores and is not in an area known to have naturally occurring asbestos. Therefore, the project would not result in significant impacts to sensitive receptors after incorporation of mitigation.

d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?

Less Than Significant Impact.

Two situations are recognized to create potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The proposed project is of the first type only since it involves a potential new odor source and would not be considered a sensitive receptor land use.

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Although the project is less than one mile from the nearest sensitive receptor, the project is not expected to be a significant source of odors. The screening levels for these land use types are shown in Table 18.

U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed April 24, 2023.

Table 18: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 24, 2023.

Construction

During construction, various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and intermittent, which would decrease the likelihood of the odors concentrating in a single area or lingering for any notable period of time. As such, these odors would likely not be noticeable for extended periods of time beyond the project's site boundaries. The potential for odor impacts from construction of the proposed project would, therefore, be less than significant.

Operations

The development of the proposed project would not substantially increase objectionable odors in the area and would not introduce any new sensitive receptors to the area that could be affected by any existing objectionable odor sources in the area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 18. The proposed project would not engage in any of these activities. Minor sources of odors that would be associated with uses typical of warehouse and distribution facilities, such as exhaust from mobile sources (including diesel-fueled heavy trucks), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be less than significant.

Greenhouse Gas Emissions Estimation Summary and Greenhouse Gas Impact Analysis

Thresholds of Significance

Section 15064.4(b) of the CEQA Guidelines' 2018 amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- **Consideration #1**: The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2**: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

The SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* provides guidance for preparing a BAU analysis.¹⁸ Under the SJVAPCD guidance, projects meeting one of the following would have a less than significant impact on climate change:

- Exempt from CEQA;
- Complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project achieves 29 percent GHG reductions by using approved Best Performance Standards; and
- Project achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."

The SJVAPCD has not yet adopted BPS for development projects. For development projects, BPS means, "Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual."

The 29 percent GHG reduction level is based on the target established by CARB's AB 32 Scoping Plan, approved in 2008. The GHG reduction level for the State to reach 1990 emission levels by 2020 was reduced to 21.7 percent from BAU in 2020 in the 2014 First Update to the Scoping Plan to account for slower than projected growth after the 2008 recession. ¹⁹ First occupancy at the project site is expected to

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." Website: http://www.valleyair.org/programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf. December 2009. Accessed May 15, 2023.

California Air Resources Board (CARB). 2014. First Update to the Climate Change Scoping Plan. Website: http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm. Accessed May 15, 2023.

occur in 2024, which is after the AB 32 target year. The SJVAPCD has not updated its guidance to address SB 32 2030 targets or AB 1279 2045 targets. Therefore, whether the project's GHG emissions would result in a significant impact on the environment is determined by assessing consistency with relevant GHG reduction plans.

Quantification of Greenhouse Gas Emissions for Informational Purposes

Construction

GHG emissions generated during all construction activities were combined and are shown in Table 19.

Table 19: Summary of Construction-Generated Greenhouse Gas Emissions

Emissions Source	MT CO _{2e} per Year
Project Construction (2023)	279
Project Construction (2024)	188
Project Construction Total	467
Amortized over 30 Years	16
Notes:	
MT CO ₂ e = metric tons of carbon dioxide equivalent	
Source: CalEEMod Output (Attachment A).	

Operations

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities. Operational GHG emissions associated with the proposed project were estimated using CalEEMod 2022.1. Please see the "Assumptions" sections of this technical memorandum for details regarding assumptions and methodology used to estimate emissions. Operational GHG emissions in the buildout year are shown in Table 20. Complete CalEEMod output files and additional supporting information are also included in Attachment A.

Table 20: Unmitigated Project Operational GHG Emissions (Buildout Year Scenario)

Emission Source	Buildout Year Total Emissions (MT CO₂e per year)	
Area	1.29	
Energy	204	
Off-road Equipment	123	
Mobile (Passenger Vehicles)	274	
Mobile (Trucks)	3,840	
Refrigerants	412	
Water	31.8	
Waste	36.5	
Total (MT CO ₂ e per year)	4,923	
Source of Buildout Year Emissions: CalEEMod Output (Attachment A).		

Addressing Greenhouse Gas CEQA Impact Questions

Table 21: Summary of Greenhouse Gas Impact Analysis

Greenhouse Gas Emissions	
Would the project:	Significance Finding
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact

Greenhouse Gas Mitigation Measures

No mitigation is required.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

The following analysis assesses the project's compliance with Consideration #3 regarding consistency with adopted plans to reduce GHG emissions. As detailed above under the "Thresholds of Significance" discussion, Consideration #3 is the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The project is in unincorporated Fresno County; however, a Pre-Zone/Rezone Application and Annexation Application are being submitted concurrently to the City of Fresno with the Development Application. The City of Fresno does not have a GHG reduction plan that can be relied upon for making significance determinations. The County of Fresno has not adopted a GHG reduction plan. In addition, Fresno County has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines amendments adopted on December 28, 2018. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with CARB's Adopted Scoping Plans

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

Consistency with SB 32 and the 2017 Scoping Plan

The 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32. Table 22 provides an analysis of the project's consistency with the 2017 Scoping Plan Update measures.

Table 22: Consistency with SB 32 2017 Scoping Plan Update

Scoping Plan Measure	Project Consistency
SB 350 50% Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030 (now 60% under SB 100).	Consistent: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate. The specific provider for this project is Pacific Gas and Electric Company (PG&E). In February 2018, PG&E announced that it had reached California's 2020 renewable energy goal 3 years ahead of schedule and delivers nearly 80 percent of its electricity from GHG-free resources. ¹
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. New buildings constructed as part of the proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. The current Title 24 regulations are the 2022 Title 24 standards, which become effective January 1, 2023.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the project site would be subject to the standards. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	Consistent. Future employees and visitors can be expected to purchase increasing numbers of more fuel-efficient and zero emission cars and trucks each year as these vehicles become more widely available, in part, due to the vehicle manufacturers meeting regulations such as LEV III and Heavy-Duty Vehicle programs.
IsSustainable Freight Action Plan. The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	Consistent. The measure applies to owners and operators of trucks and freight operations. The proposed project is industrial in nature and would support truck and freight operations. The project operator(s) and truck owners that would service future operations can participate in incentives programs on electric vehicles and charging equipment for trucks once a final project has been identified. Deliveries and freight operations are expected to be made by increasing number of ZEV trucks as a result of more stringent regulations, incentive programs, infrastructure developments, and increased access/availability of relevant technology.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Consistent. The project does not include sources that produce significant quantities of methane or black carbon. However, diesel trucks accessing the site will achieve significant reductions in PM _{2.5} with adopted regulations that will reduce this source of black carbon.

Project Consistency
Consistent. The project is not within an SCS priority area and so is not subject to requirements applicable to those areas.
Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are indirectly covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.
Not Applicable. The project site is approximately 15.22 acres in size and will change the land use from Agricultural to Heavy Industrial. The 15.22-acre project site is located in an industrial area, just off the east side of Highway 41 and south of Highway 99 in Fresno County and would not be considered a significant source of carbon sequestration. Once operational, the project would not be considered working lands.

Source: California Air Resources Board (CARB). 2017. The 2017 Climate Change Scoping Plan Update. January 20. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed April 24, 2023.

¹ Pacific Gas and Electric (PG&E). 2018. PG&E Clean Energy Deliveries Already Meet Future Goals. Website: www.pge.com/en/about/newsroom/newsdetails/index.page?title=20180220_pge_clean_energy_deliveries_already_meet_future_goals. Accessed April 24, 2023.

As described in Table 22, the proposed project would be consistent with applicable 2017 Scoping Plan Update measures and would not obstruct the implementation of others that are not applicable. The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. The proposed project's operational GHG emissions would principally be generated from electricity consumption and vehicle use (including heavy trucks), which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering the information summarized above, the proposed project would be

consistent with the State's 2017 Scoping Plan Update and would not conflict with the State's ability to achieve the SB 32 GHG reduction goal.²⁰

CARB's 2017 Scoping Plan Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the proposed project's post-2020 emissions level to the extent applicable by law:

- Energy Sector: Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the proposed project's emissions level. Additionally, further additions to California's renewable resource portfolio would favorably influence the project's emissions level.
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the project's emissions level.
- Water Sector: The project's emissions level will be reduced as a result of further desired enhancements to water conservation technologies.
- Waste Management Sector: Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the project's emissions level.

For the reasons described above, the project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets. The trajectory required to achieve the post-2020 targets is shown in Figure 1.

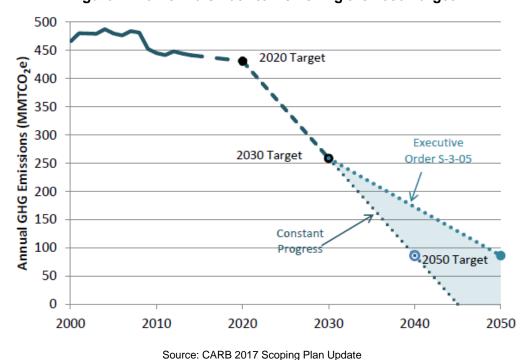


Figure 1: California's Path to Achieving the 2050 Target

²⁰ The SB 32 GHG reduction goal is a statewide goal of 40 percent reduction below 1990 levels.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05 and GHG Reduction Goals for 2045 under the 2022 Scoping Plan

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. Specifically, the measures will be implemented through regulations as the regulatory initiatives identified by CARB in the 2022 Scoping Plan are implemented; see key actions to support the success of the 2022 Scoping Plan below. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045.

CARB's 2022 Scoping Plan for Achieving Carbon Neutrality was approved in December 2022 and expands on prior Scoping Plans and legislations-such as AB 1279-by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the State's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier.²¹ The 2022 Scoping Plan has a two-prong approach to decarbonization: (1) managing existing energy sources and technology and (2) developing and deploying alternative clean energy sources and technology over time.²² Key actions to support success of the 2022 Scoping Plan include, but are not limited to, reductions in the energy and transportation sectors:

Energy Sector: Long-term planning to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure deployment; completing systemwide and local reliability assessments; facilitating resource development such as long-duration energy storage and hydrogen production; maximizing opportunities for demand response; enhancing decarbonization, reliability, and affordability in regional markets; addressing resource build-out challenges; and doubling statewide energy efficiency savings in electricity and fossil gas end uses by 2030; achieving 90 percent, 95 percent, and 100 percent renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively

Transportation Sector:

 Decarbonizing the transportation sector, including transitioning to 100 percent sales of lightduty zero emission vehicles (ZEVs) by 2035 and medium- and heavy-duty vehicles by 2040; achieving a 20 percent zero emission target for the aviation sector, and developing a rapid and robust network of ZEV refueling infrastructure.

²¹ California Air Resources Board (ARB). 2022. Final 2022 Scoping Plan Update and Appendices. December. Website: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed April 9, 2024

²² California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). Website: https://ww2.arb.ca.gov/resources/documents/2022-scoping-plan-documents. Accessed March 5, 2024.

- Ensuring that an adequate supply of zero-carbon alternative fuel which will require building
 the production and distribution network for zero-carbon fuels; strengthening the Cap-andTrade Program; and increasing the stringency and scope of the Low Carbon Fuel Standard
 (LCFS).
- Achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045 by reimagining roadway projects to decrease VMT, investing in public transit, implementing equitable roadway pricing; expanding and completing planned networks of high-quality active transportation infrastructure; deploying autonomous vehicles, ride-hailing services, and other options which have higher occupancy and low VMT; streamlining access to public transportation; and ensuring alignment of land use, housing, transportation; conservation and planning in adopted regional plans and accelerating infill development and housing production in transportation efficient places.

To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical carbon dioxide capture and sequestration actions. Table 23 contains a list of key GHG emission reduction actions and strategies from the 2022 Scoping Plan and assesses the project's consistency with these actions and strategies.

Table 23: Project Consistency with 2022 Scoping Plan

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
 Achieve 100 percent ZEV sales of light duty vehicles by 2035 and medium heavy-duty vehicles by 2040. Achieve 20 percent zero-emission target for the aviation sector. Develop a rapid and robust network of ZEV refueling infrastructure to support needed transition to ZEVs. Ensure that the transition of ZEV technology is affordable for low-income households and communities of color and meets the needs of communities and small business. Prioritize incentive funding for heavy-duty ZEV technology deployment in regions of the state with the highest concentrations of harmful criteria and toxic air contaminant emissions. Promote private investment in the transition to ZEV technology, undergirded by regulatory certainty such as infrastructure credits in the Low Carbon Fuel Standard for hydrogen and electricity and hydrogen station grants from the CEC's Clean Transportation Program pursuant to Executive Order B-48-18. Evaluate and continue to offer incentives similar to those through FARMER, Carl Moyer, the Clean Fuel Reward Program, the Community Air Protection Program, the Low Carbon Transportation, including CORE. Where feasible, 	State agencies and local agencies	No Conflict: Vehicles must transition to zero-emission technology to decarbonize the transportation sector. Executive Order N-79-20 reflects the urgency of transitioning to zero emission vehicles (ZEVs) by establishing target dates for reaching 100 percent ZEV sales or fleet transitions to ZEV technology. EO N-79-20 calls for 100 percent ZEV sales of new light-duty vehicles by 2035. The Advanced Clean Cars II regulation fulfills this goal and serves as the primary mechanism to help deploy ZEVs. A number of existing incentive programs also support this transition, including the Clean Cars 4 All Program. EO N-79-20 also sets targets for transitioning the medium- and heavy-duty fleet to zero emissions: by 2035 for drayage trucks and by 2045 for buses and heavy-duty long-haul trucks where feasible. Replacing heavy-duty vehicles with ZEV technology will substantially reduce GHG emissions and diesel PM emissions in communities adjacent to ports, distribution centers, and highways. EO N-79-20 sets an off-road equipment target of transitioning the entire fleet to ZEV technology by 2035, where feasible. There are a number of funding sources available to support this transition, including FARMER, Carl Moyer, and Community Air Protection Incentives; as well as Low Carbon Transportation

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
prioritize and increase funding for clean transportation equity programs. Continue and accelerate funding support for zero emission vehicles and refueling infrastructure through 2030 to ensure the rapid transformation of the transportation sector.		Incentives, including the Clean Off-Road Equipment program. Refueling infrastructure is a crucial component of transforming transportation technology. Electric vehicle chargers and hydrogen refueling stations must become easily accessible for all drivers to support a wholesale transition to ZEV technology. Deployment of ZEV refueling infrastructure is currently supported by a number of existing State public funding mechanisms. Intrastate aviation relies on internal combustion engine technology today, but battery-electric and hydrogen fuel cell aviation applications are in development, along with sustainable aviation fuel. GHG emissions generated by project-related passenger and truck vehicle travel would benefit from the above regulations and programs, and mobile source emissions generated by the proposed project would be reduced as automobiles and truck fleets are transitioned to ZEV technology. Additionally, the project would include EV charging infrastructure in accordance with regulations which would support the transition to EV technology. Thus, the project would not conflict with actions under the transportation technology sector.
 Accelerate the reduction and replacement of fossil fuel production and consumption in California. 	State agencies and local agencies	No Conflict: Mobile source emissions generated by the project would be reduced with implementation of the wider use of zero-carbon fuels consistent with reduction of GHG emissions under AB 1279. Additionally, (as applicable) the project would utilize energy efficiency appliances and equipment and will meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code, which will limit the amount of fossil fuel use and GHG emissions. The project would comply with local building codes and incorporating paved areas and landscaping. Considering the relevant actions and strategies require action by the state and local agencies, project consistency is determined by assessing whether the project would conflict with the actions needed in the transportation fuels sector. As supported by the information provided above, the project would not conflict with actions in the transportation fuels sector.

	2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
•	Monitor for and ensure that raw materials used to produce low-carbon fuels or technologies do not result in unintended consequences.		
Vehi	Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. Reimagine new roadway projects that decrease VMT in a way that meets community needs and reduces the need to drive. Invest in making public transit a viable alternative to driving by increasing affordability, reliability, coverage, service frequency, and consumer experience. Implement equitable roadway pricing strategies based on local context and need, reallocating revenues to improve transit, bicycling, and other sustainable transportation choices. Expand and complete planned networks of high-quality active transportation infrastructure. Channel the deployment of autonomous vehicles, ride-hailing services, and other new mobility options toward high passenger-occupancy and low VMT-impact service models that complement transit and ensure equitable access or priority populations. Streamline access to public transportation through programs such as the California Integrated Travel Project. Ensure alignment of land use, housing, transportation, and conservation planning in adopted regional plans and local plans (e.g., general plans, zoning, and local transportation plans), and develop tools to support implementation of these plans. Accelerate infill development and housing production at all affordability levels in transportation-efficient places, with a focus on housing for lower income residents.	State agencies and local agencies	No Conflict: VMT reductions will play a crucial role in reducing overall transportation energy demand and achieving California's climate, air quality, and equity goals. CARB did not set regulatory limits on VMT in the 2022 Scoping Plan because the authority to reduce VMT largely lies with state, regional, and local transportation, land use, and housing agencies, along with the Legislature and its budgeting choices. The project-specific traffic report includes a VMT analysis for the project. ²³ As noted in the traffic report, the City of Fresno VMT guidelines specify that VMT analysis only includes passenger vehicles. The project would generate approximately 180 passenger vehicle trips per day, which is fewer than the 500-average-daily-trip level that would trigger the need for a more detailed VMT analysis based on City of Fresno VMT guidelines. As such, the project would not result in a significant VMT impact and the project would not conflict with actions in the vehicle miles traveled sector.
Clea	n Electricity Grid Per SB 350, double statewide energy efficiency savings in electricity and fossil gas end uses by 2030, through a combination of energy efficiency and fuel substitution actions. Use long-term planning processes to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure deployment. Complete systemwide and local reliability assessments. Such assessments should be completed before state agencies update their electricity sector GHG targets.	State agencies and local agencies	No Conflict: Decarbonizing the electricity sector depends on both using energy more efficiently and replacing fossil-fueled generation with renewable and zero carbon resources, including solar, wind, energy storage, geothermal, biomass, and hydroelectric power. The RPS Program and the Cap-and-Trade Program continue to incentivize dispatch of renewables over fossil generation to serve state demand. SB 100 increased RPS stringency to require 60 percent renewables by 2030 and for California to provide 100 percent of its retail sales of electricity

²³ Ruettgers & Schuler Civil Engineers. 2023. Crown Central Transport Regional Facility Traffic Study – Fresno, CA. August.

	2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
•	Prioritize actions to mitigate impacts to electricity reliability and affordability and provide sufficient flexibility in the state's decarbonization roadmap for adjustments as may be needed. Facilitate long lead-time resource development. Continue coordination between energy agencies and energy proceedings to maximize opportunities for demand response. Continue to explore the benefits of regional markets to enhance decarbonization, reliability, and affordability. Address resource build-out challenges, including permitting, interconnection, and transmission network upgrades. Explore new financing mechanisms and rate designs to address affordability. Per SB 100 and SB 1020, achieve 90 percent, 95 percent, and 100 percent renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively. Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program. Target programs and incentives to support and improve access to renewable and zero-carbon energy projects (e.g., rooftop solar, community owned or controlled solar or wind, battery storage, and microgrids) for communities most at need, including frontline, low-income, rural, and indigenous communities. Prioritize public investments in zero-carbon energy projects to first benefit the most overly burdened communities affected by pollution, climate impacts, and poverty.		from renewable and zero-carbon resources by 2045. Furthermore, SB 1020 has added interim targets to SB 100's policy framework to require renewable and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all electricity retail sales by 2040; establish a planning goal of at least 20 GW of offshore wind by 2045; and that state agencies plan for an energy transition that avoids the need for new fossil gas capacity to meet California's long-term energy goals. California also continues to advance its appliance and building energy efficiency standards to reduce growth in electricity consumption and meet the SB 350 goal to double statewide energy efficiency savings in electricity and fossil gas end uses by 2030. Increased transportation and building electrification and continued policy commitment to behind-themeter solar and storage will continue to drive growth of microgrids and other distributed energy resources. Continued transition to renewable and zero-carbon electricity resources will enable electricity to become a zero-carbon substitute for fossil fuels. This transformation will drive investments in a large fleet of generation and storage resources but will also require significant transmission to accommodate these new capacity additions. Resources such as storage and demand-side management are essential to maintain reliability with high concentrations of renewables. Hydrogen produced from renewable resources and renewable feedstocks can serve a dual role as a low-carbon fuel for existing combustion turbines or fuel cells, and as energy storage for later use.
			As applicable, the proposed project would utilize energy efficiency appliances (such as in the office space) and equipment and will meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code. As such, the project would not conflict with actions under the clean electricity grid sector.
Sust	ainable Manufacturing and Buildings Maximize air quality benefits using the best available control technologies for stationary sources in communities most in need. Implement SB 905, which requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon capture, utilization, and sequestration and carbon dioxide removal projects and technology.	State agencies and local agencies	No Conflict: The 2022 Scoping Plan reduces dependence on fossil gas in the industrial and building sectors by transitioning substantial energy demand to alternative fuels. Combustion of fossil gas, other gaseous fossil fuels, and solid fossil fuels provide energy to meet three broad industry needs: electricity, steam, and process heat. Non-combustion emissions result from fugitive emissions and from the chemical transformations inherent to some manufacturing processes. Decarbonizing industrial facilities depends upon displacing fossil fuel use with

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
 End fossil gas infrastructure expansion for newly constructed buildings. Develop a net-zero cement strategy to meet SB 956 targets for the GHG intensity of cement use. Leverage energy efficiency and low carbon hydrogen programs. Prioritize most vulnerable residents with the majority of funds in the new \$922 million Equitable Building Decarbonization program. Achieve three million all-electric and electric-ready homes by 2030 and seven million by 2035 with six million heat pumps installed by 2030. Adopt a zero-emission standard for new space and water heaters sold in California beginning in 2030. Implement biomethane procurement targets for investor-owned utilities as specified in SB 1440. 		a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions. Emissions also can be reduced by implementing energy efficiency measures and using substitute raw materials that can reduce energy demand and some process emissions. Some remaining combustion emissions and some non-combustion CO ₂ emissions can be captured and sequestered. This sector has a continuing demand for fossil gas due to lack of non-combustion technologically feasible or cost-effective alternatives for certain industrial sectors. Microgrids powered by renewable resources and with battery storage are emerging as a key enabler of electrification and decarbonization at industrial facilities. The proposed project will serve as the long-term regional facility for Central Transport for the purpose of providing less-than-truckload freight services for local and nationally based businesses. No manufacturing activities are proposed at the project site. The project will utilize energy efficient appliances for the office space and as applicable within the project. The project would also meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code. During operations, the project would have a less-than-significant VMT impact. As such, the project would not conflict with sustainable manufacturing buildings industry sector.
 Carbon Dioxide Removal and Capture Sector Implement SB 905. Achieve the 85 percent reduction in anthropogenic sources below 1990 levels per AB 1279 by incorporating Carbon Capture and Storage (CCS) into sectors and programs beyond transportation. Evaluate and propose the role for CCS in cement decarbonization and as part of hydrogen peroxide pathways. Explore carbon capture application for zero-carbon power for reliability needs per SB 100. 	State agencies and local agencies	No Conflict: CARB has acknowledged that the deployment of carbon dioxide removal to counterbalance hard-to-abate residual emissions is needed to achieve net zero GHG emissions. Modeling shows that emissions from the AB 32 GHG Inventory sources will continue to persist even if all fossil related combustion emissions are phased out. Carbon dioxide removal includes both sequestration in natural and working lands and mechanical approaches such as: direct air capture, CCS (which is carbon capture from anthropogenic point sources involves capturing carbon from a smokestack of an emitting facility), or direct air capture (which captures carbon directly from the atmosphere). The project would not conflict with measures to increase carbon dioxide removal and capture. As such, the project would not conflict with action under the carbon dioxide removal and capture sector.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
 Short-Lived Climate Pollutants (Non- Combustion Gases) Install anaerobic digesters to maximize air and water quality protection, maximize biomethane capture, and direct biomethane to specific sectors. Increase alternative manure management projects. Expand markets for products made from organic waste. Pursuant to SB 1137, develop leak detection and repair plans for facilities in health protection zones, implement emission detection system standards, and provide public access to emissions data. Convert large HFC emitters to the lowest practical global warming potential (GWP) technologies. 	State agencies and local agencies	No Conflict: SLCPs include black carbon, methane, and fluorinated gases. Dairy and livestock are the largest source of methane emissions followed by landfills. Black Carbon (soot) comes primarily from transportation, specifically heavy-duty vehicles followed by fuel combustion for residential, commercial, and industrial uses. The project would not conflict with SLCP dairy and livestock methane sector actions in the 2022 Scoping Plan. The project is a less-than-truckload freight services development and does not include dairy or livestock. Furthermore, the project does not include a new landfill or any oil or gas production, processing, or storage facilities. The project would comply with the 2022 CalGreen Code for energy efficiency and use of high-GWP refrigerants and would not conflict with these policies or actions. The project is a less-than-truckload freight services development that would not include fireplaces and would not result in a significant VMT impact; lower VMT results in a reduction of fuel combustion. Considering the information presented above, the project would not conflict with SLCP sector actions in the 2022 Scoping Plan.
 Natural and Working Lands Implement AB 1757 and SB 27. Implement the Climate Smart Strategy. Accelerate the pace and scale of climate smart forest management to at least 2.3 million acres annually by 2025. Accelerate the pace and scale of healthy soils practices to 80,000 acres annually by 2025, conserve at least 8,000 acres of annual crops annually, and increase organic agriculture to 20 percent of all cultivated acres by 2045. Restore 60,000 acres of Delta wetlands annually by 2045. Increase urban forestry investment annually by 200 percent, relative to business as usual. 	State agencies and local agencies	No Conflict: AB 1757 requires state agencies to set targets for natural carbon removal and emissions reductions on natural and working lands. AB 1757 is expected to catalyze natural carbon sequestration in California by: requiring California Natural Resources Agency and CARB to establish targets for sequestration on natural and working lands for 2030, 2038, and 2045; ensuring that natural sequestration projects have rigorous measurement and verification; and establishing an expert committee to advise state agencies on modeling and implementation. SB 27 is designed to accelerate the removal of carbon from the atmosphere by expanding California's carbon removal capability (i.e. sequestration) and improve the carbon retention of the state's natural and working lands. The project is a less-than-truckload freight services development and would not include natural working lands. As such, the project would not conflict with natural and working strategies under the 2022 Scoping Plan.

Source: California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November 16. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed November 11, 2024.

Central Transport Regional Facility
Crown Enterprises, Inc. Relocation and Annexation Project
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As show above in Table 23, the project would not conflict with relevant 2022 Scoping Plan actions or strategies that aim to achieve the State's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045.

Impact Analysis Summary

As described above, the proposed project would be consistent with State GHG Plans and would not obstruct the State's ability to meet its goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050. Therefore, the project's generation of GHG emissions would not result in a significant impact on the environment.

b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

The following analysis assesses the project's compliance with Consideration #3²⁴ regarding consistency with adopted plans to reduce GHG emissions. The project is in unincorporated Fresno County; however, a Pre-Zone/Rezone Application and Annexation Application are being submitted concurrently to the City of Fresno with the Development Application. The City of Fresno does not have a GHG reduction plan that can be relied upon for making significance determinations. The County of Fresno has not adopted a GHG reduction plan. In addition, the County has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with CARB's adopted Scoping Plans. This assessment is included under Impact GHG-A above. As demonstrated in the analysis contained under Impact GHG-A, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases. This impact would be less than significant.

Consideration #3 is the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Energy

Environmental Setting

Pacific Gas and Electric Company provides electricity and natural gas service to the County of Fresno and to the City of Fresno. Upon buildout of the project site, electricity to the project site would be provided by PG&E. All electricity infrastructure would be located underground and would tie-in to existing infrastructure.

Based on PG&E's 2019 power content label, approximately 28.5 percent of PG&E's electricity for its base plan came from eligible renewable resources including solar, wind, geothermal, biomass, and small hydroelectric sources. Additionally, a larger percent of PG&E's total electric power mix was from GHG-free sources including nuclear, large hydroelectric, and eligible renewable sources of energy.²⁵ In 2020, approximately 85 percent of the electricity PG&E supplied was GHG free. PG&E reports that more than 35 percent of delivered electricity came from RPS-eligible sources in 2020, while PGE's 2020 power content label reports 30.6 percent of PG&E's retail sales were from eligible renewable sources.²⁶

Methodology

The energy requirements for the proposed project were determined using the construction and operational estimates generated from the Air Quality Analysis (refer to Attachment A for related CalEEMod output files). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Attachment C. Short-term construction energy consumption is discussed below.

Short-Term Construction

Off-Road Equipment

Table 24 provides estimates of the project's construction fuel consumption from off-road construction equipment for the entire project, categorized by construction activity.

Table 24: Construction Off-Road Fuel Consumption

Project Component	Construction Activity	Fuel Consumption (gallons)
Home Avenue Warehouse	Site Preparation	2,728
Project (On-site, Off-road	Grading	4,489
Equipment Use)	Building Construction	7,194
	Paving	843
	Architectural Coating	59
Total		15,313
Note: Totals may not appear to su	m correctly due to rounding	
Source: Energy Consumption Cale	culations (Attachment C).	

As shown in Table 24, use of off-road equipment associated with construction of the proposed project is estimated to consume approximately 15,313 gallons of diesel fuel over the entire construction duration. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the Fresno County region or other parts of California. Therefore, it is expected that construction fuel consumption associated with the

Pacific Gas & Electric (PG&E). 2020. 2019 Power Content Label. Website: https://www.energy.ca.gov/filebrowser/download/3245. Accessed May 20, 2023.

²⁶ Pacific Gas & Electric (PG&E). 2021. Corporate Sustainability Report 2021. Website: https://www.pgecorp.com/corp_responsibility/reports/2021/pf04_renewable_energy.html. Accessed May 20, 2023.

proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 25 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 25: Construction On-Road Fuel Consumption

Project Component	Total Annual Fuel Consumption (gallons)
Site Preparation	220
Grading	343
Building Construction	5,283
Paving	206
Architectural Coating	59
Total	6,111
Note: Totals may not appear to sum correctly due to rounding	g
Source: Energy Consumption Calculations (Attachment C).	

Other Energy Consumption Anticipated During Project Construction

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. The project site is located in Fresno County, within the City of Fresno's sphere of influence. Section 10-109 of the Fresno Municipal Code defines permissible hours of construction as between the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday.²⁷ As construction activities would occur during daylight hours; it is anticipated that the use of construction lighting would be minimal. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 16,881 kWh during the approximate 1.1-year construction phase (Attachment C).

Long-Term Operations

Transportation Energy Demand

Table 26 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project.

²⁷ City of Fresno. 2020. Fresno Municipal Code, Section 10-105. Website: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH10REREPUNUREPRCOUS_ART1 NORE S10-109EX. Accessed May 1, 2023.

Table 26: Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Daily VMT	Annual VMT	Average Fuel Economy (miles/ gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Vehicles	2,081	759,468	22.30 ¹	93.3	34,061
Heavy-Heavy Trucks (HHDT)	6,300	2,299,500	6.01	1,048.4	382,655
Total	8,381	3,058,968	_	1,142	416,716

Notes:

Percent of Vehicle Trips and VMT provided by CalEEMod.

VMT = vehicle miles traveled

Source: Energy Consumption Calculations (Attachment C).

As shown above, daily vehicular fuel consumption is estimated to be 1,142 gallons of gasoline and diesel fuel combined, with 93.3 gallons from passenger vehicles and 1,048.4 gallons from heavy-duty trucks. Annual consumption is estimated at 416,716 gallons (with 34,061 gallons from passenger vehicles and 382,655 from heavy-duty trucks).

Building Energy Demand

As shown in Table 27 and Table 28, the proposed project is estimated to demand 1,544,583 kilowatt-hours (KWhr) of electricity and 1,127,316 1,000-British Thermal Units (KBTU) of natural gas, respectively, on an annual basis.

Table 27: Long-Term Electricity Usage

Land Use	Total Electricity Demand (KWhr/year)
Unrefrigerated Warehouse-No Rail	741,047
General Office Building	157,091
Automobile Care Center	142,370
Parking Lot	504,075
Other Asphalt Surfaces	0
Total	1,544,583
Source: Energy Consumption Calculations (Attachm	nent C).

¹ This value represents the average fuel economy for light-duty autos. The calculations were completed with the average fuel consumption values for the various vehicle types included in the passenger vehicle fleet (see Attachment C).

Table 28: Long-Term Natural Gas Usage

Land Use	Total Natural Gas Demand (KBTU/year)
Unrefrigerated Warehouse-No Rail	368,056
General Office Building	267,592
Automobile Care Center	491,668
Parking Lot	0
Other Asphalt Surfaces	0
Total	1,127,316
Source: Energy Consumption Calculations (Attachm	nent C).

Addressing Energy CEQA Impact Questions

This section discusses potential energy impacts associated with the proposed project and provides mitigation measures where necessary.

Table 29: Summary of Energy Impact Analysis

Energy	
Would the project:	Significance Finding
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact

Energy Mitigation Measures

No mitigation is required.

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

This impact addresses the energy consumption from both the short-term construction and long-term operations are discussed separately below.

Construction Energy Demand

As summarized in Table 24 and Table 25, the proposed project would require 15,313 gallons of diesel fuel for construction off-road equipment and 6,111 gallons of gasoline and diesel for on-road vehicles during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or other parts of the state. In addition, the overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it,

and fueling it. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be less than significant.

Long-Term Energy Demand

Building Energy Demand

Buildings and infrastructure constructed pursuant to the proposed project would comply with the versions of CCR Titles 20 and 24, including California Green Building Standards (CALGreen), that are applicable at the time that building permits are issued. The proposed project is estimated to demand 1,544,582 KWhr of electricity per year and 1,127,316 KBTU of natural gas per year. As the project site is currently undeveloped, this would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2022 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing commercial structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update.

Therefore, while the proposed project would result in increased electricity and natural gas demand, the electricity and natural gas would be consumed more efficiently and would be typical of existing industrial development.

Based on the above information, the proposed project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be less than significant.

Transportation Energy Demands

The daily vehicular fuel consumption is estimated to be 1,142 gallons of both gasoline and diesel fuel (93.3 gallons from passenger vehicles and 1,048.4 gallons from heavy-duty trucks). Annual consumption is estimated at 416,716 gallons (34,061 gallons from passenger vehicles and 382,655 gallons from heavy-duty trucks). In addition, the proposed project would constitute development within an established community and would not be opening a new geographical area for development. As such, the proposed project would not result in unusually long trip lengths for future employees, vendors, or visitors. in an Industrial area of south Fresno just off the east side of Highway 41 and south of Highway 99 in Fresno County. Specifically, the Project site is on the west side of S. Cherry Avenue and south of East North Avenue. The proposed project would be well-positioned to accommodate an existing community. Vehicles accessing the site would be typical of vehicles accessing similar warehouse-type uses in the Fresno region and surrounding areas. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary compared to other similar land use activities in the region, and impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? Less Than Significant Impact.

The approximately 15.22-acre project site is located in Fresno County. The project site is located within the City of Fresno's sphere of influence and its planned land use designation is Employment – Heavy Industrial. A Pre-Zone/Rezone Application and Annexation Application are being submitted concurrently

with the Development Application. The Fresno General Plan contains the following implementing policies related to energy conservation that are relevant to the proposed project.²⁸

- RC-5-b Greenhouse Gas Reduction Plan. As is consistent with State law, prepare and adopt a Greenhouse Gas Reduction Plan as part of the Master Environmental Impact Report to be concurrently approved with the Fresno General Plan in order to achieve compliance with State mandates, assist development by streamlining the approval process, and focus on feasible actions the City can take to minimize the adverse impacts of growth and development on global climate change. The Greenhouse Gas Reduction Plan shall include, but not be limited to:
 - A baseline inventory of all known or reasonably discoverable sources of GHGs that currently exist in the city and sources that existed in 1990.
 - A projected inventory of the GHGs that can reasonably be expected to be emitted from those sources in the year 2035 with implementation of this General Plan and foreseeable communitywide and municipal operations.
 - A target for the reduction of emissions from those identified sources.
 - A list of feasible GHG reduction measures to meet the reduction target, including energy conservation and "green building" requirements in municipal buildings and private development.
 - Periodically update municipal and community-wide GHG emissions inventories to determine the efficacy of adopted measures and to guide future policy formulation needed to achieve and maintain GHG emissions reduction targets.
- RC-5-c GHG Reduction through Design and Operations. Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation through the following measures and strategies:
 - Promote the expansion of incentive-based programs that involve certification of projects for energy and water efficiency and resiliency. These certification programs and scoring systems may include public agency "Green" and conservation criteria, Energy Star™ certification, CALGreen Tier 1 or Tier 2, Leadership in Energy Efficient Design (LEED™) certification, etc.
 - Promote appropriate energy and water conservation standards and facilitate mixeduse projects, new incentives for infill development, and the incorporation of mass transit, bicycle and pedestrian amenities into public and private projects.
 - Require energy and water audits and upgrades for water conservation, energy
 efficiency, and mass transit, pedestrian, and bicycle amenities at the time of
 renovation, change in use, change in occupancy, and change in ownership for major
 projects meeting review thresholds specified in an implementing ordinance.
 - Incorporate the City's "Guidelines for Ponding Basin/Pond Construction and Management to Control Mosquito Breeding" as conditions of approval for any project using an on-site stormwater basin to prevent possible increases in vector-borne illnesses associated with global climate change.

²⁸ City of Fresno. 2014. City of Fresno General Plan. December. Website: https://www.fresno.gov/darm/general-plan-development-code/. Accessed May 1, 2023.

- Periodically evaluate the City's facility maintenance practices to determine whether there are additional opportunities to reduce GHGs through facility cleaning and painting, parks maintenance, road maintenance, and utility system maintenance.
- Periodically evaluate standards and mitigation strategies for highly vehicle-dependent land uses and facilities, such as drive-through facilities and auto-oriented development.
- **RC-5-f Toolkit.** Provide residents and project applicants with a "toolkit" of generally feasible measures that can be used to reduce GHG emissions, including educational materials on energy-efficient and "climate-friendly" products.
- **RC-8-a Existing Standards and Programs.** Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.
- **RC-8-b Energy Reduction Targets.** Strive to reduce per capita residential electricity use to 1,800 kWh per year and non-residential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings.
- **RC-8-c** Energy Conservation in New Development. Consider providing an incentive program for new buildings that exceed California Energy Code requirements by fifteen percent.
- **RC-8-e Energy Use Disclosure.** Promote compliance with State law mandating disclosure of a building's energy data and rating of the previous year to prospective buyers and lessees of the entire building or lenders financing the entire building.

While several of these policies are voluntary or cannot be implemented by an individual development project, compliance with Title 24 standards would ensure that the proposed project would not conflict with any of the General Plan energy conservation policies related to the proposed project's building envelope, mechanical systems, and indoor and outdoor lighting. In addition, the proposed project would constitute development within an established community and would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future employees or vendors. The property is located just off the east side of Highway 41 and south of Highway 99 in Fresno County and is located near simar industrial uses. The development proposed by Crown Enterprises, Inc. will serve as the long-term regional facility for Central Transport for the purpose of providing less-than-truckload freight services for local and nationally based businesses.

For the above reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Central Transport Regional Facility Crown Enterprises, Inc. Relocation and Annexation Project Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

Attachments

Attachment A - Modeling Assumptions and CalEEMod Output Files

Attachment B - Health Risk Assessment

Attachment C – Energy Consumption Calculations

Central Transport Regional Facility Crown Enterprises, Inc. Relocation and Annexation Project Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

ATTACHMENT A

Modeling Assumptions and CalEEMod Output Files

Modeling Assumptions and CalEEMod Output Files

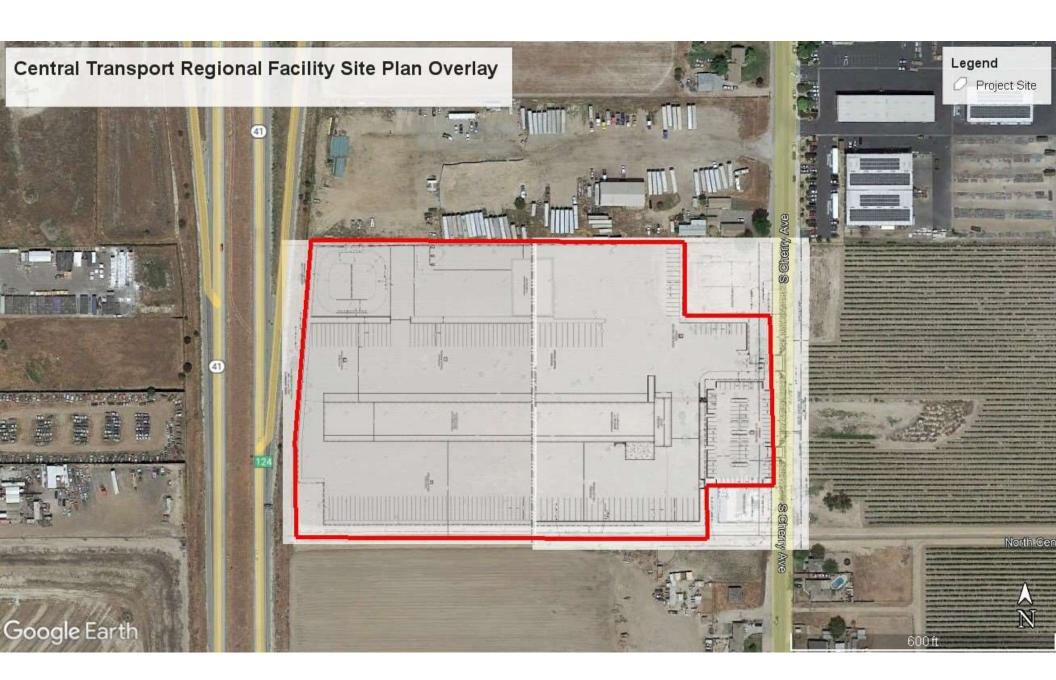
Table of Contents

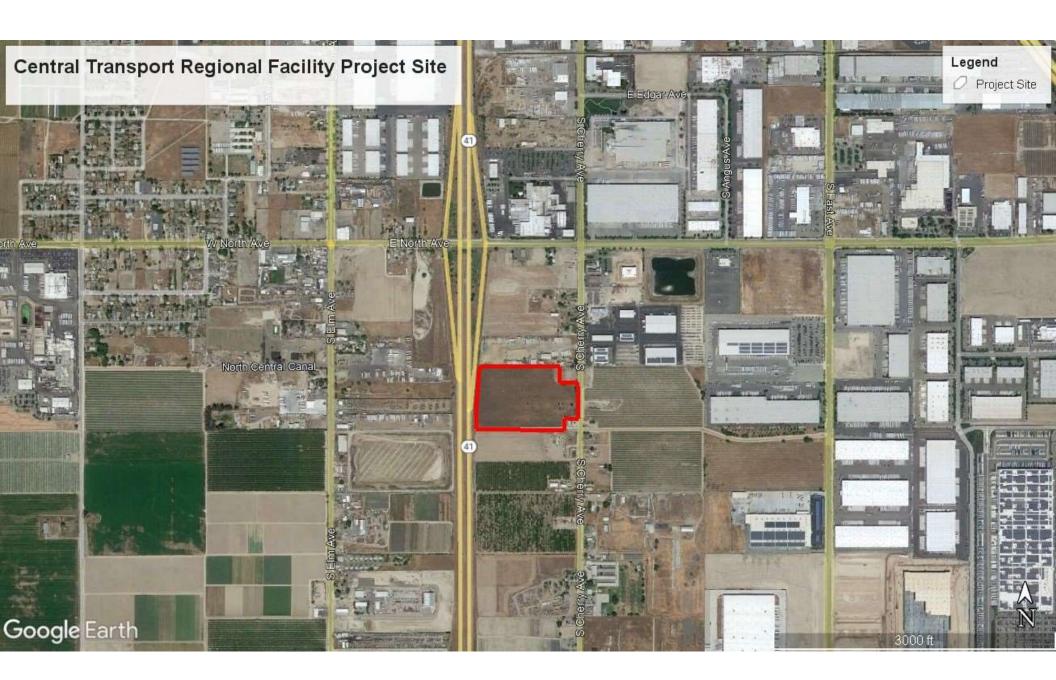
Modeling Assumptions/Additional Supporting Information

- Site Plan Overlay Map
- Project Site Vicinity Map
- Project Site Plan
- Central Transport Regional Facility Project Construction Assumptions

CalEEMod Output Files

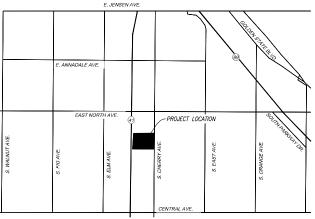
- Unmitigated Construction & Project Buildout Operations (Passenger Vehicles, Building, and Area Sources) in the Earliest Operational Year (2024)
 - Annual
- Project Truck Operations in the Earliest Operational Year (2024)
 - Annual
- Maximum Daily On-site and Localized Construction and Operational Emissions
 - Summer
 - Winter
- Mitigated Construction
 - Tier 4 Equipment Scenario
 - Level 3 Equipment Scenario





CROWN ENTERPRISES LOGISTICS FACILITY

CROWN ENTERPRISES, INC. RELOCATION AND ANNEXATION PROJECT



SITE INFORMATION ASSESSORS PARCEL NAMERS

329-100-92 (±13,2 ACRES)
BITE LOCATION
USS HORIH MENUE & SOUTH CHERRY AVENUE
FRESHIO, CH 93706
EXISTING ZURNIE AL-20 LIMITED AGRICULTURAL (COUNTY)
PROPOSED ZONNIC IH HEAVY INDUSTRIAL (CITY)

PARKING STALLS TOTAL PROPOSED PARKING STALLS: 263 TRACTOR PARKING STALLS: 29 TRALET PARKING STALLS: 150 (INCLUDES 13 FUTURE STALLS) AUTO PARKING STALLS: 84 BUILDING INFORMATION

PAINIQ TOTAL PROPOSED PANED AREA: 506,201 SQ. FT. = 11.62 AC TOTAL PROPOSED FAMILY AND AREA: 42,468 SQ. FT. = 0.97 AC

- NOT NET.

 23. ALL EXISTING SIDEMALKS IN EXCESS OF 28 MAXIMUM CROSS SLOPE MUST BE BROUGHT INTO COMPLMINE PRIOR TO ACCEPTANCE BY PUBLIC WORKS.

LEGAL DESCRIPTION:

VICINITY MAP

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF FRESHO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOT 35 OF CENTRAL CAUFORNIA COLONY, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 2 PAGE 1 OF PLATS, FRESHO COUNTY RECORDS;

EXCEPTING THEREFROM THE HORTH 160 FEET OF THE EAST 200 FEET THEREOF; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

AND DESTINE THERMAN HIS FORMS PRESS EXCENSION TO STUDIOS. TO MOSE HE SOUTH, RAVES UND DESTIN, SOUTH UND DESTINA, SON FORMATS CORRESPONDED TO PERFORM THE SOUTH AND ADMINISTRATION OF THE SOUTH ADMINISTRATION

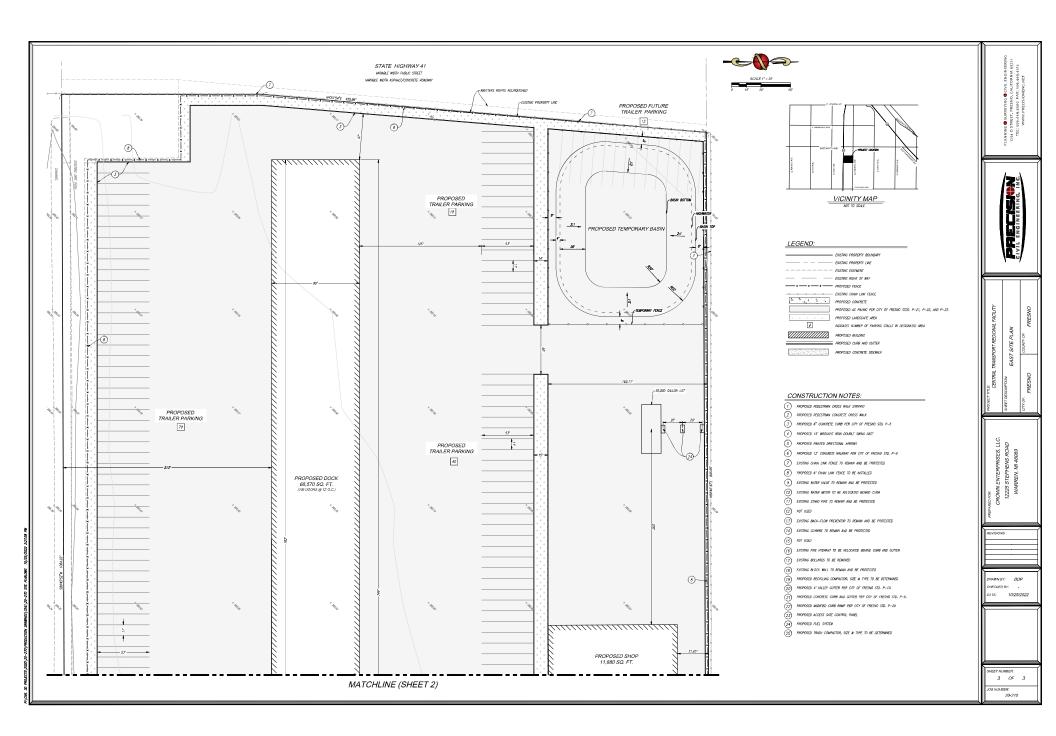
ALSO DISEPTING THEREPRON THAT PORTON CONVEYED TO THE STATE OF CHUPGRINA AS PULLY DESCRIBED IN GRANT DEED RECORDED MARCH 18, 1998 AS INSTRUMENT IND. 96-14643, OF GREAK RECORDED MARCH 18, 1998 AS INSTRUMENT IND.

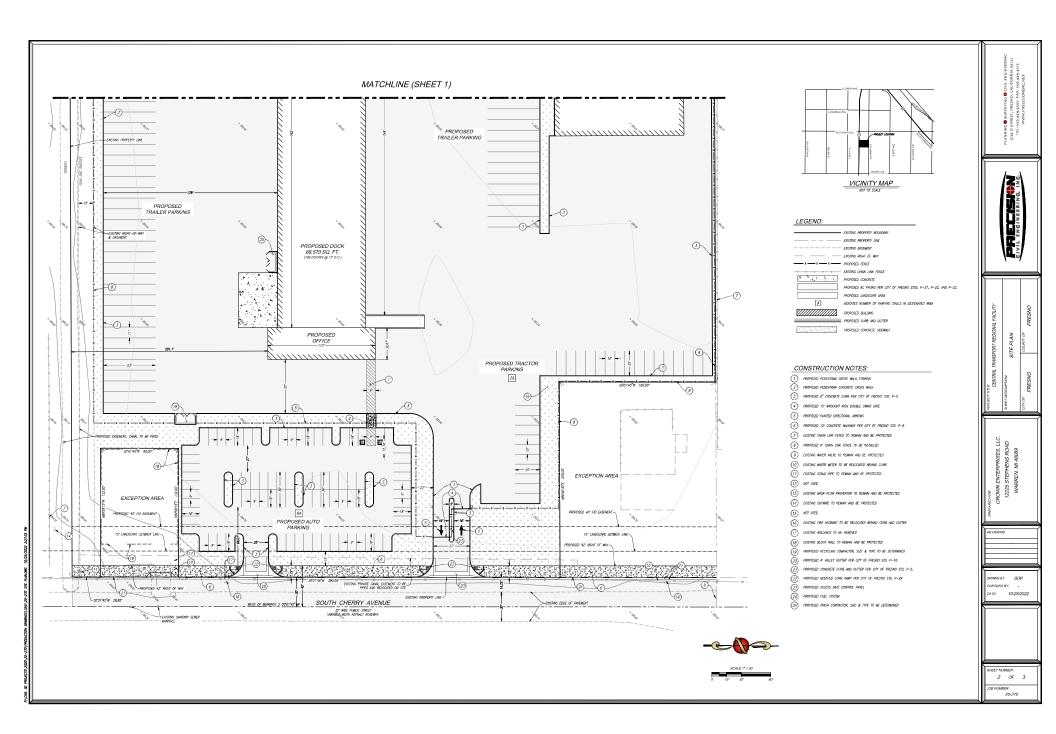
ALSO EXCEPTING THEREFORM THAT PORTION CONVEYED TO THE CITY OF FRESHO, A MUNICIPAL CORPORATION AS FULLY DESCRIBED IN GRAIT DEED RECORDED APRIL 18, 2007 AS INSTRUMENT NO. 07-77589, OF GRICUM RECORDED.

COVER SHEET

MTE: 10/25/2022

1 OF 3





Central Transport Regional Facility Project Construction Assumptions

Construction Schedule			Num Days	
Phase Name	Start Date	End Date	Week	Num Days
Site Preparation	7/1/2023	8/13/2023	5	30
Grading	8/14/2023	9/25/2023	5	30
Building Construction	10/24/2023	7/3/2024	5	182
Paving	9/26/2023	10/23/2023	5	20
Architectural Coating	7/4/2024	7/31/2024	5	20

OffRoad Equipment

Officad Equipment					
Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Excavators	2	8	158	0.38
Grading	Graders	1	8	148	0.41
Grading	Rubber Tired Dozers	1	8	367	0.40
Grading	Scrapers	2	8	423	0.48
Grading	Tractors/Loaders/Backhoes	3	8.8	84	0.37
Building Construction	Cranes	1	7	367	0.29
Building Construction	Forklifts	3	8	82	0.20
Building Construction	Generator Sets	1	8	14	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37
Building Construction	Welders	1	8	46	0.45
Paving	Pavers	2	8	130	0.42
Paving	Paving Equipment	2	8	132	0.36
Paving	Rollers	2	8	80	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

Construction Trips and VMT

	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip
Phase Name	Number	Number	Number	Length	Length	Length
Site Preparation	17.50	0.00	0.00	11.41	8.53	20.00
Grading	22.50	2.00	0.00	11.41	8.53	20.00
Building Construction	34.96	14.37	0.00	11.41	8.53	20.00
Paving	15.00	4.00	0.00	11.41	8.53	20.00
Architectural Coating	6.99	0.00	0.00	11.41	8.53	20.00

Central Transport - Construction and Operations (Passenger Vehicles + Building) Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Central Transport - Construction and Operations (Passenger Vehicles + Building)
Construction Start Date	7/1/2023
Operational Year	2024
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.687961, -119.784008
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2490
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	69.0	1000sqft	1.58	69,000	8,280	_	_	Cross-dock transfer platform 72

General Office Building	6.70	1000sqft	0.15	6,700	804	_	_	3,200 administrative office + 3,500 office
Automobile Care Center	12.0	1000sqft	0.28	12,000	1,440	_	_	Maintenance shop
Parking Lot	13.2	Acre	13.2	0.00	69,051	_	_	Parking and site paving
Other Asphalt Surfaces	1.00	Acre	1.00	0.00	0.00	_	_	One (1) additional acre added to account for off-site improvements

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

				J.				<u> </u>		<i>J</i> .								
Year	TOG	ROG	NOx	co	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	4.95	4.17	40.5	39.8	0.07	1.81	8.54	10.3	1.66	4.05	5.71	_	8,081	8,081	0.33	0.08	1.06	8,114
2024	29.1	29.1	11.8	15.2	0.03	0.50	0.38	0.89	0.46	0.09	0.56	_	3,108	3,108	0.12	0.09	2.33	3,139
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	3.22	3.00	12.5	15.4	0.03	0.56	0.89	1.42	0.51	0.11	0.61	_	3,083	3,083	0.12	0.09	0.06	3,113
2024	1.62	1.36	11.9	14.8	0.03	0.50	0.38	0.89	0.46	0.09	0.56	_	3,072	3,072	0.11	0.09	0.06	3,101
Average Daily	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_
2023	1.21	1.03	8.88	9.11	0.01	0.40	1.16	1.56	0.37	0.48	0.84	_	1,677	1,677	0.07	0.03	0.23	1,686

2024	2.18	2.09	4.35	5.45	0.01	0.18	0.14	0.32	0.17	0.03	0.20	_	1,126	1,126	0.04	0.03	0.37	1,137
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.22	0.19	1.62	1.66	< 0.005	0.07	0.21	0.28	0.07	0.09	0.15	_	278	278	0.01	< 0.005	0.04	279
2024	0.40	0.38	0.79	0.99	< 0.005	0.03	0.03	0.06	0.03	0.01	0.04	_	186	186	0.01	0.01	0.06	188

2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	-
Mobile	0.95	0.87	1.05	9.20	0.02	0.02	1.71	1.73	0.02	0.43	0.45	_	2,206	2,206	0.08	0.10	8.79	2,247
Area	2.76	2.71	0.03	3.81	< 0.005	0.01	_	0.01	0.01	_	0.01	_	15.7	15.7	< 0.005	< 0.005	_	15.7
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	1,224	1,224	0.17	0.02	_	1,234
Water	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Waste	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Off-Roa d	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Total	4.17	3.95	5.29	20.0	0.03	0.19	1.71	1.90	0.18	0.43	0.61	98.0	4,529	4,627	10.2	0.21	2,497	7,441
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Mobile	0.86	0.78	1.21	7.41	0.02	0.02	1.71	1.73	0.02	0.43	0.45	_	2,018	2,018	0.08	0.11	0.23	2,052
Area	2.08	2.08	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	1,224	1,224	0.17	0.02	_	1,234
Water	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Waste	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488

Off-Roa d	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Total	3.40	3.23	5.42	14.4	0.03	0.19	1.71	1.89	0.17	0.43	0.61	98.0	4,325	4,423	10.2	0.22	2,488	7,231
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.74	0.67	0.78	6.52	0.02	0.01	1.41	1.42	0.01	0.36	0.37	_	1,633	1,633	0.06	0.06	3.11	1,657
Area	2.42	2.39	0.02	1.88	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.73	7.73	< 0.005	< 0.005	_	7.76
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	1,224	1,224	0.17	0.02	_	1,234
Water	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Waste	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Off-Roa d	0.30	0.25	2.78	4.80	0.01	0.10	_	0.10	0.10	_	0.10	_	741	741	0.03	0.01	-	744
Total	3.50	3.34	3.87	13.5	0.02	0.14	1.41	1.55	0.13	0.36	0.49	98.0	3,648	3,746	10.2	0.17	2,491	6,543
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.14	0.12	0.14	1.19	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	_	270	270	0.01	0.01	0.52	274
Area	0.44	0.44	< 0.005	0.34	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.28	1.28	< 0.005	< 0.005	_	1.29
Energy	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	203	203	0.03	< 0.005	_	204
Water	_	_	_	_	_	_	_	_	_	_	_	5.80	6.91	12.7	0.60	0.01	_	31.8
Waste	_	_	_	_	_	_	_	_	_	_	_	10.4	0.00	10.4	1.04	0.00	_	36.5
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	412	412
Off-Roa d	0.06	0.05	0.51	0.88	< 0.005	0.02	_	0.02	0.02	-	0.02	_	123	123	< 0.005	< 0.005	_	123
Total	0.64	0.61	0.71	2.46	< 0.005	0.03	0.26	0.28	0.02	0.07	0.09	16.2	604	620	1.68	0.03	412	1,083

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	4.70	3.95	39.7	35.5	0.05	1.81	_	1.81	1.66	_	1.66	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemen	— nt	_	_	_	_	_	7.67	7.67	_	3.94	3.94	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.39	0.32	3.27	2.92	< 0.005	0.15	_	0.15	0.14	_	0.14	_	435	435	0.02	< 0.005	_	437
Dust From Material Movemen	t	_	_	_	_	_	0.63	0.63	-	0.32	0.32	_	-	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.60	0.53	< 0.005	0.03	_	0.03	0.02	_	0.02	_	72.1	72.1	< 0.005	< 0.005	_	72.3

Dust From Material Movemer	—	_	_	_	_	_	0.11	0.11	_	0.06	0.06	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.10	0.09	0.06	1.07	0.00	0.00	0.14	0.14	0.00	0.03	0.03	_	162	162	0.01	0.01	0.71	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	12.3	12.3	< 0.005	< 0.005	0.02	12.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.03	2.03	< 0.005	< 0.005	< 0.005	2.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2023) - Unmitigated

Lo	ocation	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Oı	nsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_
Off-Roa d Equipm ent	4.81	4.05	40.3	38.4	0.07	1.76	_	1.76	1.62	_	1.62	_	7,811	7,811	0.32	0.06	_	7,838
Dust From Material Movemer	— nt	_	_	_	_	_	3.59	3.59	_	1.42	1.42	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.40	0.33	3.32	3.15	0.01	0.14	_	0.14	0.13	_	0.13	_	642	642	0.03	0.01	_	644
Dust From Material Movemer		_	_	_	_	_	0.30	0.30	_	0.12	0.12	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.61	0.58	< 0.005	0.03	_	0.03	0.02	_	0.02	_	106	106	< 0.005	< 0.005	_	107
Dust From Material Movemer		_	_	_	_	_	0.05	0.05	_	0.02	0.02	_	_	_	_	_	_	_

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.13	0.12	0.08	1.37	0.00	0.00	0.18	0.18	0.00	0.04	0.04	_	209	209	0.01	0.01	0.91	212
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	_	55.4	55.4	< 0.005	0.01	0.15	58.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	15.8	15.8	< 0.005	< 0.005	0.03	16.0
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	4.55	4.55	< 0.005	< 0.005	0.01	4.76
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.61	2.61	< 0.005	< 0.005	0.01	2.65
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.75	0.75	< 0.005	< 0.005	< 0.005	0.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_ 79

Off-Roa Equipmeı	1.50 nt	1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	2,397	2,397	0.10	0.02	_	2,406
Onsite ruck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.20	0.17	1.59	1.78	< 0.005	0.07	_	0.07	0.07	_	0.07	_	324	324	0.01	< 0.005	_	325
Onsite ruck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.04	0.03	0.29	0.32	< 0.005	0.01	_	0.01	0.01	_	0.01	_	53.6	53.6	< 0.005	< 0.005	_	53.8
Onsite ruck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer Max)	_	_	_	_	_	_	_	_	_	-	_	-	_	_	_	_	_	_
Daily, Winter Max)	_	_	_	_	_	_	_	_	_	-	_	-	_	_	-	_	_	_
Vorker	0.18	0.15	0.16	1.61	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	287	287	0.02	0.01	0.04	291
/endor	0.02	0.02	0.56	0.20	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	398	398	0.01	0.06	0.03	416
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Vorker	0.02	0.02	0.02	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	_	40.2	40.2	< 0.005	< 0.005	0.08	40.8
/endor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	53.7	53.7	< 0.005	0.01	0.06	56.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	6.66	6.66	< 0.005	< 0.005	0.01	6.76
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	8.90	8.90	< 0.005	< 0.005	0.01	9.31
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.52	0.44	4.06	4.75	0.01	0.18	_	0.18	0.17	_	0.17	_	868	868	0.04	0.01	_	871

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.09	0.08	0.74	0.87	< 0.005	0.03	_	0.03	0.03	_	0.03	_	144	144	0.01	< 0.005	_	144
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.18	0.17	0.12	1.95	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	318	318	0.02	0.01	1.28	323
Vendor	0.02	0.01	0.50	0.18	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	1.05	410
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.16	0.14	0.15	1.47	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	282	282	0.01	0.01	0.03	285
Vendor	0.02	0.01	0.53	0.19	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	0.03	409
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.06	0.05	0.05	0.56	0.00	0.00	0.10	0.10	0.00	0.02	0.02	_	106	106	0.01	< 0.005	0.20	107
Vendor	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	_	142	142	< 0.005	0.02	0.16	148
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	17.5	17.5	< 0.005	< 0.005	0.03	17.8
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	23.5	23.5	< 0.005	< 0.005	0.03	24.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.27	1.07	10.5	14.7	0.02	0.54	_	0.54	0.49	_	0.49	_	2,468	2,468	0.10	0.02	_	2,476
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.27	1.07	10.5	14.7	0.02	0.54	_	0.54	0.49	_	0.49	_	2,468	2,468	0.10	0.02	_	2,476
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.60	5.60	< 0.005	< 0.005	< 0.005	5.88
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.57	0.80	< 0.005	0.03	_	0.03	0.03	_	0.03	_	135	135	0.01	< 0.005	_	136
Paving	0.10	0.10	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	_	0.30	0.30	< 0.005	< 0.005	< 0.005	0.32
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_ 02

Off-Roa Equipme		0.01	0.10	0.15	< 0.005	0.01	_	0.01	< 0.005	_	< 0.005	_	22.4	22.4	< 0.005	< 0.005	_	22.5
Paving	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.08	0.08	0.05	0.91	0.00	0.00	0.12	0.12	0.00	0.03	0.03	_	139	139	0.01	0.01	0.60	142
Vendor	0.01	< 0.005	0.15	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.29	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.08	0.07	0.07	0.69	0.00	0.00	0.12	0.12	0.00	0.03	0.03	_	123	123	0.01	0.01	0.02	125
Vendor	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.01	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	7.00	7.00	< 0.005	< 0.005	0.01	7.11
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	6.07	6.07	< 0.005	< 0.005	0.01	6.35
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.16	1.16	< 0.005	< 0.005	< 0.005	1.18
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.00	1.00	< 0.005	< 0.005	< 0.005	1.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2024) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO284	ı
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Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_
Off-Roa d Equipm ent	0.17	0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coating s	28.9	28.9	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	-	_	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.01	0.01	0.05	0.06	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.32	7.32	< 0.005	< 0.005	_	7.34
Architect ural Coating s	1.59	1.59	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.21	1.21	< 0.005	< 0.005	_	1.22
Architect ural Coating s	0.29	0.29	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_ 85

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	-	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Worker	0.04	0.03	0.02	0.39	0.00	0.00	0.06	0.06	0.00	0.01	0.01	_	63.6	63.6	< 0.005	< 0.005	0.26	64.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_		_	-	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.20	3.20	< 0.005	< 0.005	0.01	3.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.53	0.53	< 0.005	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

		(,	,	J.,	,	,		(.,	,,,	,	,						
Land	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use																		

Daily, Summer (Max)	_		_	_	_		-	-	-	_	_	_	_	-	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.95	0.87	1.05	9.20	0.02	0.02	1.71	1.73	0.02	0.43	0.45	_	2,206	2,206	0.08	0.10	8.79	2,247
Automo bile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.95	0.87	1.05	9.20	0.02	0.02	1.71	1.73	0.02	0.43	0.45	_	2,206	2,206	0.08	0.10	8.79	2,247
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.86	0.78	1.21	7.41	0.02	0.02	1.71	1.73	0.02	0.43	0.45	_	2,018	2,018	0.08	0.11	0.23	2,052
Automo bile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.86	0.78	1.21	7.41	0.02	0.02	1.71	1.73	0.02	0.43	0.45	_	2,018	2,018	0.08	0.11	0.23	2,052
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.14	0.12	0.14	1.19	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	_	270	270	0.01	0.01	0.52	274
Automo bile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.12	0.14	1.19	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	_	270	270	0.01	0.01	0.52	274

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily,	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Summer																		
(Max)																		

Jnrefrig erated Vareho Rail	_	_	_	_	_	_	_	_	_	_	_	_	414	414	0.07	0.01	_	418
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	87.8	87.8	0.01	< 0.005	_	88.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	79.6	79.6	0.01	< 0.005	_	80.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	282	282	0.05	0.01	_	284
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total -	_	_	_	_	_	_	_	_	_	_	_	_	863	863	0.14	0.02	_	872
Daily, Vinter Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Jnrefrig erated Vareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	_	414	414	0.07	0.01	_	418
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	87.8	87.8	0.01	< 0.005	_	88.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	79.6	79.6	0.01	< 0.005	_	80.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	282	282	0.05	0.01	_	284
Other -	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Asphalt Surfaces																		

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	_	68.6	68.6	0.01	< 0.005	_	69.2
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	14.5	14.5	< 0.005	< 0.005	_	14.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	13.2	13.2	< 0.005	< 0.005	_	13.3
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	46.6	46.6	0.01	< 0.005	_	47.1
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	143	143	0.02	< 0.005	_	144

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.01	0.01	0.10	0.08	< 0.005	0.01	_	0.01	0.01	_	0.01	_	118	118	0.01	< 0.005	_	118
General Office Building	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	85.8	85.8	0.01	< 0.005	_	86.0

Automo bile	0.01	0.01	0.13	0.11	< 0.005	0.01	_	0.01	0.01	_	0.01	_	158	158	0.01	< 0.005	_	158
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Total	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	361	361	0.03	< 0.005	_	362
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.01	0.01	0.10	0.08	< 0.005	0.01	_	0.01	0.01	_	0.01		118	118	0.01	< 0.005	_	118
General Office Building	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	85.8	85.8	0.01	< 0.005	_	86.0
Automo bile Care Center	0.01	0.01	0.13	0.11	< 0.005	0.01	_	0.01	0.01	_	0.01	_	158	158	0.01	< 0.005	_	158
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Total	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	361	361	0.03	< 0.005	_	362
Annual	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	19.5	19.5	< 0.005	< 0.005	_	19.6

General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	14.2	14.2	< 0.005	< 0.005	_	14.2
Automo bile Care Center	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	26.1	26.1	< 0.005	< 0.005	_	26.2
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Total	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	59.8	59.8	0.01	< 0.005	_	60.0

4.3. Area Emissions by Source

4.3.1. Unmitigated

	TOG	ROG	NOx	со	SO2		PM10D		PM2.5E			BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Consum er Product s	1.93	1.93	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.16	0.16	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipm ent	0.68	0.63	0.03	3.81	< 0.005	0.01	_	0.01	0.01	_	0.01	_	15.7	15.7	< 0.005	< 0.005	_	15.7
Total	2.76	2.71	0.03	3.81	< 0.005	0.01	_	0.01	0.01	_	0.01	_	15.7	15.7	< 0.005	< 0.005	_	15.7

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	1.93	1.93	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.16	0.16	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	2.08	2.08	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	0.35	0.35	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.03	0.03	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipm ent	0.06	0.06	< 0.005	0.34	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.28	1.28	< 0.005	< 0.005	_	1.29
Total	0.44	0.44	< 0.005	0.34	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.28	1.28	< 0.005	< 0.005	_	1.29

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_ 93

Unrefrig Warehou: Rail		_	_		_	_	_	_		_	_	30.6	35.3	65.9	3.14	0.08	_	167
General Office Building	_	_	_	_	_	_	_	_	_	_	_	2.28	2.64	4.92	0.23	0.01	_	12.5
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	2.16	2.51	4.68	0.22	0.01	_	11.8
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	1.28	1.28	< 0.005	< 0.005	_	1.29
Other Asphalt Surfaces	_	_	_	_	_	-	-	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Daily, Winter (Max)	_	_	_	_	_	-	_	_	_	_	_	_	_	-	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	30.6	35.3	65.9	3.14	0.08	_	167
General Office Building	-	_	_	_	_	-	-	-	_	_	_	2.28	2.64	4.92	0.23	0.01	_	12.5
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	2.16	2.51	4.68	0.22	0.01	_	11.8
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	1.28	1.28	< 0.005	< 0.005	_	1.29
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_		5.06	5.84	10.9	0.52	0.01	_	27.6
General Office Building	_	_	_	_	_	_	_	_	_	_	_	0.38	0.44	0.81	0.04	< 0.005	_	2.06
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	0.36	0.42	0.77	0.04	< 0.005	_	1.96
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.21	0.21	< 0.005	< 0.005	_	0.21
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	5.80	6.91	12.7	0.60	0.01	_	31.8

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	35.0	0.00	35.0	3.49	0.00	_	122

General Office Building	_	_	_	_	_	_	_	_	_	_	_	3.36	0.00	3.36	0.34	0.00	_	11.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	24.7	0.00	24.7	2.47	0.00	_	86.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	35.0	0.00	35.0	3.49	0.00	_	122
General Office Building	_	_	_	_	_	_	_	_	-	-	_	3.36	0.00	3.36	0.34	0.00	-	11.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	24.7	0.00	24.7	2.47	0.00	_	86.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	-	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Unrefrig erated Wareho Rail	_	_	_	_	_	_	_	_	_	_	_	5.79	0.00	5.79	0.58	0.00	_	20.2
General Office Building	_	_	_	_	_	_	_	_	_	_	_	0.56	0.00	0.56	0.06	0.00	_	1.95
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	4.09	0.00	4.09	0.41	0.00	_	14.3
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	10.4	0.00	10.4	1.04	0.00	_	36.5

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

		· · · · · · · · · · · · · · · · · · ·																
Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.02	0.02
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.02	0.02
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	< 0.005	< 0.005
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	412	412
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	412	412

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Equipm ent Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Other Material Handling Equipmen		0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044

Total	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Other Material Handling Equipmer		0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Total	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Other Material Handling Equipmer		0.05	0.51	0.88	< 0.005	0.02	_	0.02	0.02	_	0.02	_	123	123	< 0.005	< 0.005	_	123
Total	0.06	0.05	0.51	0.88	< 0.005	0.02	_	0.02	0.02	_	0.02	_	123	123	< 0.005	< 0.005	_	123

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Equipm ent Type	тос	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipm ent Type	TOG			со			PM10D			PM2.5D			NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Vegetati on	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

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

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

Land Use	TOG			СО			PM10D			PM2.5D			NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	7/1/2023	8/13/2023	5.00	30.0	

Grading	Grading	8/14/2023	9/25/2023	5.00	30.0	_
Building Construction	Building Construction	10/24/2023	7/3/2024	5.00	182	_
Paving	Paving	9/26/2023	10/23/2023	5.00	20.0	_
Architectural Coating	Architectural Coating	7/4/2024	7/31/2024	5.00	20.0	_

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	158	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.80	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	80.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	<u> </u>
Site Preparation	Worker	17.5	11.4	LDA,LDT1,LDT2
Site Preparation	Vendor	_	8.53	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	2.00	0.25	HHDT
Grading	_	_	_	_
Grading	Worker	22.5	11.4	LDA,LDT1,LDT2
Grading	Vendor	2.00	8.53	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	35.0	11.4	LDA,LDT1,LDT2
Building Construction	Vendor	14.4	8.53	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	15.0	11.4	LDA,LDT1,LDT2
Paving	Vendor	4.00	8.53	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	_	_	_	-
Architectural Coating	Worker	6.99	11.4	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	8.53	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT 104

Architectural Coating Onsite truck	_	_	HHDT	
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5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	131,550	43,850	37,139

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	_	_	45.0	0.00	_
Grading	_	_	90.0	0.00	_
Paving	0.00	0.00	0.00	0.00	14.2

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%

Automobile Care Center	0.00	0%
Parking Lot	13.2	100%
Other Asphalt Surfaces	1.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	180	180	4.69	56,559	2,417	2,417	63.0	759,468
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	131,550	43,850	37,139

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	741,047	204	0.0330	0.0040	368,056
General Office Building	157,091	204	0.0330	0.0040	267,592
Automobile Care Center	142,370	204	0.0330	0.0040	491,668
Parking Lot	504,075	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	
Unrefrigerated Warehouse-No Rail	15,956,250	113,661	
General Office Building	1,190,816	11,037	

Automobile Care Center	1,128,973	19,767
Parking Lot	0.00	947,878
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	64.9	_
General Office Building	6.23	_
Automobile Care Center	45.8	_
Parking Lot	0.00	_
Other Asphalt Surfaces	0.00	_

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Other Material Handling Equipment	Diesel	Average	3.00	8.00	93.0	0.40

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
Equipment Type	1 doi 1ypo	rturnoor por Day	Troute por Day	riodio por rodi	1 loloopowol	Loud I dotor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/vr)
- 4a.ba	· · · · · / P · ·		20.0.1.4.49 (2.4)	_ anj at p at (ta, aaj)	/

5.17. User Defined

Equipment Type	Fuel Type
_	_

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type Initial Acres Final Acres	
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8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Earliest anticipated construction schedule per applicant: July 2023 – July 2024
Construction: Off-Road Equipment	The horsepower hours for select pieces of equipment were increased to match the default values from CalEEMod 2020 to provide a conservative estimate of emissions. Overall equipment HP usage hours for tractors/loaders/backhoes during the building construction phase were increased to match default usage hours, as the default construction schedule was reduced.
Operations: Vehicle Data	180 passenger vehicles weekdays and Saturday based on project-specific traffic data (90 entering and 90 exiting)
Operations: Fleet Mix	Passenger vehicles only (trucks assessed in a separate run)

Central Transport - Truck Only Operations Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Central Transport - Truck Only Operations
Construction Start Date	7/1/2023
Operational Year	2024
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.687961, -119.784008
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2490
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)		Special Landscape Area (sq ft)	Population	Description
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0.00	_	_	Truck only run

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
	100	INOC	IVOX		002	TWITOL	TWITOD	T WITOT	T WIZ.OL	T WIZ.OD	1 1012.01	BOOZ	NDOOZ	0021	OTT	IVZO	IX.	0020
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.78	0.32	24.3	4.39	0.21	0.40	5.75	6.14	0.38	1.54	1.92	_	22,117	22,117	0.43	3.50	54.0	23,224
Area	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	0.78	0.32	24.3	4.39	0.21	0.40	5.75	6.14	0.38	1.54	1.92	0.00	22,117	22,117	0.43	3.50	54.0	23,224
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	1.18	0.99	2.74	16.0	0.05	0.04	4.46	4.50	0.04	1.13	1.17	_	5,186	5,186	0.15	0.25	0.59	5,264
Area	0.00	0.00	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	1.18	0.99	2.74	16.0	0.05	0.04	4.46	4.50	0.04	1.13	1.17	0.00	5,186	5,186	0.15	0.25	0.59	5,264
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.77	0.31	25.5	4.41	0.21	0.40	5.67	6.07	0.38	1.53	1.91	_	22,120	22,120	0.43	3.50	23.3	23,196
Area	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00

Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	-	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	0.77	0.31	25.5	4.41	0.21	0.40	5.67	6.07	0.38	1.53	1.91	0.00	22,120	22,120	0.43	3.50	23.3	23,196
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.14	0.06	4.65	0.80	0.04	0.07	1.04	1.11	0.07	0.28	0.35	_	3,662	3,662	0.07	0.58	3.86	3,840
Area	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	0.14	0.06	4.65	0.80	0.04	0.07	1.04	1.11	0.07	0.28	0.35	0.00	3,662	3,662	0.07	0.58	3.86	3,840

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
User Defined Industrial	0.78	0.32	24.3	4.39	0.21	0.40	5.75	6.14	0.38	1.54	1.92	_	22,117	22,117	0.43	3.50	54.0	23,224
Total	0.78	0.32	24.3	4.39	0.21	0.40	5.75	6.14	0.38	1.54	1.92	_	22,117	22,117	0.43	3.50	54.0	23,224
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

User Defined Industrial	1.18	0.99	2.74	16.0	0.05	0.04	4.46	4.50	0.04	1.13	1.17	_	5,186	5,186	0.15	0.25	0.59	5,264
Total	1.18	0.99	2.74	16.0	0.05	0.04	4.46	4.50	0.04	1.13	1.17	_	5,186	5,186	0.15	0.25	0.59	5,264
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
User Defined Industrial	0.14	0.06	4.65	0.80	0.04	0.07	1.04	1.11	0.07	0.28	0.35	_	3,662	3,662	0.07	0.58	3.86	3,840
Total	0.14	0.06	4.65	0.80	0.04	0.07	1.04	1.11	0.07	0.28	0.35	_	3,662	3,662	0.07	0.58	3.86	3,840

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
User Defined Industrial	126	126	126	45,990	6,300	6,300	6,300	2,299,500

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Truck only run – zeroed out construction only parameters
Operations: Vehicle Data	126 truck trips per day (63 entering and 63 exiting) Truck trip length increased to 50 miles
Operations: Fleet Mix	100% HHD truck fleet for truck only run

Construction and Operations (Passenger Vehicles + Building) - Localized Analysis Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Construction and Operations (Passenger Vehicles + Building) - Localized Analysis
Construction Start Date	7/1/2023
Operational Year	2024
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.687961, -119.784008
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2490
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	69.0	1000sqft	1.58	69,000	8,280	_	_	Cross-dock transfer platform 121

General Office Building	6.70	1000sqft	0.15	6,700	804	_	_	3,200 administrative office + 3,500 office
Automobile Care Center	12.0	1000sqft	0.28	12,000	1,440	_	_	Maintenance shop
Parking Lot	13.2	Acre	13.2	0.00	69,051	_	_	Parking and site paving
Other Asphalt Surfaces	1.00	Acre	1.00	0.00	0.00	_	_	One (1) additional acre added to account for off-site improvements

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Year	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	4.92	4.15	40.4	38.7	0.07	1.81	8.41	10.2	1.66	4.01	5.68	_	7,835	7,835	0.32	0.07	0.05	7,863
2024	29.1	29.1	11.4	13.6	0.02	0.50	0.02	0.52	0.46	< 0.005	0.46	_	2,456	2,456	0.11	0.03	0.12	2,467
Daily - Winter (Max)	_	_	_	-	-	_	_	_	_	_	_	-	_	-	_	_	_	_
2023	3.20	2.99	12.0	15.0	0.02	0.55	0.74	1.28	0.51	0.08	0.57	_	2,492	2,492	0.11	0.03	< 0.005	2,502
2024	1.58	1.34	11.4	13.8	0.02	0.50	0.02	0.52	0.46	< 0.005	0.46	_	2,455	2,455	0.11	0.03	< 0.005	2,466
Average Daily	_	_	_	-	_	-	_	_	-	_	-	_	_	_	_	_	_	_
2023	1.20	1.02	8.80	8.79	0.01	0.40	1.08	1.48	0.37	0.46	0.82	_	1,549	1,549	0.07	0.01	0.01	1,555 122

2024	2.17	2.08	4.19	5.02	0.01	0.18	0.01	0.19	0.17	< 0.005	0.17	_	896	896	0.04	0.01	0.02	901
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.22	0.19	1.61	1.60	< 0.005	0.07	0.20	0.27	0.07	0.08	0.15	_	256	256	0.01	< 0.005	< 0.005	257
2024	0.40	0.38	0.76	0.92	< 0.005	0.03	< 0.005	0.03	0.03	< 0.005	0.03	_	148	148	0.01	< 0.005	< 0.005	149

2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.66	0.65	0.22	1.51	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	_	118	118	0.03	0.02	0.33	125
Area	2.76	2.71	0.03	3.81	< 0.005	0.01	_	0.01	0.01	_	0.01	_	15.7	15.7	< 0.005	< 0.005	_	15.7
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	1,224	1,224	0.17	0.02	_	1,234
Water	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Waste	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Off-Roa d	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Total	3.88	3.73	4.46	12.3	0.01	0.17	0.06	0.24	0.16	0.02	0.18	98.0	2,441	2,539	10.1	0.13	2,488	5,319
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	-
Mobile	0.57	0.55	0.25	1.95	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	_	112	112	0.04	0.02	0.01	119
Area	2.08	2.08	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	1,224	1,224	0.17	0.02	_	1,234
Water	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Waste	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Refrig.	_	<u> </u>	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488

Off-Roa d	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	-	1,041	1,041	0.04	0.01	_	1,044
Total	3.12	3.01	4.46	8.95	0.01	0.17	0.06	0.23	0.16	0.02	0.17	98.0	2,419	2,517	10.1	0.13	2,488	5,298
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.50	0.49	0.15	1.40	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	_	86.9	86.9	0.03	0.01	0.12	91.8
Area	2.42	2.39	0.02	1.88	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.73	7.73	< 0.005	< 0.005	_	7.76
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	1,224	1,224	0.17	0.02	_	1,234
Water	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Waste	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Off-Roa d	0.30	0.25	2.78	4.80	0.01	0.10	_	0.10	0.10	-	0.10	_	741	741	0.03	0.01	_	744
Total	3.25	3.15	3.25	8.34	0.01	0.13	0.05	0.18	0.12	0.01	0.14	98.0	2,102	2,200	10.1	0.12	2,488	4,978
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.09	0.09	0.03	0.26	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	14.4	14.4	< 0.005	< 0.005	0.02	15.2
Area	0.44	0.44	< 0.005	0.34	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.28	1.28	< 0.005	< 0.005	_	1.29
Energy	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	203	203	0.03	< 0.005	_	204
Water	_	_	_	_	_	_	_	_	_	_	_	5.80	6.91	12.7	0.60	0.01	_	31.8
Waste	_	_	_	_	_	_	_	_	_	_	_	10.4	0.00	10.4	1.04	0.00	_	36.5
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	412	412
Off-Roa d	0.06	0.05	0.51	0.88	< 0.005	0.02	_	0.02	0.02	-	0.02	_	123	123	< 0.005	< 0.005	-	123
Total	0.59	0.57	0.59	1.52	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	16.2	348	364	1.68	0.02	412	824

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	4.70	3.95	39.7	35.5	0.05	1.81	_	1.81	1.66	_	1.66	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemen	—	_	_	_	_	_	7.67	7.67	_	3.94	3.94	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.39	0.32	3.27	2.92	< 0.005	0.15	_	0.15	0.14	-	0.14	-	435	435	0.02	< 0.005	_	437
Dust From Material Movemen	—	_	_	_	_	_	0.63	0.63	-	0.32	0.32	-	-	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.60	0.53	< 0.005	0.03	_	0.03	0.02	_	0.02	_	72.1	72.1	< 0.005	< 0.005	_	72.3

Dust From Material Movemer	—	_	_	_	_	_	0.11	0.11	_	0.06	0.06	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.08	0.08	0.02	0.21	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	10.2	10.2	< 0.005	< 0.005	0.03	10.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.80	0.80	< 0.005	< 0.005	< 0.005	0.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.13	0.13	< 0.005	< 0.005	< 0.005	0.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2023) - Unmitigated

Ontona	· Onatai	110 (107 G	ay ioi a	any, 1011/	y 1 101 a	iiiaai, a		70 (10/ 40	., .o. aa	,	, i i o i a i i	iiaaij						
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_
Off-Roa d Equipm ent	4.81	4.05	40.3	38.4	0.07	1.76	_	1.76	1.62	_	1.62	_	7,811	7,811	0.32	0.06	_	7,838
Dust From Material Movemer		_	_	_	_	_	3.59	3.59	_	1.42	1.42	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.40	0.33	3.32	3.15	0.01	0.14	_	0.14	0.13	_	0.13	_	642	642	0.03	0.01	_	644
Dust From Material Movemer		_	_	_	_	_	0.30	0.30	_	0.12	0.12	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.61	0.58	< 0.005	0.03	_	0.03	0.02	_	0.02	_	106	106	< 0.005	< 0.005	_	107
Dust From Material Movemer	 nt	_	_	_	_	_	0.05	0.05	_	0.02	0.02	_	_	_	_	_	_	_

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	-	-	_	_	_	_	_	_	-	-	-	_	_	_	_
Worker	0.11	0.10	0.02	0.27	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	13.2	13.2	< 0.005	< 0.005	0.04	14.0
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	5.43	5.43	< 0.005	< 0.005	0.01	5.69
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	-	-	_	_	_	_	_	_	-	_	-	_	_	_	_
Average Daily	_	_	-	-	-	_	_	_	_	_	_	_	_	_	_	-	_	_
Worker	0.01	0.01	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.03	1.03	< 0.005	< 0.005	< 0.005	1.10
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.45	0.45	< 0.005	< 0.005	< 0.005	0.47
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.17	0.17	< 0.005	< 0.005	< 0.005	0.18
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.07	0.07	< 0.005	< 0.005	< 0.005	0.08
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	128

Off-Roa Equipme	1.50 nt	1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	2,397	2,397	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	-	-	-	_	_	-	-	-	-	-	_	_	-	_	-	_	_
Off-Roa d Equipm ent	0.20	0.17	1.59	1.78	< 0.005	0.07	_	0.07	0.07	_	0.07	_	324	324	0.01	< 0.005	_	325
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.04	0.03	0.29	0.32	< 0.005	0.01	_	0.01	0.01	_	0.01	_	53.6	53.6	< 0.005	< 0.005	_	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	-	-	-	_	_	_	_	-	-	-	-	_	_	_	_	_	_
Daily, Winter (Max)	_	_	-	_	_	_	_	_	-	-	_	-	_	_	_	_	_	_
Worker	0.14	0.14	0.04	0.56	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	19.1	19.1	0.01	< 0.005	< 0.005	20.4
Vendor	0.01	0.01	0.18	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	39.4	39.4	< 0.005	0.01	< 0.005	41.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.02	0.02	< 0.005	0.06	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.62	2.62	< 0.005	< 0.005	< 0.005	2.80
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	5.29	5.29	< 0.005	< 0.005	< 0.005	5.54
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.43	0.43	< 0.005	< 0.005	< 0.005	0.46
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.88	0.88	< 0.005	< 0.005	< 0.005	0.92
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.50	-	0.50	0.46	_	0.46	-	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.52	0.44	4.06	4.75	0.01	0.18	_	0.18	0.17	_	0.17	_	868	868	0.04	0.01	_	871

Onsite	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
truck																		
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.09	0.08	0.74	0.87	< 0.005	0.03	_	0.03	0.03	_	0.03	_	144	144	0.01	< 0.005	_	144
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.15	0.03	0.39	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	20.0	20.0	0.01	< 0.005	0.06	21.3
Vendor	0.01	0.01	0.17	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	38.4	38.4	< 0.005	0.01	0.06	40.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	-	_	_	_	-	_	_	_	_
Worker	0.13	0.13	0.04	0.52	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	18.7	18.7	0.01	< 0.005	< 0.005	20.0
Vendor	0.01	0.01	0.18	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	38.8	38.8	< 0.005	0.01	< 0.005	40.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.05	0.05	0.01	0.16	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	6.88	6.88	< 0.005	< 0.005	0.01	7.34
Vendor	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	14.0	14.0	< 0.005	< 0.005	0.01	14.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.14	1.14	< 0.005	< 0.005	< 0.005	1.22
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	2.31	2.31	< 0.005	< 0.005	< 0.005	2.42
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.27	1.07	10.5	14.7	0.02	0.54	_	0.54	0.49	_	0.49		2,468	2,468	0.10	0.02	_	2,476
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.27	1.07	10.5	14.7	0.02	0.54	_	0.54	0.49	_	0.49	_	2,468	2,468	0.10	0.02	_	2,476
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.60	5.60	< 0.005	< 0.005	< 0.005	5.88
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Off-Roa d Equipm ent	0.07	0.06	0.57	0.80	< 0.005	0.03	_	0.03	0.03	_	0.03	_	135	135	0.01	< 0.005	_	136
Paving	0.10	0.10	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	_	0.30	0.30	< 0.005	< 0.005	< 0.005	0.32
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Off-Roa Equipme		0.01	0.10	0.15	< 0.005	0.01	_	0.01	< 0.005	_	< 0.005	_	22.4	22.4	< 0.005	< 0.005	_	22.5
Paving	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.07	0.07	0.01	0.18	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005		8.78	8.78	< 0.005	< 0.005	0.03	9.33
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	10.9	10.9	< 0.005	< 0.005	0.02	11.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Worker	0.06	0.06	0.02	0.24	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	8.21	8.21	< 0.005	< 0.005	< 0.005	8.77
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	11.0	11.0	< 0.005	< 0.005	< 0.005	11.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.49
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.60	0.60	< 0.005	< 0.005	< 0.005	0.63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2024) - Unmitigated

	Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	СОДЗЗ
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Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.17	0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coating s	28.9	28.9	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	-	_	_	_	_	-	_	_	_	_	_	_	_	_	_	-
Average Daily	_	-	_	_	-	-	_	_	_	_	_	_	_	_	-	_	_	_
Off-Roa d Equipm ent	0.01	0.01	0.05	0.06	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.32	7.32	< 0.005	< 0.005	_	7.34
Architect ural Coating s	1.59	1.59	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.21	1.21	< 0.005	< 0.005	_	1.22
Architect ural Coating	0.29	0.29	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
S																		134

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Worker	0.03	0.03	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	4.01	4.01	< 0.005	< 0.005	0.01	4.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	-	_	_	_	_	_	_	_	-	_	-	_	_	_	_
Average Daily	_	_	_	-	_	_	_	_	_	_	_	_		_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.21	0.21	< 0.005	< 0.005	< 0.005	0.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.03	0.03	< 0.005	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	
Unrefrig erated Wareho use-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.66	0.65	0.22	1.51	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	_	118	118	0.03	0.02	0.33	125
Automo bile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.66	0.65	0.22	1.51	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	_	118	118	0.03	0.02	0.33	125
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.57	0.55	0.25	1.95	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	_	112	112	0.04	0.02	0.01	119
Automo bile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.57	0.55	0.25	1.95	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	_	112	112	0.04	0.02	0.01	119
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.09	0.09	0.03	0.26	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	14.4	14.4	< 0.005	< 0.005	0.02	15.2
Automo bile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.09	0.09	0.03	0.26	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	14.4	14.4	< 0.005	< 0.005	0.02	15.2

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily,	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Summer																		
(Max)																		

Unrefrig erated Wareho		_	_	_	_	_	_	_	_	_	_	_	414	414	0.07	0.01	_	418
Rail																		
General Office Building			_	_				_	_	_	_	_	87.8	87.8	0.01	< 0.005	_	88.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	79.6	79.6	0.01	< 0.005	_	80.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	282	282	0.05	0.01	_	284
Other Asphalt Surfaces	_	_	-	-	-	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	863	863	0.14	0.02	_	872
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	_	414	414	0.07	0.01	_	418
General Office Building	_	_	-	-	-	_	_	_	_	_	_	_	87.8	87.8	0.01	< 0.005	_	88.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	79.6	79.6	0.01	< 0.005	_	80.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	282	282	0.05	0.01	_	284
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	863	863	0.14	0.02	_	⁸⁷ 138

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail		_	_	_		_	_	_	_	_	_	_	68.6	68.6	0.01	< 0.005	_	69.2
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	14.5	14.5	< 0.005	< 0.005	_	14.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	13.2	13.2	< 0.005	< 0.005	_	13.3
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	46.6	46.6	0.01	< 0.005	_	47.1
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	143	143	0.02	< 0.005	_	144

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	0.01	0.01	0.10	0.08	< 0.005	0.01		0.01	0.01	_	0.01		118	118	0.01	< 0.005	_	118
General Office Building	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	85.8	85.8	0.01	< 0.005	_	86.0

Automo bile	0.01	0.01	0.13	0.11	< 0.005	0.01	_	0.01	0.01	_	0.01	_	158	158	0.01	< 0.005	_	158
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	-	0.00	-	0.00	0.00	0.00	0.00	_	0.00
Total	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	361	361	0.03	< 0.005	_	362
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	-
Unrefrig erated Wareho use-No Rail	0.01	0.01	0.10	0.08	< 0.005	0.01	_	0.01	0.01	_	0.01	_	118	118	0.01	< 0.005	_	118
General Office Building	0.01	< 0.005	0.07	0.06	< 0.005	0.01	_	0.01	0.01	_	0.01	_	85.8	85.8	0.01	< 0.005	_	86.0
Automo bile Care Center	0.01	0.01	0.13	0.11	< 0.005	0.01	_	0.01	0.01	_	0.01	_	158	158	0.01	< 0.005	_	158
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	-	0.00	0.00	0.00	0.00	_	0.00
Total	0.03	0.02	0.30	0.25	< 0.005	0.02	_	0.02	0.02	_	0.02	_	361	361	0.03	< 0.005	_	362
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	19.5	19.5	< 0.005	< 0.005	_	19.6

General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	14.2	14.2	< 0.005	< 0.005	_	14.2
Automo bile Care Center	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	26.1	26.1	< 0.005	< 0.005	_	26.2
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Total	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	59.8	59.8	0.01	< 0.005	_	60.0

4.3. Area Emissions by Source

4.3.1. Unmitigated

Source	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	1.93	1.93	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.16	0.16	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipm ent	0.68	0.63	0.03	3.81	< 0.005	0.01	_	0.01	0.01	_	0.01	_	15.7	15.7	< 0.005	< 0.005	_	15.7
Total	2.76	2.71	0.03	3.81	< 0.005	0.01	_	0.01	0.01	_	0.01	_	15.7	15.7	< 0.005	< 0.005	_	15.7

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	1.93	1.93	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.16	0.16	-	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	2.08	2.08	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	0.35	0.35	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.03	0.03	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipm ent	0.06	0.06	< 0.005	0.34	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.28	1.28	< 0.005	< 0.005	_	1.29
Total	0.44	0.44	< 0.005	0.34	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.28	1.28	< 0.005	< 0.005	_	1.29

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	142

Unrefrig Warehous Rail		_	_	_	_	_	_	_	_	_	_	30.6	35.3	65.9	3.14	0.08	_	167
General Office Building	_	_	_	_	_	_	_	_	_	_	_	2.28	2.64	4.92	0.23	0.01	_	12.5
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	2.16	2.51	4.68	0.22	0.01	_	11.8
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	1.28	1.28	< 0.005	< 0.005	_	1.29
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192
Daily, Winter (Max)	_	_	_	_	_	_	_	_	-	_	_	_	-	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	-	_	-	_	_	-	-	_	_	_	30.6	35.3	65.9	3.14	0.08	_	167
General Office Building	_	_	_	_	_	_	_	_	_	_	_	2.28	2.64	4.92	0.23	0.01	_	12.5
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	2.16	2.51	4.68	0.22	0.01	_	11.8
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	1.28	1.28	< 0.005	< 0.005	_	1.29
Other Asphalt Surfaces	_	_	-	_	_	-	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	35.0	41.7	76.7	3.60	0.09	_	192

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	5.06	5.84	10.9	0.52	0.01	_	27.6
General Office Building	_	_	_	_	_	_	_	_	_	_	_	0.38	0.44	0.81	0.04	< 0.005	_	2.06
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	0.36	0.42	0.77	0.04	< 0.005	_	1.96
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.21	0.21	< 0.005	< 0.005	_	0.21
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	5.80	6.91	12.7	0.60	0.01	_	31.8

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	35.0	0.00	35.0	3.49	0.00	_	122

General Office Building	_	_	_	_	_	_	_	_	_	_	_	3.36	0.00	3.36	0.34	0.00	_	11.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	24.7	0.00	24.7	2.47	0.00	_	86.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrig erated Wareho use-No Rail	_	_	_	_	_	_	_	_	_	_	_	35.0	0.00	35.0	3.49	0.00	_	122
General Office Building	_	_	_	_	_	_	_	_	-	-	_	3.36	0.00	3.36	0.34	0.00	-	11.7
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	24.7	0.00	24.7	2.47	0.00	_	86.4
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	-	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	63.0	0.00	63.0	6.30	0.00	_	220
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Unrefrig erated Wareho Rail	_	_	_	_	_	_		_	_	_	_	5.79	0.00	5.79	0.58	0.00	_	20.2
General Office Building	_	_	_	_	_	_	_	_	_	_	_	0.56	0.00	0.56	0.06	0.00	_	1.95
Automo bile Care Center	_	_	_	_	_	_		_	_	_	_	4.09	0.00	4.09	0.41	0.00	_	14.3
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	10.4	0.00	10.4	1.04	0.00	_	36.5

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

		· · · · · · · · · · · · · · · · · · ·																
Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.02	0.02
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.02	0.02
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	2,488	2,488
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	< 0.005	< 0.005
Automo bile Care Center	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	412	412
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	412	412

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Equipm ent Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Other Material Handling Equipmen		0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044

Total	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Other Material Handling Equipme		0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Total	0.42	0.36	3.90	6.74	0.01	0.15	_	0.15	0.13	_	0.13	_	1,041	1,041	0.04	0.01	_	1,044
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Other Material Handling Equipme		0.05	0.51	0.88	< 0.005	0.02	_	0.02	0.02	_	0.02	_	123	123	< 0.005	< 0.005	_	123
Total	0.06	0.05	0.51	0.88	< 0.005	0.02	_	0.02	0.02	_	0.02	_	123	123	< 0.005	< 0.005	_	123

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Equipm ent Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipm ent Type										PM2.5D			NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Vegetati on	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

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

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

Land Use	TOG	ROG				PM10E		PM10T					NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	7/1/2023	8/13/2023	5.00	30.0	

Grading	Grading	8/14/2023	9/25/2023	5.00	30.0	_
Building Construction	Building Construction	10/24/2023	7/3/2024	5.00	182	_
Paving	Paving	9/26/2023	10/23/2023	5.00	20.0	_
Architectural Coating	Architectural Coating	7/4/2024	7/31/2024	5.00	20.0	_

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	158	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.80	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	80.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	0.50	LDA,LDT1,LDT2
Site Preparation	Vendor	_	0.50	HHDT,MHDT
Site Preparation	Hauling	0.00	0.50	HHDT
Site Preparation	Onsite truck	2.00	0.25	HHDT
Grading	_	_	_	_
Grading	Worker	22.5	0.50	LDA,LDT1,LDT2
Grading	Vendor	2.00	0.50	HHDT,MHDT
Grading	Hauling	0.00	0.50	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	35.0	0.50	LDA,LDT1,LDT2
Building Construction	Vendor	14.4	0.50	HHDT,MHDT
Building Construction	Hauling	0.00	0.50	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	15.0	0.50	LDA,LDT1,LDT2
Paving	Vendor	4.00	0.50	HHDT,MHDT
Paving	Hauling	0.00	0.50	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	6.99	0.50	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	0.50	HHDT,MHDT
Architectural Coating	Hauling	0.00	0.50	HHDT 153

Architectural Coating	Onsite truck	_	_	HHDT
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5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	131,550	43,850	37,139

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	_	_	45.0	0.00	_
Grading	_	_	90.0	0.00	_
Paving	0.00	0.00	0.00	0.00	14.2

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%

Automobile Care Center	0.00	0%
Parking Lot	13.2	100%
Other Asphalt Surfaces	1.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	180	180	4.69	56,559	90.0	90.0	2.34	28,279
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	131,550	43,850	37,139

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	741,047	204	0.0330	0.0040	368,056
General Office Building	157,091	204	0.0330	0.0040	267,592
Automobile Care Center	142,370	204	0.0330	0.0040	491,668
Parking Lot	504,075	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	15,956,250	113,661
General Office Building	1,190,816	11,037

Automobile Care Center	1,128,973	19,767
Parking Lot	0.00	947,878
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	64.9	_
General Office Building	6.23	_
Automobile Care Center	45.8	_
Parking Lot	0.00	_
Other Asphalt Surfaces	0.00	_

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Other Material Handling Equipment	Diesel	Average	3.00	8.00	93.0	0.40

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
Equipment Type	I doi typo	realibor por Buy	riodio por Bay	riodio por rodi	riorocpowor	Loud I doloi

5.16.2. Process Boilers

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

Equipment Type	Fuel Type
_	_

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type Initial Acres Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Earliest anticipated construction schedule per applicant: July 2023 – July 2024
Construction: Off-Road Equipment	The horsepower hours for select pieces of equipment were increased to match the default values from CalEEMod 2020 to provide a conservative estimate of emissions. Overall equipment HP usage hours for tractors/loaders/backhoes during the building construction phase were increased to match default usage hours, as the default construction schedule was reduced.
Operations: Vehicle Data	180 passenger vehicles weekdays and Saturday based on project-specific traffic data (90 entering and 90 exiting) Localized run - adjusted operational trip lengths to 0.5 mile to represent on-site and localized emissions only
Operations: Fleet Mix	Passenger vehicles only (trucks assessed in a separate run)
Construction: Trips and VMT	Localized run - adjusted off-site construction trip lengths to 0.5 mile to represent on-site and localized emissions only

Truck Only Operations - Localized Analysis Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Truck Only Operations - Localized Analysis
Operational Year	2024
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.687961, -119.784008
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2490
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0.00	_	_	Truck only run

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	всо2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.14	0.10	2.16	1.46	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	_	450	450	0.03	0.07	0.54	472
Area	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	0.14	0.10	2.16	1.46	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	0.00	450	450	0.03	0.07	0.54	472
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.13	0.09	2.30	1.50	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	_	455	455	0.03	0.07	0.01	478
Area	0.00	0.00	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	0.13	0.09	2.30	1.50	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	0.00	455	455	0.03	0.07	0.01	478
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Mobile	0.14	0.10	2.22	1.48	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	_	452	452	0.03	0.07	0.23	474
Area	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00

Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	0.14	0.10	2.22	1.48	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	0.00	452	452	0.03	0.07	0.23	474
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.03	0.02	0.41	0.27	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	74.8	74.8	0.01	0.01	0.04	78.5
Area	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Water	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Waste	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	0.03	0.02	0.41	0.27	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.00	74.8	74.8	0.01	0.01	0.04	78.5

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
User Defined Industrial	0.14	0.10	2.16	1.46	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	_	450	450	0.03	0.07	0.54	472
Total	0.14	0.10	2.16	1.46	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	_	450	450	0.03	0.07	0.54	472
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

User Defined Industrial	0.13	0.09	2.30	1.50	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	_	455	455	0.03	0.07	0.01	478
Total	0.13	0.09	2.30	1.50	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	_	455	455	0.03	0.07	0.01	478
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
User Defined Industrial	0.03	0.02	0.41	0.27	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	74.8	74.8	0.01	0.01	0.04	78.5
Total	0.03	0.02	0.41	0.27	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	74.8	74.8	0.01	0.01	0.04	78.5

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
User Defined Industrial	126	126	126	45,990	63.0	63.0	63.0	22,995

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Truck only run – zeroed out construction only parameters
Operations: Vehicle Data	126 truck trips per day (63 entering and 63 exiting) Localized run - adjusted operational trip lengths to 0.5 mile to represent on-site and localized emissions only
Operations: Fleet Mix	100% HHD truck fleet for truck only run

Central Transport - Mitigated Construction (Tier 4 Scenario) Custom Report

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- 3.7. Building Construction (2024) Unmitigated
- 3.8. Building Construction (2024) Mitigated
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 - 5.18.2.1. Unmitigated
 - 5.18.2.2. Mitigated
- 8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Central Transport - Mitigated Construction (Tier 4 Scenario)
Construction Start Date	7/1/2023
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.687961, -119.784008
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2490
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)		Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	69.0	1000sqft	1.58	69,000	8,280	_	_	Cross-dock transfer platform

General Office Building	6.70	1000sqft	0.15	6,700	804	_	_	3,200 administrative office + 3,500 office
Automobile Care Center	12.0	1000sqft	0.28	12,000	1,440	_	_	Maintenance shop
Parking Lot	13.2	Acre	13.2	0.00	69,051	_	_	Parking and site paving
Other Asphalt Surfaces	1.00	Acre	1.00	0.00	0.00	_	_	One (1) additional acre added to account for off-site improvements

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Year	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	5.23	4.41	42.3	42.1	0.08	1.83	8.54	10.3	1.68	4.05	5.71	_	8,410	8,410	0.34	0.08	1.51	8,445
2024	29.1	29.1	11.8	15.2	0.03	0.50	0.38	0.89	0.46	0.09	0.56	_	3,108	3,108	0.12	0.09	2.33	3,139
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	4.34	3.94	18.9	26.1	0.04	0.95	1.01	1.96	0.87	0.14	1.01	_	4,342	4,342	0.18	0.09	0.06	4,365
2024	1.62	1.36	11.9	14.8	0.03	0.50	0.38	0.89	0.46	0.09	0.56	_	3,072	3,072	0.11	0.09	0.06	3,101

Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	1.29	1.10	9.47	9.89	0.02	0.43	1.17	1.60	0.39	0.48	0.87	_	1,794	1,794	0.07	0.03	0.25	1,804
2024	2.18	2.09	4.35	5.45	0.01	0.18	0.14	0.32	0.17	0.03	0.20	_	1,126	1,126	0.04	0.03	0.37	1,137
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.24	0.20	1.73	1.80	< 0.005	0.08	0.21	0.29	0.07	0.09	0.16	_	297	297	0.01	< 0.005	0.04	299
2024	0.40	0.38	0.79	0.99	< 0.005	0.03	0.03	0.06	0.03	0.01	0.04	_	186	186	0.01	0.01	0.06	188

2.3. Construction Emissions by Year, Mitigated

Year	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	2.64	2.63	25.7	47.5	0.08	0.21	8.54	8.64	0.21	4.05	4.15	_	8,410	8,410	0.34	0.08	1.51	8,445
2024	29.1	29.1	9.87	17.1	0.03	0.13	0.38	0.51	0.12	0.09	0.21	_	3,108	3,108	0.12	0.09	2.33	3,139
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	2.63	2.60	17.6	29.4	0.04	0.13	1.01	1.14	0.13	0.14	0.27	_	4,342	4,342	0.18	0.09	0.06	4,365
2024	0.82	0.73	9.94	16.7	0.03	0.13	0.38	0.51	0.12	0.09	0.21	_	3,072	3,072	0.11	0.09	0.06	3,101
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.42	0.40	5.65	10.2	0.02	0.05	1.17	1.22	0.05	0.48	0.53	_	1,794	1,794	0.07	0.03	0.25	1,804
2024	1.89	1.86	3.64	6.13	0.01	0.05	0.14	0.19	0.04	0.03	0.08	_	1,126	1,126	0.04	0.03	0.37	1,137
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.08	0.07	1.03	1.86	< 0.005	0.01	0.21	0.22	0.01	0.09	0.10	_	297	297	0.01	< 0.005	0.04	299
2024	0.35	0.34	0.66	1.12	< 0.005	0.01	0.03	0.03	0.01	0.01	0.01	_	186	186	0.01	0.01	0.06	188

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

											yr for ar							
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	4.70	3.95	39.7	35.5	0.05	1.81	_	1.81	1.66	_	1.66	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemer	 nt	_	_	_	_	_	7.67	7.67	_	3.94	3.94	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.39	0.32	3.27	2.92	< 0.005	0.15	_	0.15	0.14	_	0.14	_	435	435	0.02	< 0.005	_	437
Dust From Material Movemer	 it	_	_	_	_	_	0.63	0.63	_	0.32	0.32	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	- ₁₇₁

Off-Roa Equipmer		0.06	0.60	0.53	< 0.005	0.03	_	0.03	0.02	_	0.02	_	72.1	72.1	< 0.005	< 0.005	_	72.3
Dust From Material Movemer	 nt	_	_	_	-	_	0.11	0.11	_	0.06	0.06	_	_	_	-	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.10	0.09	0.06	1.07	0.00	0.00	0.14	0.14	0.00	0.03	0.03	_	162	162	0.01	0.01	0.71	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	12.3	12.3	< 0.005	< 0.005	0.02	12.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.03	2.03	< 0.005	< 0.005	< 0.005	2.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	⁻ 172

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.64	0.64	14.7	28.3	0.05	0.10	_	0.10	0.10	_	0.10	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemer	—	_	_	_	_	_	7.67	7.67	_	3.94	3.94	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_
Average Daily	_		_	_	_		_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.05	0.05	1.21	2.33	< 0.005	0.01	_	0.01	0.01	_	0.01	_	435	435	0.02	< 0.005	_	437
Dust From Material Movemer		_	_	_	_	_	0.63	0.63	_	0.32	0.32	_	_	_	-	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.01	0.01	0.22	0.42	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	72.1	72.1	< 0.005	< 0.005	_	72.3
Dust From Material Movemer	— nt	_	_	_	_	_	0.11	0.11	_	0.06	0.06	_	_	_	_	_	_	_

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.10	0.09	0.06	1.07	0.00	0.00	0.14	0.14	0.00	0.03	0.03	_	162	162	0.01	0.01	0.71	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	12.3	12.3	< 0.005	< 0.005	0.02	12.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.03	2.03	< 0.005	< 0.005	< 0.005	2.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2023) - Unmitigated

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

Off-Roa d Equipm ent	5.07	4.26	42.1	40.4	0.07	1.83	_	1.83	1.68	_	1.68	_	8,094	8,094	0.33	0.07	_	8,122
Oust From Material Movemer	— t	_	_	_	_	_	3.59	3.59	_	1.42	1.42	_	_	_	_	_	_	_
Onsite ruck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Vinter Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average ·	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.42	0.35	3.46	3.32	0.01	0.15	_	0.15	0.14	_	0.14	_	665	665	0.03	0.01	_	668
Oust From Material Movemer	 t	_	_	_	_	_	0.30	0.30	_	0.12	0.12	_	_	_	_	_	_	_
Onsite ruck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.08	0.06	0.63	0.61	< 0.005	0.03	_	0.03	0.03	_	0.03	_	110	110	< 0.005	< 0.005	_	111
Oust From Material Movemerit	 t	_	_	_	_	_	0.05	0.05	_	0.02	0.02	_	_	_	_	_	_	_
Onsite ruck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	80.0

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.15	0.10	1.68	0.00	0.00	0.22	0.22	0.00	0.05	0.05	_	255	255	0.01	0.01	1.11	260
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	_	55.4	55.4	< 0.005	0.01	0.15	58.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	19.3	19.3	< 0.005	< 0.005	0.04	19.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	4.55	4.55	< 0.005	< 0.005	0.01	4.76
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.19	3.19	< 0.005	< 0.005	0.01	3.24
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.75	0.75	< 0.005	< 0.005	< 0.005	0.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2023) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.03	1.03	25.5	45.8	0.07	0.21	_	0.21	0.21	_	0.21	_	8,094	8,094	0.33	0.07	_	8,122

D1							0.50	0.50		4 40	4 40							
Dust From Material Movemer		_	_	_		_	3.59	3.59	_	1.42	1.42	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_
Off-Roa d Equipm ent	0.08	0.08	2.10	3.77	0.01	0.02	_	0.02	0.02	_	0.02	_	665	665	0.03	0.01	_	668
Dust From Material Movemer	_ t	_	_		-	_	0.30	0.30	_	0.12	0.12	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.02	0.02	0.38	0.69	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	110	110	< 0.005	< 0.005	_	111
Dust From Material Movemer	 t	_	_	_	_	_	0.05	0.05	_	0.02	0.02	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	<u> </u>	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.15	0.10	1.68	0.00	0.00	0.22	0.22	0.00	0.05	0.05	_	255	255	0.01	0.01	1.11	260 177

Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	_	55.4	55.4	< 0.005	0.01	0.15	58.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	19.3	19.3	< 0.005	< 0.005	0.04	19.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	4.55	4.55	< 0.005	< 0.005	0.01	4.76
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.19	3.19	< 0.005	< 0.005	0.01	3.24
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.75	0.75	< 0.005	< 0.005	< 0.005	0.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.50	1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	2,397	2,397	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
d Equipm	0.20	0.17	1.59	1.78	< 0.005	0.07	_	0.07	0.07	_	0.07	_	324	324	0.01	< 0.005	_	325
ent																		
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Off-Roa d Equipm ent	0.04	0.03	0.29	0.32	< 0.005	0.01	_	0.01	0.01	_	0.01	_	53.6	53.6	< 0.005	< 0.005	_	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.18	0.15	0.16	1.61	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	287	287	0.02	0.01	0.04	291
Vendor	0.02	0.02	0.56	0.20	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	398	398	0.01	0.06	0.03	416
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	-	_	-	-	_	_	-	-	_	-	-	_	_	_	-	-	-
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	_	40.2	40.2	< 0.005	< 0.005	0.08	40.8
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	53.7	53.7	< 0.005	0.01	0.06	56.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	6.66	6.66	< 0.005	< 0.005	0.01	6.76
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	8.90	8.90	< 0.005	< 0.005	0.01	9.31
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.007

3.6. Building Construction (2023) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	-	_	_	_	_	_	_	_	_	-	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.66	0.59	9.30	15.0	0.02	0.13	_	0.13	0.12	_	0.12	_	2,397	2,397	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.09	0.08	1.26	2.03	< 0.005	0.02	_	0.02	0.02	_	0.02	_	324	324	0.01	< 0.005	_	325
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.02	0.01	0.23	0.37	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	53.6	53.6	< 0.005	< 0.005	_	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	180

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.18	0.15	0.16	1.61	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	287	287	0.02	0.01	0.04	291
Vendor	0.02	0.02	0.56	0.20	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	398	398	0.01	0.06	0.03	416
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	_	40.2	40.2	< 0.005	< 0.005	0.08	40.8
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	53.7	53.7	< 0.005	0.01	0.06	56.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	6.66	6.66	< 0.005	< 0.005	0.01	6.76
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	8.90	8.90	< 0.005	< 0.005	0.01	9.31
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	всо2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	101

Off-Roa Equipme	1.44 nt	1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	-	-	_	_	_	_	_	-	-	_	_	-	_	_	-	_	_	_
Off-Roa d Equipm ent	0.52	0.44	4.06	4.75	0.01	0.18	-	0.18	0.17		0.17	_	868	868	0.04	0.01	_	871
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.09	0.08	0.74	0.87	< 0.005	0.03	_	0.03	0.03	_	0.03	_	144	144	0.01	< 0.005	_	144
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	-	_	_	-	-	-	-	-	-	-	_	-	_	_	_	-
Worker	0.18	0.17	0.12	1.95	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	318	318	0.02	0.01	1.28	323
Vendor	0.02	0.01	0.50	0.18	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	1.05	410
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.16	0.14	0.15	1.47	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	282	282	0.01	0.01	0.03	285
Vendor	0.02	0.01	0.53	0.19	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	0.03	409
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Worker	0.06	0.05	0.05	0.56	0.00	0.00	0.10	0.10	0.00	0.02	0.02	_	106	106	0.01	< 0.005	0.20	107
Vendor	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	_	142	142	< 0.005	0.02	0.16	148
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	17.5	17.5	< 0.005	< 0.005	0.03	17.8
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	23.5	23.5	< 0.005	< 0.005	0.03	24.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.64	0.58	9.26	15.0	0.02	0.12	_	0.12	0.11	_	0.11	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.64	0.58	9.26	15.0	0.02	0.12	_	0.12	0.11	_	0.11	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Off-Roa d	0.23	0.21	3.35	5.43	0.01	0.04	_	0.04	0.04	_	0.04	_	868	868	0.04	0.01	_	871
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.04	0.04	0.61	0.99	< 0.005	0.01	_	0.01	0.01	_	0.01	_	144	144	0.01	< 0.005	_	144
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Worker	0.18	0.17	0.12	1.95	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	318	318	0.02	0.01	1.28	323
Vendor	0.02	0.01	0.50	0.18	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	1.05	410
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	-	-	_	_	_	_	_	_	_
Worker	0.16	0.14	0.15	1.47	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	282	282	0.01	0.01	0.03	285
Vendor	0.02	0.01	0.53	0.19	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	0.03	409
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.06	0.05	0.05	0.56	0.00	0.00	0.10	0.10	0.00	0.02	0.02	_	106	106	0.01	< 0.005	0.20	107
Vendor	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	_	142	142	< 0.005	0.02	0.16	148
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	17.5	17.5	< 0.005	< 0.005	0.03	17.8
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	23.5	23.5	< 0.005	< 0.005	0.03	24.6

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2023) - Unmitigated

											yr for ar							
Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	2.32	1.95	18.5	24.7	0.04	0.95	_	0.95	0.87	_	0.87	_	3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	2.32	1.95	18.5	24.7	0.04	0.95	_	0.95	0.87	_	0.87	_	3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.60	5.60	< 0.005	< 0.005	< 0.005	5.88
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.13	0.11	1.02	1.35	< 0.005	0.05	_	0.05	0.05	_	0.05	_	218	218	0.01	< 0.005	_	219
Paving	0.10	0.10	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Onsite	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005		0.30	0.30	< 0.005	< 0.005	< 0.005	0.32
truck	0.000	0.000	0.000	0.000	0.000	0.000	0.01	0.01	0.000	V 0.000	0.000		0.00	0.00	0.000	0.000	0.000	0.02
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.02	0.02	0.19	0.25	< 0.005	0.01	_	0.01	0.01	_	0.01	_	36.1	36.1	< 0.005	< 0.005	_	36.2
Paving	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	-	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.17	0.16	0.11	1.83	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	279	279	0.01	0.01	1.21	283
Vendor	0.01	< 0.005	0.15	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.29	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_
Worker	0.15	0.13	0.14	1.38	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	247	247	0.02	0.01	0.03	250
Vendor	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.01	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.0	14.0	< 0.005	< 0.005	0.03	14.2
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	6.07	6.07	< 0.005	< 0.005	0.01	6.35
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.32	2.32	< 0.005	< 0.005	< 0.005	2.35
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.00	1.00	< 0.005	< 0.005	< 0.005	1.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2023) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.60	0.60	17.3	27.9	0.04	0.13	_	0.13	0.13	_	0.13		3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.60	0.60	17.3	27.9	0.04	0.13	_	0.13	0.13	_	0.13	_	3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.60	5.60	< 0.005	< 0.005	< 0.005	5.88
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Off-Roa d Equipm ent	0.03	0.03	0.95	1.53	< 0.005	0.01	_	0.01	0.01	_	0.01	_	218	218	0.01	< 0.005	_	219
Paving	0.10	0.10	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	_	0.30	0.30	< 0.005	< 0.005	< 0.005	0.32
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Off-Roa Equipme	0.01 nt	0.01	0.17	0.28	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	36.1	36.1	< 0.005	< 0.005	_	36.2
Paving	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_
Worker	0.17	0.16	0.11	1.83	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	279	279	0.01	0.01	1.21	283
Vendor	0.01	< 0.005	0.15	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.29	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.13	0.14	1.38	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	247	247	0.02	0.01	0.03	250
Vendor	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.01	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	-	-	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.0	14.0	< 0.005	< 0.005	0.03	14.2
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	6.07	6.07	< 0.005	< 0.005	0.01	6.35
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.32	2.32	< 0.005	< 0.005	< 0.005	2.35
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.00	1.00	< 0.005	< 0.005	< 0.005	1.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2024) - Unmitigated

Locat	ion ⁻	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CC <u>1</u> 288
										24 / 35									

Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.17	0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coating s	28.9	28.9	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.01	0.01	0.05	0.06	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.32	7.32	< 0.005	< 0.005	_	7.34
Architect ural Coating s	1.59	1.59	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.21	1.21	< 0.005	< 0.005	_	1.22
Architect ural Coating s	0.29	0.29	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	189

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.04	0.03	0.02	0.39	0.00	0.00	0.06	0.06	0.00	0.01	0.01	_	63.6	63.6	< 0.005	< 0.005	0.26	64.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.20	3.20	< 0.005	< 0.005	0.01	3.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.53	0.53	< 0.005	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2024) - Mitigated

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

Off-Roa (I Equipm ent	0.17	0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect 2 Iral Coating	28.9	28.9	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite (0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Daily, - Vinter Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
verage - Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Off-Roa (I Equipm ent	0.01	0.01	0.05	0.06	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.32	7.32	< 0.005	< 0.005	_	7.34
Architect 1 Iral Coating	1.59	1.59	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite (0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
nnual -	_	_	_	_	_	_	_		_	_		_		_	_	_	_	_
Off-Roa < I Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.21	1.21	< 0.005	< 0.005	_	1.22
Architect (Iral Coating	0.29	0.29	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Joanny																		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.04	0.03	0.02	0.39	0.00	0.00	0.06	0.06	0.00	0.01	0.01	_	63.6	63.6	< 0.005	< 0.005	0.26	64.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.20	3.20	< 0.005	< 0.005	0.01	3.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.53	0.53	< 0.005	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

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	7/1/2023	8/13/2023	5.00	30.0	_
Grading	Grading	8/14/2023	9/25/2023	5.00	30.0	_
Building Construction	Building Construction	10/24/2023	7/3/2024	5.00	182	_
Paving	Paving	9/26/2023	10/23/2023	5.00	20.0	_
Architectural Coating	Architectural Coating	7/4/2024	7/31/2024	5.00	20.0	_

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	158	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.80	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	80.0	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Tier 4 Interim	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Interim	2.00	8.00	158	0.38
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Interim	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Tier 4 Interim	3.00	8.80	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Interim	2.00	8.00	36.0	0.38
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Tier 4 Interim	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Interim	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	8.00	80.0	0.38
Paving	Pavers	Diesel	Tier 4 Interim	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
				194

Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	11.4	LDA,LDT1,LDT2
Site Preparation	Vendor	_	8.53	ннот,мнот
Site Preparation	Hauling	0.00	20.0	ннот
Site Preparation	Onsite truck	2.00	0.25	ННОТ
Grading	_	_	_	-
Grading	Worker	27.5	11.4	LDA,LDT1,LDT2
Grading	Vendor	2.00	8.53	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	35.0	11.4	LDA,LDT1,LDT2
Building Construction	Vendor	14.4	8.53	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	30.0	11.4	LDA,LDT1,LDT2
Paving	Vendor	4.00	8.53	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	_	_	_	-
Architectural Coating	Worker	6.99	11.4	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	8.53	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
				195

Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	11.4	LDA,LDT1,LDT2
Site Preparation	Vendor		8.53	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	2.00	0.25	HHDT
Grading	_	_	_	_
Grading	Worker	27.5	11.4	LDA,LDT1,LDT2
Grading	Vendor	2.00	8.53	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	35.0	11.4	LDA,LDT1,LDT2
Building Construction	Vendor	14.4	8.53	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	30.0	11.4	LDA,LDT1,LDT2
Paving	Vendor	4.00	8.53	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	6.99	11.4	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	8.53	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	131,550	43,850	37,139

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	_	_	45.0	0.00	_
Grading	_	_	90.0	0.00	_
Paving	0.00	0.00	0.00	0.00	14.2

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%
Automobile Care Center	0.00	0%
Parking Lot	13.2	100%
Other Asphalt Surfaces	1.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
31	71		

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
vegetation Land Ose Type	vegetation soil Type	Illiliai Acies	I IIIdi Acies

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
Biomado Cover Typo	miliar / toroo	Titlat 7 to 100

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
Biolitico Cover Type	111111710100	T ITAL / LOCO

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Earliest anticipated construction schedule per applicant: July 2023 – July 2024
Construction: Off-Road Equipment	The horsepower hours for select pieces of equipment were increased to match the default values from CalEEMod 2020 to provide a conservative estimate of emissions. Overall equipment HP usage hours for tractors/loaders/backhoes during the building construction phase were increased to match default usage hours, as the default construction schedule was reduced.
Operations: Vehicle Data	-
Operations: Fleet Mix	-

Central Transport - Mitigated Construction (Level 3 Filters Scenario) Custom Report

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- 8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Central Transport - Mitigated Construction (Level 3 Filters Scenario)
Construction Start Date	7/1/2023
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.687961, -119.784008
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2490
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)		Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	69.0	1000sqft	1.58	69,000	8,280	_	_	Cross-dock transfer platform

General Office Building	6.70	1000sqft	0.15	6,700	804	_	_	3,200 administrative office + 3,500 office
Automobile Care Center	12.0	1000sqft	0.28	12,000	1,440	_	_	Maintenance shop
Parking Lot	13.2	Acre	13.2	0.00	69,051	_	_	Parking and site paving
Other Asphalt Surfaces	1.00	Acre	1.00	0.00	0.00	_	_	One (1) additional acre added to account for off-site improvements

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-6	Use Diesel Particulate Filters

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Year	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	5.23	4.41	42.3	42.1	0.08	1.83	8.54	10.3	1.68	4.05	5.71	_	8,410	8,410	0.34	0.08	1.51	8,445
2024	29.1	29.1	11.8	15.2	0.03	0.50	0.38	0.89	0.46	0.09	0.56	_	3,108	3,108	0.12	0.09	2.33	3,139
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	4.34	3.94	18.9	26.1	0.04	0.95	1.01	1.96	0.87	0.14	1.01	_	4,342	4,342	0.18	0.09	0.06	4,365
2024	1.62	1.36	11.9	14.8	0.03	0.50	0.38	0.89	0.46	0.09	0.56	_	3,072	3,072	0.11	0.09	0.06	3,101

Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	1.29	1.10	9.47	9.89	0.02	0.43	1.17	1.60	0.39	0.48	0.87	_	1,794	1,794	0.07	0.03	0.25	1,804
2024	2.18	2.09	4.35	5.45	0.01	0.18	0.14	0.32	0.17	0.03	0.20	_	1,126	1,126	0.04	0.03	0.37	1,137
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.24	0.20	1.73	1.80	< 0.005	0.08	0.21	0.29	0.07	0.09	0.16	_	297	297	0.01	< 0.005	0.04	299
2024	0.40	0.38	0.79	0.99	< 0.005	0.03	0.03	0.06	0.03	0.01	0.04	_	186	186	0.01	0.01	0.06	188

2.3. Construction Emissions by Year, Mitigated

.,	T00	200	luo.	00	000	DI LLOE	DIALOR	БИИОТ	D140 55	D. 10 ED	D140 57	B000	NDOOS	0007	0114	Noo	_	000
Year	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	5.23	4.41	42.3	42.1	0.08	0.27	8.54	8.81	0.25	4.05	4.30		8,410	8,410	0.34	0.08	1.51	8,445
2024	29.1	29.1	11.8	15.2	0.03	0.15	0.38	0.53	0.14	0.09	0.23	_	3,108	3,108	0.12	0.09	2.33	3,139
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	4.34	3.94	18.9	26.1	0.04	0.16	1.01	1.15	0.15	0.14	0.27	_	4,342	4,342	0.18	0.09	0.06	4,365
2024	1.62	1.36	11.9	14.8	0.03	0.15	0.38	0.53	0.14	0.09	0.23	_	3,072	3,072	0.11	0.09	0.06	3,101
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	1.29	1.10	9.47	9.89	0.02	0.07	1.17	1.25	0.07	0.48	0.55	_	1,794	1,794	0.07	0.03	0.25	1,804
2024	2.18	2.09	4.35	5.45	0.01	0.06	0.14	0.20	0.05	0.03	0.09	_	1,126	1,126	0.04	0.03	0.37	1,137
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2023	0.24	0.20	1.73	1.80	< 0.005	0.01	0.21	0.23	0.01	0.09	0.10	_	297	297	0.01	< 0.005	0.04	299
2024	0.40	0.38	0.79	0.99	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	_	186	186	0.01	0.01	0.06	188

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5 <u>E</u>	PM2.5D	PM2.5 <u>T</u>	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	4.70	3.95	39.7	35.5	0.05	1.81	_	1.81	1.66	_	1.66	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemer	t	_	_	-	-	_	7.67	7.67	_	3.94	3.94	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_			_	_	_	_			_
Off-Roa d Equipm ent	0.39	0.32	3.27	2.92	< 0.005	0.15	_	0.15	0.14	_	0.14	_	435	435	0.02	< 0.005	_	437
Dust From Material Movemer	— nt	_	_	_	_	_	0.63	0.63	_	0.32	0.32	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_ 206

Off-Roa Equipme		0.06	0.60	0.53	< 0.005	0.03	_	0.03	0.02	_	0.02	_	72.1	72.1	< 0.005	< 0.005	-	72.3
Dust From Material Movemer		_	_	_	_	_	0.11	0.11	_	0.06	0.06	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.10	0.09	0.06	1.07	0.00	0.00	0.14	0.14	0.00	0.03	0.03	_	162	162	0.01	0.01	0.71	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_
Average Daily	_	-	-	_	_	-	_	_	_	_	_	_	_	-	-	_	-	_
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	12.3	12.3	< 0.005	< 0.005	0.02	12.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.03	2.03	< 0.005	< 0.005	< 0.005	2.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	⁻ 207

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	4.70	3.95	39.7	35.5	0.05	0.27	_	0.27	0.25	_	0.25	_	5,295	5,295	0.21	0.04	_	5,314
Dust From Material Movemer	—	_	_	_	_	_	7.67	7.67	_	3.94	3.94	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_		_	_	_		_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.39	0.32	3.27	2.92	< 0.005	0.02	_	0.02	0.02	_	0.02	_	435	435	0.02	< 0.005	_	437
Dust From Material Movemer		_	_	_	_	_	0.63	0.63	_	0.32	0.32	_	_	_	-	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.60	0.53	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	72.1	72.1	< 0.005	< 0.005	_	72.3
Dust From Material Movemer	—	_	_	_	_	_	0.11	0.11	_	0.06	0.06	_	_	_	_	_	_	_

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	-	_	_	_	_	_	_	_	_	_	-	_	-	_	_	_
Worker	0.10	0.09	0.06	1.07	0.00	0.00	0.14	0.14	0.00	0.03	0.03	_	162	162	0.01	0.01	0.71	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	-	-	-	_	-	_	_	-	_	-	_	-	_	_	_	_
Average Daily	_	_	-	_	_	-	-	_	_	-	_	_	_	-	_	-	-	_
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	12.3	12.3	< 0.005	< 0.005	0.02	12.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.03	2.03	< 0.005	< 0.005	< 0.005	2.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2023) - Unmitigated

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

Off-Roa	5.07	4.26	42.1	40.4	0.07	1.83	_	1.83	1.68	_	1.68	_	8,094	8,094	0.33	0.07	_	8,122
Equipm ent																		
Oust From Material Movemer t	— it	_	_	_	_	_	3.59	3.59	_	1.42	1.42	_	_	_	_	_	_	_
Onsite ruck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter Max)	_	_	_	_	_	_		_	_	_	_		_	_	_	_	_	_
Average - Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa	0.42	0.35	3.46	3.32	0.01	0.15	_	0.15	0.14	_	0.14	_	665	665	0.03	0.01	_	668
Oust From Material Movemerit	— it	_	_	_	_	_	0.30	0.30	-	0.12	0.12	_	_	_	_	_	_	_
Onsite ruck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual -	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa	0.08	0.06	0.63	0.61	< 0.005	0.03	_	0.03	0.03	_	0.03	_	110	110	< 0.005	< 0.005	_	111
Oust From Material Movemer t	 t	_	_	_	_	_	0.05	0.05	_	0.02	0.02	_	_	_	_	_	_	_
Onsite ruck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	-	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.15	0.10	1.68	0.00	0.00	0.22	0.22	0.00	0.05	0.05	_	255	255	0.01	0.01	1.11	260
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	_	55.4	55.4	< 0.005	0.01	0.15	58.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	19.3	19.3	< 0.005	< 0.005	0.04	19.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	4.55	4.55	< 0.005	< 0.005	0.01	4.76
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.19	3.19	< 0.005	< 0.005	0.01	3.24
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.75	0.75	< 0.005	< 0.005	< 0.005	0.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2023) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	5.07	4.26	42.1	40.4	0.07	0.27	_	0.27	0.25	_	0.25	_	8,094	8,094	0.33	0.07	_	8,122

Dust From Material	_	_	_	_	_	_	3.59	3.59	_	1.42	1.42	_	_	_	_	_	_	_
Movemen Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.42	0.35	3.46	3.32	0.01	0.02	_	0.02	0.02	_	0.02	_	665	665	0.03	0.01	_	668
Dust From Material Movemen	t	_	_	_	_	_	0.30	0.30	_	0.12	0.12	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	_	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.08	0.06	0.63	0.61	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	110	110	< 0.005	< 0.005	_	111
Dust From Material Movemer	t	_	_	_	_	_	0.05	0.05	_	0.02	0.02	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.08	0.08	< 0.005	< 0.005	< 0.005	0.08
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.15	0.15	0.10	1.68	0.00	0.00	0.22	0.22	0.00	0.05	0.05	_	255	255	0.01	0.01	1.11	²⁶⁰ 212

Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	_	55.4	55.4	< 0.005	0.01	0.15	58.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	19.3	19.3	< 0.005	< 0.005	0.04	19.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	4.55	4.55	< 0.005	< 0.005	0.01	4.76
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.19	3.19	< 0.005	< 0.005	0.01	3.24
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.75	0.75	< 0.005	< 0.005	< 0.005	0.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2023) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.50	1.26	11.8	13.2	0.02	0.55	_	0.55	0.51	_	0.51	_	2,397	2,397	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.20	0.17	1.59	1.78	< 0.005	0.07	_	0.07	0.07	_	0.07	_	324	324	0.01	< 0.005	_	325
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.04	0.03	0.29	0.32	< 0.005	0.01	_	0.01	0.01	_	0.01	_	53.6	53.6	< 0.005	< 0.005	_	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.18	0.15	0.16	1.61	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	287	287	0.02	0.01	0.04	291
Vendor	0.02	0.02	0.56	0.20	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	398	398	0.01	0.06	0.03	416
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	_	40.2	40.2	< 0.005	< 0.005	0.08	40.8
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	53.7	53.7	< 0.005	0.01	0.06	56.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	6.66	6.66	< 0.005	< 0.005	0.01	6.76
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	8.90	8.90	< 0.005	< 0.005	0.01	9.31
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.02014

3.6. Building Construction (2023) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.50	1.26	11.8	13.2	0.02	0.16	_	0.16	0.15	_	0.15	_	2,397	2,397	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.20	0.17	1.59	1.78	< 0.005	0.02	_	0.02	0.02	_	0.02	_	324	324	0.01	< 0.005	_	325
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.04	0.03	0.29	0.32	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	53.6	53.6	< 0.005	< 0.005	_	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	-	_	_	_	_	_	_	-	_	_	_		_

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.18	0.15	0.16	1.61	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	287	287	0.02	0.01	0.04	291
Vendor	0.02	0.02	0.56	0.20	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	398	398	0.01	0.06	0.03	416
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	_	40.2	40.2	< 0.005	< 0.005	0.08	40.8
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	53.7	53.7	< 0.005	0.01	0.06	56.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	6.66	6.66	< 0.005	< 0.005	0.01	6.76
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	8.90	8.90	< 0.005	< 0.005	0.01	9.31
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	216

Off-Roa Equipme	1.44 nt	1.20	11.2	13.1	0.02	0.50	_	0.50	0.46	_	0.46	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	-	-	_	_	_	_	-	-	-	_	_	-	_	_	_	_	_	_
Off-Roa d Equipm ent	0.52	0.44	4.06	4.75	0.01	0.18		0.18	0.17		0.17	_	868	868	0.04	0.01	_	871
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.09	0.08	0.74	0.87	< 0.005	0.03	_	0.03	0.03	_	0.03	_	144	144	0.01	< 0.005	_	144
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	-	_	_	-	-	-	-	-	-	-	_	-	_	_	-	-
Worker	0.18	0.17	0.12	1.95	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	318	318	0.02	0.01	1.28	323
Vendor	0.02	0.01	0.50	0.18	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	1.05	410
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.16	0.14	0.15	1.47	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	282	282	0.01	0.01	0.03	285
Vendor	0.02	0.01	0.53	0.19	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	0.03	409
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	-	_	_	_	_	_	-	_	_	_

Worker	0.06	0.05	0.05	0.56	0.00	0.00	0.10	0.10	0.00	0.02	0.02	_	106	106	0.01	< 0.005	0.20	107
Vendor	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	_	142	142	< 0.005	0.02	0.16	148
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	17.5	17.5	< 0.005	< 0.005	0.03	17.8
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	23.5	23.5	< 0.005	< 0.005	0.03	24.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.14	_	0.14	0.13	_	0.13	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.44	1.20	11.2	13.1	0.02	0.14	_	0.14	0.13	_	0.13	_	2,398	2,398	0.10	0.02	_	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Off-Roa d	0.52	0.44	4.06	4.75	0.01	0.05	_	0.05	0.05	_	0.05	_	868	868	0.04	0.01	_	871
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.09	0.08	0.74	0.87	< 0.005	0.01	_	0.01	0.01	_	0.01	_	144	144	0.01	< 0.005	_	144
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	-	_	_	_	_	_	_	-	_	_	_	_	_	_	_
Worker	0.18	0.17	0.12	1.95	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	318	318	0.02	0.01	1.28	323
Vendor	0.02	0.01	0.50	0.18	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	1.05	410
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.16	0.14	0.15	1.47	0.00	0.00	0.28	0.28	0.00	0.07	0.07	_	282	282	0.01	0.01	0.03	285
Vendor	0.02	0.01	0.53	0.19	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	_	392	392	0.01	0.06	0.03	409
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Worker	0.06	0.05	0.05	0.56	0.00	0.00	0.10	0.10	0.00	0.02	0.02	_	106	106	0.01	< 0.005	0.20	107
Vendor	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	_	142	142	< 0.005	0.02	0.16	148
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	_	17.5	17.5	< 0.005	< 0.005	0.03	17.8
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	23.5	23.5	< 0.005	< 0.005	0.03	24.6

Haulina	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2023) - Unmitigated

											yr for ar							
Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	2.32	1.95	18.5	24.7	0.04	0.95	_	0.95	0.87	_	0.87	_	3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	2.32	1.95	18.5	24.7	0.04	0.95	_	0.95	0.87	_	0.87	_	3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.60	5.60	< 0.005	< 0.005	< 0.005	5.88
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.13	0.11	1.02	1.35	< 0.005	0.05	_	0.05	0.05	_	0.05	_	218	218	0.01	< 0.005	_	219
Paving	0.10	0.10	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

0	0.005	0.005	0.005	0.005	0.005	0.005	0.04	0.04	0.005	0.005	0.005		0.00	0.00	0.005	0.005	0.005	0.00
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	_	0.30	0.30	< 0.005	< 0.005	< 0.005	0.32
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.02	0.02	0.19	0.25	< 0.005	0.01	_	0.01	0.01	_	0.01	_	36.1	36.1	< 0.005	< 0.005	_	36.2
Paving	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.17	0.16	0.11	1.83	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	279	279	0.01	0.01	1.21	283
Vendor	0.01	< 0.005	0.15	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.29	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_
Worker	0.15	0.13	0.14	1.38	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	247	247	0.02	0.01	0.03	250
Vendor	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.01	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.0	14.0	< 0.005	< 0.005	0.03	14.2
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	6.07	6.07	< 0.005	< 0.005	0.01	6.35
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.32	2.32	< 0.005	< 0.005	< 0.005	2.35
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.00	1.00	< 0.005	< 0.005	< 0.005	1.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2023) - Mitigated

Location		ROG	NOx	CO	SO2		PM10D	PM10T	PM2.5E		yr for an	BCO2	NBCO2	CO2T	CH4	N2O	р	CO2e
		RUG	NOX	CO	502	PMTUE	PM10D	PMTUT	PMZ.5E	PM2.5D	PIMZ.51	BCO2	NBCO2	CO21	CH4	N2O	R	COZe
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_		_			_	_	_	_	_	_	_		_		_	_	
Off-Roa d Equipm ent	2.32	1.95	18.5	24.7	0.04	0.14		0.14	0.13	_	0.13	_	3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.51	5.51	< 0.005	< 0.005	< 0.005	5.79
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	2.32	1.95	18.5	24.7	0.04	0.14	_	0.14	0.13	_	0.13	_	3,979	3,979	0.16	0.03	_	3,993
Paving	1.86	1.86	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.74	0.74	< 0.005	0.07	0.07	_	5.60	5.60	< 0.005	< 0.005	< 0.005	5.88
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	_	-
Off-Roa d Equipm ent	0.13	0.11	1.02	1.35	< 0.005	0.01	_	0.01	0.01	_	0.01	_	218	218	0.01	< 0.005	_	219
Paving	0.10	0.10	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	_	0.30	0.30	< 0.005	< 0.005	< 0.005	0.32
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Off-Roa Equipmeı	0.02 nt	0.02	0.19	0.25	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	36.1	36.1	< 0.005	< 0.005	_	36.2
Paving	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.17	0.16	0.11	1.83	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	279	279	0.01	0.01	1.21	283
Vendor	0.01	< 0.005	0.15	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.29	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	-	_	-	_	_	-
Worker	0.15	0.13	0.14	1.38	0.00	0.00	0.24	0.24	0.00	0.06	0.06	_	247	247	0.02	0.01	0.03	250
Vendor	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	_	111	111	< 0.005	0.02	0.01	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.0	14.0	< 0.005	< 0.005	0.03	14.2
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	6.07	6.07	< 0.005	< 0.005	0.01	6.35
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.32	2.32	< 0.005	< 0.005	< 0.005	2.35
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.00	1.00	< 0.005	< 0.005	< 0.005	1.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2024) - Unmitigated

	ı	_ocation	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO223
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Onsite	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	-	_	_	_	-	-	_	_	_	_	_
Off-Roa d Equipm ent	0.17	0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Architect ural Coating s	28.9	28.9	_	_	_	_	_	-	-	_	-	_	-	_	_	-	_	_
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.01	0.01	0.05	0.06	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	7.32	7.32	< 0.005	< 0.005	_	7.34
Architect ural Coating s	1.59	1.59	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.21	1.21	< 0.005	< 0.005	_	1.22
Architect ural Coating s	0.29	0.29	_	_	_	_	_	_	_	_	_	_	-	-	_	_	_	224
-																		

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.04	0.03	0.02	0.39	0.00	0.00	0.06	0.06	0.00	0.01	0.01	_	63.6	63.6	< 0.005	< 0.005	0.26	64.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.20	3.20	< 0.005	< 0.005	0.01	3.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.53	0.53	< 0.005	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2024) - Mitigated

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

Part	Off-Roa	0.17	0.14	0.91	1.15	< 0.005	0.03	_	0.03	0.03	_	0.03	_	134	134	0.01	< 0.005	_	134
Table Stating Relations Re	d Equipm ent		•			, 5.555	0.00		5.55	5.55									
Note	Architect ural Coating s	28.9	28.9	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Markan M	Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
The late of the la	Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Continent Cont	Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
ral roating with the roating with which with the roating with which with the roating with which with the roating with the roating with which with the roating with which with the roating with which with the roating with the roating with which with the roating wi	Off-Roa d Equipm ent	0.01	0.01	0.05	0.06	< 0.005	< 0.005	_	< 0.005	< 0.005	-	< 0.005	_	7.32	7.32	< 0.005	< 0.005	_	7.34
uck —	Architect ural Coating s	1.59	1.59	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa < 0.005 0.01 0.01 0.005	Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
quipm nt 0.29 0.29	Annual	_	_	_			_	_			_		_	_	_	_		_	_
ral coating on the coating of the co	Off-Roa d Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.21	1.21	< 0.005	< 0.005	_	1.22
uck	Architect ural Coating s	0.29	0.29	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
ffsite — — — — — — — — — — — — — — — — — — —	Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
	Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.04	0.03	0.02	0.39	0.00	0.00	0.06	0.06	0.00	0.01	0.01	_	63.6	63.6	< 0.005	< 0.005	0.26	64.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	3.20	3.20	< 0.005	< 0.005	0.01	3.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.53	0.53	< 0.005	< 0.005	< 0.005	0.54
/endor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.00

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	7/1/2023	8/13/2023	5.00	30.0	_
Grading	Grading	8/14/2023	9/25/2023	5.00	30.0	_
Building Construction	Building Construction	10/24/2023	7/3/2024	5.00	182	_
Paving	Paving	9/26/2023	10/23/2023	5.00	20.0	_
Architectural Coating	Architectural Coating	7/4/2024	7/31/2024	5.00	20.0	_

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	158	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.80	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	80.0	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

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Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	158	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.80	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	130	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	132	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	80.0	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Fliase Name	l mb Tybe	Offe-way frips per Day	willes her 11th	VEHICLE IVIIX

Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	11.4	LDA,LDT1,LDT2
Site Preparation	Vendor	_	8.53	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	2.00	0.25	HHDT
Grading	_	_	_	_
Grading	Worker	27.5	11.4	LDA,LDT1,LDT2
Grading	Vendor	2.00	8.53	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	35.0	11.4	LDA,LDT1,LDT2
Building Construction	Vendor	14.4	8.53	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	30.0	11.4	LDA,LDT1,LDT2
Paving	Vendor	4.00	8.53	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	6.99	11.4	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	8.53	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix	
				230	,

Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	11.4	LDA,LDT1,LDT2
Site Preparation	Vendor	_	8.53	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	2.00	0.25	HHDT
Grading	_	_	_	_
Grading	Worker	27.5	11.4	LDA,LDT1,LDT2
Grading	Vendor	2.00	8.53	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	2.00	0.25	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	35.0	11.4	LDA,LDT1,LDT2
Building Construction	Vendor	14.4	8.53	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	30.0	11.4	LDA,LDT1,LDT2
Paving	Vendor	4.00	8.53	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	2.00	0.25	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	6.99	11.4	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	8.53	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	131,550	43,850	37,139

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	_	_	45.0	0.00	_
Grading	_	_	90.0	0.00	_
Paving	0.00	0.00	0.00	0.00	14.2

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%
Automobile Care Center	0.00	0%
Parking Lot	13.2	100%
Other Asphalt Surfaces	1.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
31	71		

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
Biomado Cover Typo	miliar / toroo	Titlat 7 to 100

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
Biolitico Cover Type	111111710100	T ITAL / LOCO

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type Number Electricity Saved (kWh/year) Natural Gas Saved (btu/year)
--

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
31 ·			

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Earliest anticipated construction schedule per applicant: July 2023 – July 2024
Construction: Off-Road Equipment	The horsepower hours for select pieces of equipment were increased to match the default values from CalEEMod 2020 to provide a conservative estimate of emissions. Overall equipment HP usage hours for tractors/loaders/backhoes during the building construction phase were increased to match default usage hours, as the default construction schedule was reduced.
Operations: Vehicle Data	-
Operations: Fleet Mix	-

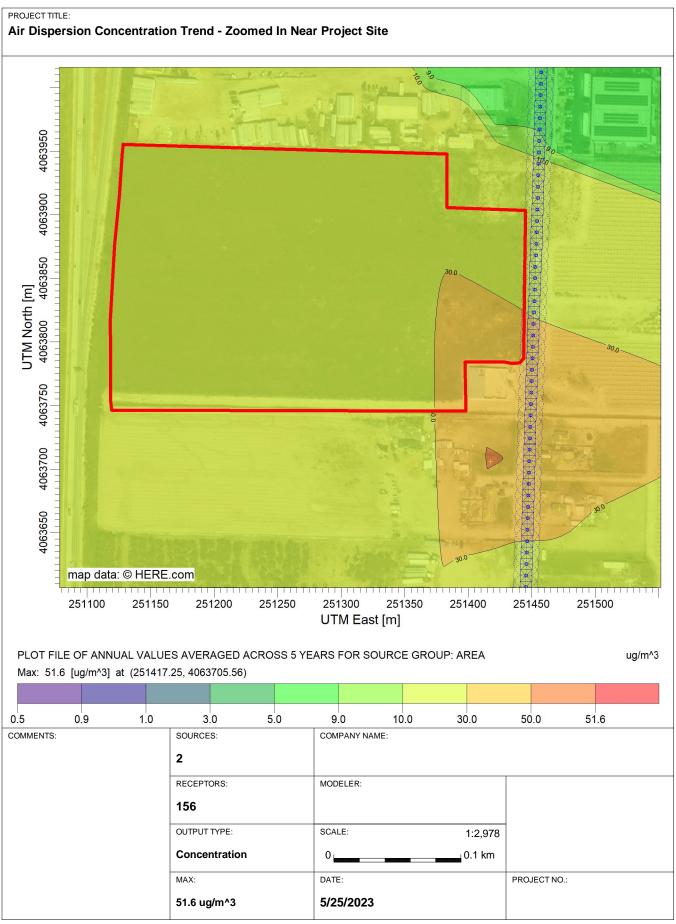
Central Transport Regional Facility Crown Enterprises, Inc. Relocation and Annexation Project Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

ATTACHMENT B

Health Risk Assessment

Health Risk Assessment

General Parameters



PROJECT TITLE: Air Dispersion Concentration Trend (Unit Emissions - Construction Site) Graphical Representation of AERMOD Inputs (Construction) 4064400 4064200 UTM North [m] 4063800 4064000 4063600 4063400 4063200 map data: © HERE.com 250900 251300 251500 251700 251100 250500 250700 251700 251900 UTM East [m] PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: AREA ug/m^3 Max: 51.6 [ug/m³] at (251417.25, 4063705.56) 0.5 0.9 1.0 30.0 3.0 5.0 9.0 10.0 50.0 51.6 COMMENTS: SOURCES: COMPANY NAME: 2 RECEPTORS: MODELER: 156 OUTPUT TYPE: SCALE: 1:10,928 Concentration 0.4 km

DATE:

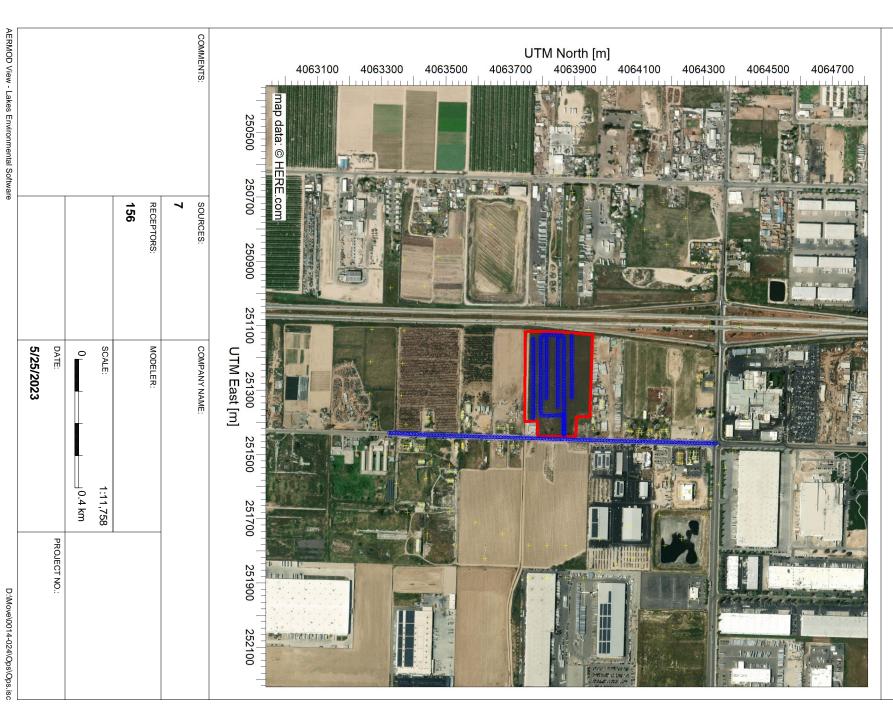
5/25/2023

MAX:

51.6 ug/m^3

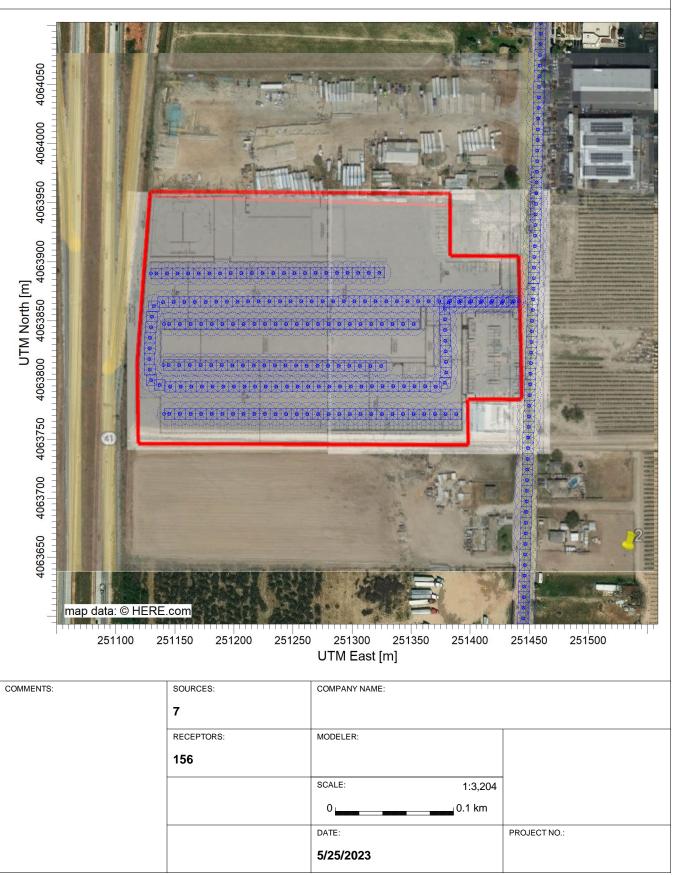
PROJECT NO.:

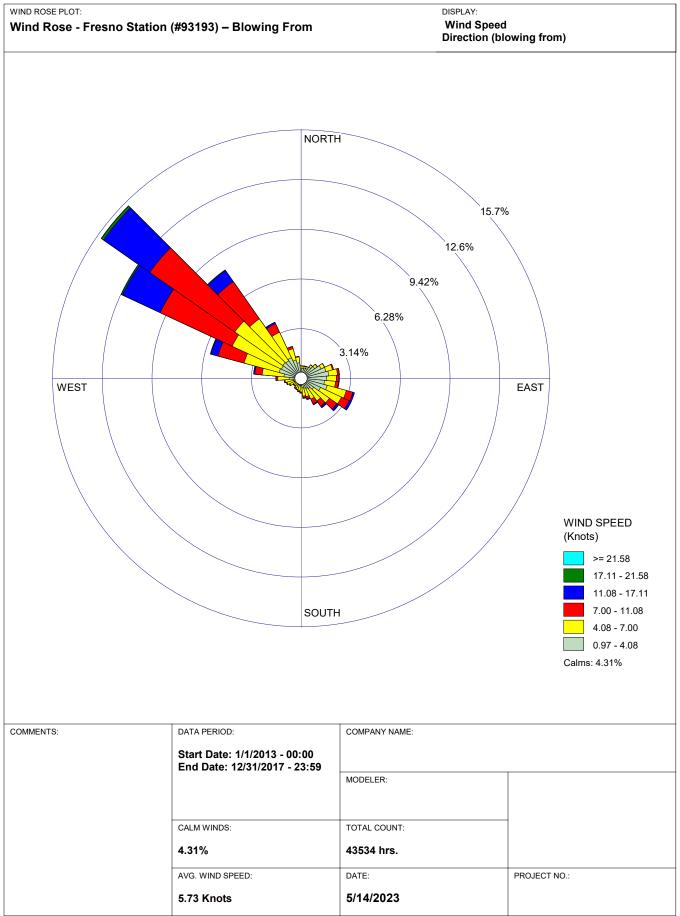
PROJECT TITLE: Graphical Representation of AERMOD Inputs (Operational DPM)

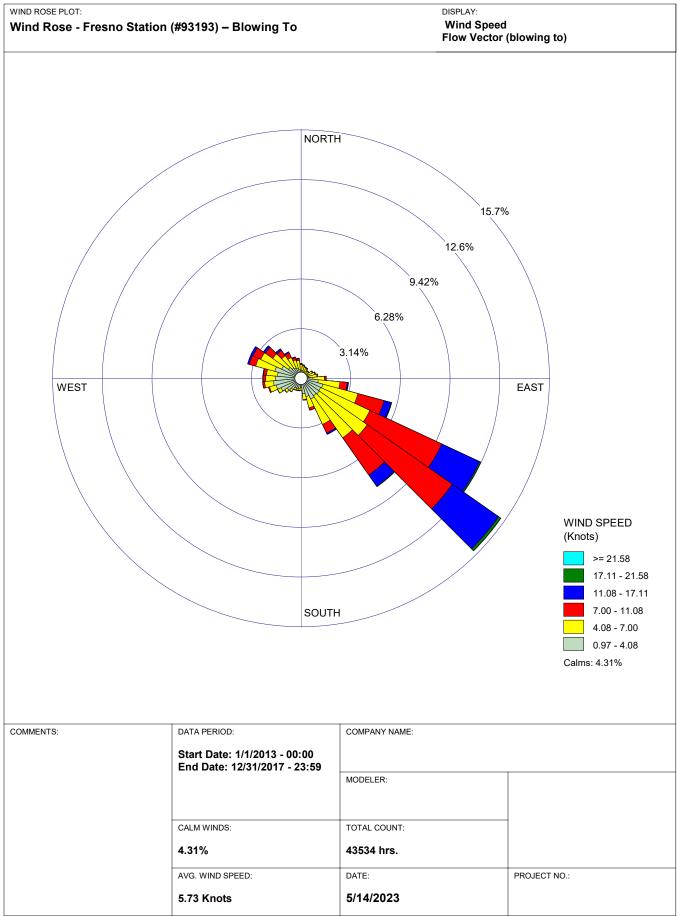


PROJECT TITLE:

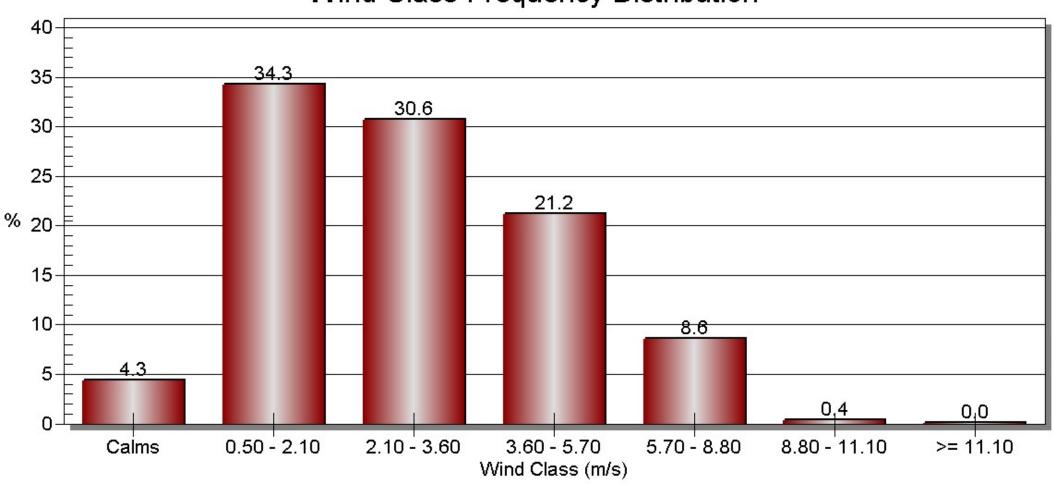
Operational DPM AERMOD Inputs - Zoomed In Near the Project Site







Wind Class Frequency Distribution



Health Risk Assessment

Unmitigated Construction

Central Transport Regional Facility

Project Site - Construction DPM Emissions as PM10 Exhaust Estimation of Annual Onsite Construction Emissions

Start of Construction	7/1/2023	
End of Construction	7/31/2024	Total
Number of Days	396	396
Number of Hours	9,504	9,504
Number of Years	1.08	

Size of the construction area source: 61,767.4 sq-meters

Year		Unmitigated
	On-site Construction	On-site DPM
	Activity	(pounds)
2023	On-site Site Preparation	54.1523
2023	On-site Grading	52.7982
2023	On-site Building Construction	27.2443
2024	On-site Building Construction	65.7758
2024	On-site Paving	10.7334
2024	On-site Architectural Coating	0.6374

Total Unmitigated DPM (On-site) 211.3413 pounds

Average Emission	9.595E+04 grams
	2.804E-03 grams/sec
	4.540E-08 grams/m2-sec

I ons/Construction Period	211.3413
Pounds/Construction Period	211.3413
Pounds/Day	0.5337
Pounds/Hour (lbs/hr)	0.0222
Average Pounds per Year (lbs/yr)	138.7594

Central Transport Regional Facility

Estimation of Annual Offsite Construction DPM Emissions (Unmitigated)

Start of Construction End of Construction Number of Days Number of Hours		7/1/2023 7/31/2024 396 9,504					Total 396 9,504
	2023	2023	2023	2024	2024	2024	
Construction Trip Type Total (pounds)	Site Preparation 0.00099	Grading 0.02356	Building Construction 0.26645	Building Construction 0.714390239	Paving 0.03075	Architectural Coating 0.63738	Total (pounds) 1.67352
	Haul Truck	Vendor Truck	Worker	Total			
Site Preparation	0.00	0.00	17.50	17.50			
Grading	0.00	2.00	22.50	24.50			
Building Construction	0.00	14.37	34.96	49.34			
Paving	0.00	4.00	15.00	19.00			
Architectural Coating	0.00	0.00	6.99	6.99			
Total	0.00	20.37	96.96	117.33			
Total DPM	Haul Truck (pounds) 0.000E+00	Vendor Truck (pounds) 2.906E-01	Worker (pounds) 1.383E+00	Total (pounds) 1.674E+00			
Average Emissions							
Grams Grams/sec	0.000E+00 0.000E+00	1.319E+02 3.856E-06	6.278E+02 1.835E-05				
Default Distance	20	8.53	11.41	Default Vehicle	Travel Distan	ce in CalEEMod	
Vehicle Travel Distances in Road Segment 1 (mi)	n the Construction 0.63	HRA (miles) 0.63	0.63	miles			
Trip Distribution (percent) Off-site Road Segment 1	100.0%	100.0%	100.0%	off-site			
Total Average Offsite Vehi	cle Emissions Aloi	ng Travel Distanc	e (g/sec)	Total			
Road Segment 1	0.000E+00	2.859E-07	1.017E-06	1.303E-06			
	Grams/sec	Pounds/Hour	Pounds/Day	Pounds/year	Tons/year		
Road Segment 1	1.303E-06	1.034E-05	2.482E-04	9.060E-02	4.530E-05		

Health Risk Summary - Unmitigated Construction (Summary of HARP2 Results)

Central Transport Regional Facility

	RISK SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
Maximum Risk	9.899E-06	9.90	7.616E-03	0.00E+00
	Х	Υ	0.0076	
MEI UTM	251417.25	4063705.56		
Receptor #	26			

*HARP - HRACalc v22118 5/25/2023 4:30:22 PM - Cancer Risk - Input File: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConHRAInput.hra
*HARP - HRACalc v22118 5/25/2023 4:30:22 PM - Chronic Risk - Input File: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConHRAInput.hra
*HARP - HRACalc v22118 5/25/2023 4:30:22 PM - Acute Risk - Input File: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConHRAInput.hra

						MAXHI	MAXHI
REC	GRP	X	Υ	RISK_SUM	SCENARIO	NonCancerChronic	Acute
1	ALL	251764.75	4063976.15	3.8701E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.9773E-04	0.00E+00
2	ALL	251726.96	4064070.11	2.8513E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.1935E-04	0.00E+00
3	ALL	251689.18	4064164.07	2.3496E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8076E-04	0.00E+00
4	ALL	251623.83	4064231.20	2.4626E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8945E-04	0.00E+00
5	ALL	251513.84	4064275.85	3.2076E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.4676E-04	0.00E+00
6	ALL	251438.02	4064311.82	3.5595E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.7384E-04	0.00E+00
7	ALL	251783.23	4063871.66	6.4345E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.9502E-04	0.00E+00
8	ALL	251782.81	4063814.14	8.5783E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.5995E-04	0.00E+00
9	ALL	251782.40	4063756.63	1.0718E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.2453E-04	0.00E+00
10	ALL	251863.39	4063978.79	2.7102E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.0850E-04	0.00E+00
11	ALL	251843.15	4064029.13	2.3122E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.7788E-04	0.00E+00
12	ALL	251822.91	4064079.46	2.0279E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.5601E-04	0.00E+00
13	ALL	251802.67	4064129.80	1.8276E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4060E-04	0.00E+00
14	ALL	251782.43	4064180.13	1.6788E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2915E-04	0.00E+00
15	ALL	251762.18	4064230.47	1.5664E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2051E-04	0.00E+00
16	ALL	251692.17	4064302.39	1.6519E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2709E-04	0.00E+00
17	ALL	251642.40	4064323.99	1.8474E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4212E-04	0.00E+00
18	ALL	251592.63	4064345.58	2.0483E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.5758E-04	0.00E+00
19	ALL	251542.86	4064367.17	2.2248E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.7116E-04	0.00E+00
20	ALL	251493.09	4064388.77	2.3566E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8130E-04	0.00E+00
21	ALL	251443.32	4064410.36	2.4432E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8796E-04	0.00E+00
22	ALL	251883.64	4063928.46	3.2341E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.4881E-04	0.00E+00
23	ALL	251883.22	4063870.94	4.2667E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.2824E-04	0.00E+00
24	ALL	251882.81	4063813.42	5.4770E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.2136E-04	0.00E+00
25	ALL	251882.40	4063755.91	6.7043E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	5.1578E-04	0.00E+00
26	ALL	251417.25	4063705.56	9.8992E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.6157E-03	0.00E+00
27	ALL	251417.92	4063681.40	7.1683E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.5147E-03	0.00E+00
28	ALL	251417.32	4063663.79	5.8110E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.4705E-03	0.00E+00
29	ALL	251410.49	4063623.41	3.7509E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8856E-03	0.00E+00
30	ALL	251498.72	4063668.40	5.1196E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.9386E-03	0.00E+00
31	ALL	251353.54	4063571.62	1.9855E-06	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.5275E-03	0.00E+00
32	ALL	251333.34	4063553.03	2.1254E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6351E-03	0.00E+00
33	ALL	251369.81	4063551.70	1.7263E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3281E-03	0.00E+00
34	ALL	251408.36	4063375.57	5.5996E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.3079E-04	0.00E+00
35	ALL	251487.54	4063408.15	7.9994E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	6.1541E-04	0.00E+00
36	ALL	251575.18	4063438.62	1.0636E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.1824E-04	0.00E+00
37	ALL	251676.28	4063511.07	1.4354E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1043E-03	0.00E+00
38	ALL	251711.65	4063592.92	1.6738E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2877E-03	0.00E+00
39	ALL	251711.03	4063674.77	1.5148E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1653E-03	0.00E+00
40	ALL	251747.03	4063361.78	4.2082E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.2374E-04	0.00E+00
41	ALL	251316.52	4063365.73	3.6784E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8299E-04	0.00E+00
42	ALL	251210.54	4063369.67	3.3898E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.6079E-04	0.00E+00
43	ALL	251110.47	4063277.13	3.4157E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.6278E-04	0.00E+00
			4063311.61				
44 45	ALL ALL	251499.56 251590.79	4063311.61	4.8409E-07 6.5903E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd InhSoilDermMMilkCrops	3.7242E-04 5.0701E-04	0.00E+00 0.00E+00
45 46	ALL	251590.79	4063346.09	8.1568E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.2752E-04	0.00E+00 0.00E+00
47	ALL	251082.02	40633442.57	9.9663E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.6673E-04	0.00E+00 0.00E+00
48	ALL	251746.98	40635442.57	1.1679E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.9848E-04	0.00E+00 0.00E+00
48 49	ALL	251785.67	4063532.10	1.16/9E-06 1.0946E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.4210E-04	0.00E+00 0.00E+00
50	ALL	251312.68	4063821.82	2.7421E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.1095E-04	0.00E+00 0.00E+00
51	ALL	251312.66	4063261.80	2.7421E-07 2.5619E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops		0.00E+00 0.00E+00
31	ALL	231212.01	+003203.80	2.30131-07	1.511 cancer right in _initsoliber mivilylikerops	1.9709E-04	0.00L+00

52	ALL	251112.53	4063269.75	2.4718E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.9016E-04	0.00E+00
53	ALL	250750.28	4063734.07	7.8343E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.0271E-04	0.00E+00
54	ALL	250786.04	4063639.07	6.8737E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.2881E-04	0.00E+00
55 56	ALL	250821.79	4063544.07	5.2759E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.0589E-04	0.00E+00
56	ALL	250885.80 250978.07	4063475.42 4063433.12	4.2815E-07 3.8416E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.2938E-04 2.9554E-04	0.00E+00 0.00E+00
57 58	ALL ALL	250978.07	4063433.12	1.1887E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.1446E-04	0.00E+00 0.00E+00
59	ALL	250649.21	4063740.09	5.8939E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.5343E-04	0.00E+00
60	ALL	250682.73	4063651.03	5.5371E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.2598E-04	0.00E+00
61	ALL	250716.25	4063561.97	4.7769E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.6750E-04	0.00E+00
62	ALL	250749.77	4063472.91	3.7717E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.9016E-04	0.00E+00
63	ALL	250809.78	4063408.55	3.2027E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.4639E-04	0.00E+00
64	ALL	250896.28	4063368.89	2.8738E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.2109E-04	0.00E+00
65	ALL	250982.78	4063329.23	2.6640E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.0495E-04	0.00E+00
66	ALL	250634.10	4063838.44	6.7736E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.2111E-04	0.00E+00
67	ALL	250637.38	4063946.07	8.3282E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.4070E-04	0.00E+00
68	ALL	251100.51	4064315.37	7.1077E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4681E-04	0.00E+00
69	ALL	251016.32	4064272.32	9.5637E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	7.3576E-04	0.00E+00
70	ALL	250932.12	4064229.27	1.1810E-06	1.5YrCancerHighEnd InhSoilDermMMilkCrops	9.0859E-04	0.00E+00
71	ALL	250847.92	4064186.21	1.2970E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.9778E-04	0.00E+00
72	ALL	250800.49	4064117.70	1.4589E-06	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.1224E-03	0.00E+00
73	ALL	251192.40	4064335.92	5.4742E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	4.2114E-04	0.00E+00
74	ALL	251281.48	4064325.84	4.7667E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	3.6671E-04	0.00E+00
75	ALL	251102.49	4064415.35	4.4752E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.4428E-04	0.00E+00
76	ALL	251018.30	4064372.30	5.9452E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.5738E-04	0.00E+00
77	ALL	250934.10	4064329.25	7.4857E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.7590E-04	0.00E+00
78	ALL	250849.90	4064286.19	8.7343E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.7195E-04	0.00E+00
79	ALL	250765.71	4064243.14	9.4102E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.2395E-04	0.00E+00
80	ALL	250718.27	4064174.63	1.0560E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.1241E-04	0.00E+00
81	ALL	250707.60	4064080.67	1.1673E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.9807E-04	0.00E+00
82	ALL	250696.93	4063986.71	1.0828E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.3306E-04	0.00E+00
83	ALL	250686.25	4063892.75	8.9217E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.8636E-04	0.00E+00
84	ALL	250675.58	4063798.78	7.0926E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4565E-04	0.00E+00
85	ALL	251194.38	4064435.90	3.5504E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.7314E-04	0.00E+00
86	ALL	251293.97	4064433.92	2.9745E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.2884E-04	0.00E+00
87	ALL	251393.55	4064431.95	2.4941E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.9187E-04	0.00E+00
88	ALL	251472.38	4063724.17	8.9832E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.9110E-03	0.00E+00
89	ALL	251473.87	4063705.27	7.6175E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.8603E-03	0.00E+00
90	ALL	251471.88	4063668.95	5.6106E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.3163E-03	0.00E+00
91	ALL	251467.90	4063551.80	2.0914E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6089E-03	0.00E+00
92	ALL	251405.96	4063570.45	2.2316E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.7168E-03	0.00E+00
93	ALL	251385.57	4063551.30	1.7933E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3796E-03	0.00E+00
94	ALL	251474.54	4063431.36	9.0152E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.9356E-04	0.00E+00
95	ALL	251475.81	4063417.20	8.2767E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.3675E-04	0.00E+00
96	ALL	251471.79	4063390.13	6.9994E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.3848E-04	0.00E+00
97	ALL	251481.30	4063383.16	6.8399E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.2621E-04	0.00E+00
98	ALL	251471.79	4063376.18	6.4659E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.9744E-04	0.00E+00
99	ALL	251472.00	4063367.09	6.1502E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.7315E-04	0.00E+00
100	ALL	251396.31	4063445.74	8.2203E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.3241E-04	0.00E+00
101	ALL	251383.41	4063445.32	7.9035E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.0803E-04	0.00E+00
102	ALL	251521.05	4063429.67	9.5993E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.3849E-04	0.00E+00
103	ALL	251521.48	4063419.52	9.0388E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.9538E-04	0.00E+00
104	ALL	251553.09	4063527.74	1.7995E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3844E-03	0.00E+00
105	ALL	251552.49	4063511.24	1.6239E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2493E-03	0.00E+00
106	ALL	251533.28	4063510.94	1.6192E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2457E-03	0.00E+00
107	ALL	251467.58	4063531.34	1.7853E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3734E-03	0.00E+00
108	ALL	251495.48 251570 70	4063533.14 4063520.24	1.8534E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4259E-03	0.00E+00 0.00E+00
109 110	ALL ALL	251579.79 251581.89	4063520.24	1.6965E-06 1.5797E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3051E-03 1.2153E-03	0.00E+00 0.00E+00
110	ALL	251581.89 251656.29	4063507.94	1.0219E-06	1.5YrCancerHighEnd_InnSoilDermMMilkCrops 1.5YrCancerHighEnd_InnSoilDermMMilkCrops	1.2153E-03 7.8615E-04	0.00E+00 0.00E+00
111 112	ALL	251556.29	4063429.03	1.0219E-06 1.1203E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.8615E-04 8.6188E-04	0.00E+00 0.00E+00
	ALL			9.7693E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops		0.00E+00 0.00E+00
113 114	ALL	251655.99 251769.83	4063419.43 4063416.82	9.7693E-07 8.8604E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.5157E-04 6.8165E-04	0.00E+00 0.00E+00
114	ALL	251709.85	4063416.82	8.5056E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	6.5435E-04	0.00E+00 0.00E+00
116	ALL	251795.25	4063414.70	7.3026E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.6181E-03	0.00E+00 0.00E+00
117	ALL	251422.90	4063957.20	4.9780E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.8297E-03	0.00E+00 0.00E+00
118	ALL	251355.08	4063937.33	6.6183E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.0916E-03	0.00E+00
119	ALL	251335.03	4063985.55	7.7738E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.9806E-03	0.00E+00
120	ALL	251407.73	4064058.90	1.5774E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2135E-03	0.00E+00
			,				

ALL	251426.03	4064065.51	1.3297E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0230E-03	0.00E+00
ALL	251427.83	4064076.01	1.2140E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.3394E-04	0.00E+00
ALL	251421.34	4064100.09	1.0592E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.1487E-04	0.00E+00
ALL	251431.96	4064108.12	9.5226E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.3260E-04	0.00E+00
ALL	251431.75	4064099.01	1.0115E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.7814E-04	0.00E+00
ALL	251377.11	4064117.44	1.1728E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.0229E-04	0.00E+00
ALL	251427.84	4064139.77	8.0047E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.1582E-04	0.00E+00
ALL	251425.89	4064130.45	8.5285E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.5612E-04	0.00E+00
ALL	251437.60	4064128.71	8.1906E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.3012E-04	0.00E+00
ALL	251442.01	4064153.19	7.0341E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4115E-04	0.00E+00
ALL	251429.79	4064167.76	6.8087E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.2380E-04	0.00E+00
ALL	251423.21	4064173.87	6.7550E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.1968E-04	0.00E+00
ALL	251392.66	4064185.78	7.1041E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4654E-04	0.00E+00
ALL	251430.10	4064186.09	6.1931E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.7645E-04	0.00E+00
ALL	251421.48	4064186.09	6.3800E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.9083E-04	0.00E+00
ALL	251280.01	4064312.85	5.0857E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.9126E-04	0.00E+00
ALL	251254.80	4064290.65	6.0142E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.6269E-04	0.00E+00
ALL	251271.00	4064286.74	5.9146E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.5502E-04	0.00E+00
ALL	251380.24	4064290.05	4.4242E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.4036E-04	0.00E+00
ALL	251374.24	4064324.56	3.8741E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.9804E-04	0.00E+00
ALL	251373.04	4064311.35	4.1074E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1599E-04	0.00E+00
ALL	251497.58	4064233.03	3.9628E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.0487E-04	0.00E+00
ALL	251496.68	4064221.92	4.1444E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1883E-04	0.00E+00
ALL	251511.09	4064227.62	3.8234E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.9414E-04	0.00E+00
ALL	251527.29	4064233.63	3.5120E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.7019E-04	0.00E+00
ALL	251524.59	4064221.92	3.6962E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8436E-04	0.00E+00
ALL	251494.72	4064278.46	3.4181E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.6297E-04	0.00E+00
ALL	251496.00	4064258.31	3.6448E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8040E-04	0.00E+00
ALL	251510.03	4064257.29	3.4619E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.6633E-04	0.00E+00
ALL	251526.86	4064257.54	3.2479E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.4987E-04	0.00E+00
ALL	251612.98	4064260.98	2.3660E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.8202E-04	0.00E+00
ALL	250773.31	4063447.18	3.5490E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.7304E-04	0.00E+00
ALL	250909.68	4064317.38	7.8747E-07		6.0582E-04	0.00E+00
ALL	250904.38	4064270.76	9.6074E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.3912E-04	0.00E+00
ALL	250885.67	4064329.39	7.4721E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.7485E-04	0.00E+00
ALL	250867.66	4064335.04	7.2801E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.6007E-04	0.00E+00
	ALL	ALL 251427.83 ALL 251421.34 ALL 251431.96 ALL 251431.75 ALL 251377.11 ALL 251427.84 ALL 251425.89 ALL 251429.79 ALL 251420.1 ALL 251420.10 ALL 251420.10 ALL 251420.10 ALL 251420.10 ALL 251420.10 ALL 251430.10 ALL 251430.10 ALL 251430.10 ALL 251430.10 ALL 251430.10 ALL 251430.10 ALL 251421.48 ALL 251380.24 ALL 251373.04 ALL 251373.04 ALL 251374.24 ALL 251374.24 ALL 251374.24 ALL 251374.24 ALL 251497.58 ALL 251497.58 ALL 251497.58 ALL 251497.58 ALL 251527.29 ALL 251527.29 ALL 251520.03 ALL 251520.03 ALL 251520.03 ALL 251520.03 ALL 251510.03 ALL 251510.03 ALL 251520.86 ALL 250909.68	ALL 251427.83 4064076.01 ALL 251421.34 4064100.09 ALL 251431.96 4064099.01 ALL 251377.11 4064117.44 ALL 251427.84 4064139.77 ALL 251425.89 4064130.45 ALL 251426.01 4064153.19 ALL 251429.79 4064167.76 ALL 251423.21 4064173.87 ALL 251423.21 4064185.78 ALL 251430.10 4064186.09 ALL 251421.48 4064186.09 ALL 251280.01 4064312.85 ALL 251280.01 406420.05 ALL 251374.24 4064290.05 ALL 251374.24 406429.05 ALL 251374.24 406429.05 ALL 251374.24 4064233.03 ALL 251497.58 4064231.03 ALL 251496.68 406421.92 ALL 251527.29 4064231.63 ALL 251496.68 4064221.92 ALL 251527.29 4064233.63 ALL 251496.68 406427.62 ALL 251527.29 4064233.63 ALL 251496.00 4064258.31 ALL 251496.00 4064258.31 ALL 251510.03 4064257.29 ALL 251510.03 4064257.29 ALL 251512.98 406420.98 ALL 250909.68 4064317.38 ALL 250909.68 4064317.38 ALL 250909.68 4064270.76 ALL 250904.38 4064270.76 ALL 25085.67 4064329.39	ALL 251427.83 4064076.01 1.2140E-06 ALL 251421.34 4064100.09 1.0592E-06 ALL 251431.96 4064108.12 9.5226E-07 ALL 251431.75 4064099.01 1.0115E-06 ALL 251377.11 4064117.44 1.1728E-06 ALL 251427.84 4064139.77 8.0047E-07 ALL 251425.89 4064130.45 8.5285E-07 ALL 251437.60 4064128.71 8.1906E-07 ALL 251429.79 4064167.76 6.8087E-07 ALL 251423.21 4064173.87 6.7550E-07 ALL 251430.10 4064186.09 6.1931E-07 ALL 251421.48 4064186.09 6.3800E-07 ALL 251421.48 4064186.09 6.3800E-07 ALL 251280.01 4064312.85 5.0857E-07 ALL 251254.80 4064290.65 6.0142E-07 ALL 251370.04 4064286.74 5.9146E-07 ALL 251374.24 4064290.05 4.4242E-07 ALL 251374.24 406421.35 4.1074E-07 ALL 251496.68 406421.92 4.1444E-07 ALL 251496.68 406421.92 4.1444E-07 ALL 251527.29 4064233.03 3.9628E-07 ALL 251524.59 4064221.92 4.1444E-07 ALL 251527.29 4064233.63 3.5120E-07 ALL 251524.59 4064221.92 3.6962E-07 ALL 251526.86 4064257.54 3.2479E-07 ALL 251510.03 4064257.59 3.4619E-07 ALL 251526.86 4064257.54 3.2479E-07 ALL 251520.03 4064257.59 3.4619E-07 ALL 251520.03 4064257.59 3.4619E-07 ALL 251510.03 4064257.59 3.4619E-07 ALL 251510.03 4064257.59 3.4619E-07 ALL 251520.04 4064258.31 3.6448E-07 ALL 251520.03 4064257.59 3.4619E-07 ALL 251520.03 4064257.59 3.4619E-07 ALL 251520.03 4064257.59 3.4619E-07 ALL 251520.03 4064257.54 3.2479E-07 ALL 251520.03 4064257.59 3.4619E-07	ALL 251421.34 4064100.09 1.0592E-06 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251431.96 4064108.12 9.5226E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251431.75 4064099.01 1.0115E-06 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251377.11 4064117.44 1.1728E-06 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251427.84 4064139.77 8.0047E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251425.89 4064130.45 8.5285E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251431.60 4064128.71 8.1906E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251432.01 4064153.19 7.0341E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251429.79 4064167.76 6.8087E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251423.21 4064173.87 6.7550E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251433.21 4064185.78 7.1041E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251431.01 4064186.09 6.1931E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251421.48 4064186.09 6.3800E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251280.01 4064321.85 5.0857E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251271.00 4064286.74 5.9146E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251373.04 4064290.05 4.4242E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251373.04 4064291.05 4.4242E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251374.24 4064291.05 4.4242E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251374.04 4064231.33 3.9628E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251374.04 4064231.35 4.1074E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251496.68 4064221.92 4.1444E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251496.08 4064286.74 5.9146E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251511.09 4064278.46 3.8741E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251510.03 4064278.69 3.8062E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 251510.03 4064278.46 3.4181E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 25150.03 4064270.76 9.6064270.76 1.5YrCancerHighEnd_InhSoilDermMMilkCrops ALL 25150.33 4064270.76 9.6064270.76 1.5YrC	ALL 251427.83 4064076.01 1.2140E-06 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 9.3394E-04 ALL 251421.34 4064100.09 1.0592E-06 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 8.1487E-04 ALL 251431.75 4064099.01 1.0115E-06 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 7.7814E-04 ALL 251377.11 4064197.47 1.015E-06 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 9.0229E-04 ALL 251472.89 4064130.45 8.5285E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 6.1582E-04 ALL 251437.60 4064128.71 8.1906E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 6.5612E-04 ALL 251432.97 4064133.19 7.0341E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 6.3012E-04 ALL 251429.79 4064167.76 6.8087E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 5.2380E-04 ALL 251432.31 4064173.87 7.0750E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrops 5.1968E-04 ALL 251430.10 4064186.09 6.1931E-07 1.5YrCancerHighEnd_InhSoilDermMMilkCrop

Unmitigated Construction

Francoura Cooncrio	Maximum Cancer Risk	Chronic	Acute
Exposure Scenario	(Risk per Million)	Non-Cancer Hazard Index	Non-Cancer Hazard Index
At the Construction MER			
Construction at the Construction MER (Receptor #26)	9.90	0.0076	0.0000
Operations at the Construction MER (Receptor #26)*	10.59	0.0027	0.0000
Combined 70-Year Exposure Scenario for Construction			
+ Operations at the Construction MER	20.49	0.0103	0.0000
At the Operational MER			
Construction at the Operational MER (Receptor #88)	8.98	0.0069	0.0000
Operations at the Operational MER (Receptor #88)*	11.31	0.0029	0.0000
Combined 70-Year Exposure Scenario for Construction			
+ Operations at the Operational MER	20.29	0.0098	0.0000
Note: *Starting after the construction period.			

HARP2 - HRACalc (dated 22118) 5/25/2023 4:30:22 PM - Output Log

RISK SCENARIO SETTINGS

Receptor Type: Resident

Scenario: All

Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25

Total Exposure Duration: 1.5

Exposure Duration Bin Distribution

3rd Trimester Bin: 0.25

0<2 Years Bin: 1.5
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0</pre>

PATHWAYS ENABLED

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

Inhalation: True

Soil: True Dermal: True

Mother's milk: True

Water: False Fish: False

Homegrown crops: True

Beef: False Dairy: False Pig: False Chicken: False Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

,

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02 Soil mixing depth (m): 0.01

Dermal climate: Mixed

Household type: HouseholdsthatGarden

Fraction leafy: 0.137 Fraction exposed: 0.137 Fraction protected: 0.137

Fraction root: 0.137

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details. Tier2 - What was changed: ED or start age changed

Calculating cancer risk

Cancer risk breakdown by pollutant and receptor saved to: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConCancerRisk.csv

Cancer risk total by receptor saved to: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConCancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConNCChronicRisk.csv

Chronic risk total by receptor saved to: $F:\Move\0014-024\HARP\TRANSPORT\ CONSTRUCTION\hra\Unmit ConNCChronicRiskSumByRec.csv$

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConNCAcuteRisk.csv

Acute risk total by receptor saved to: F:\Move\0014-024\HARP\TRANSPORT CONSTRUCTION\hra\Unmit ConNCAcuteRiskSumByRec.csv

HRA ran successfully

Health Risk Assessment

Mitigated Construction Tier 4 Equipment Scenario

Central Transport Regional Facility (Mitigated Construction - Tier 4 Scenario)

Project Site - Construction DPM Emissions as PM10 Exhaust

Estimation of Annual Onsite Construction Emissions

Start of Construction	7/1/2023	
End of Construction	7/31/2024	Total
Number of Days	396	396
Number of Hours	9,504	9,504
Number of Years	1.08	

Size of the construction area source: 61,767.4 sq-meters

Year		Tier 4 Mitigated
	On-site Construction	On-site DPM
	Activity	(pounds)
2023	On-site Site Preparation	2.9880
2023	On-site Grading	6.3064
2023	On-site Building Construction	6.3237
2024	On-site Building Construction	15.8731
2024	On-site Paving	2.6556
2024	On-site Architectural Coating	0.5864

Total Tier 4 Mitigated DPM (On-site) 34.7331 pounds

Average Emission 1.577E+04 grams
4.609E-04 grams/sec
7.462E-09 grams/m2-sec

Tons/Construction Period 3	34.7331
Pounds/Construction Period 3	34.7331
Pounds/Day	0.0877
Pounds/Hour (lbs/hr)	0.0037
Average Pounds per Year (lbs/yr)	22.8045

Central Transport Regional Facility (Mitigated Construction - Tier 4 Scenario)

Estimation of Annual Offsite Construction DPM Emissions (Tier 4 Mitigated Construction - No Change Compared to Unmitigated)

Start of Construction		7/1/2023					T-4-1
End of Construction Number of Days		7/31/2024 396					Total 396
Number of Hours		9,504					9,504
ramber er rieure		0,001					0,001
	2023	2023	2023	2024	2024	2024	
			Building	Building		Architectural	Total
Construction Trip Type	Site Preparation	Grading	Construction	Construction	Paving	Coating	(pounds
Total (pounds)	0.00099	0.02356	0.26645	0.714390239	0.03075	0.63738	1.67352
	Haul Truck	Vendor Truck	Worker	Total			
Site Preparation	0.00	0.00	17.50	17.50			
Grading	0.00	2.00	22.50	24.50			
Building Construction	0.00	14.37	34.96	49.34			
Paving	0.00	4.00	15.00	19.00			
Architectural Coating	0.00	0.00	6.99	6.99			
Total	0.00	20.37	96.96	117.33			
rotai	0.00	20.01	00.00	111.00			
	Haul Truck	Vendor Truck	Worker	Total			
	(pounds)	(pounds)	(pounds)	(pounds)			
Total DPM	0.000E+00	2.906E-01	1.383E+00	1.674E+00			
Average Emissions							
Grams	0.000E+00	1.319E+02	6.278E+02				
Grams/sec	0.000E+00	3.856E-06	1.835E-05				
Default Distance	20	8.53	11.41	Default Vehicle	Travel Distan	ce in CalEEMod	
Vehicle Travel Distances in	the Construction	HRA (miles)					
Road Segment 1 (mi)	0.63	0.63	0.63	miles			
Trip Distribution (percent)							
Off-site Road Segment 1	100.0%	100.0%	100.0%	off-site			
Total Average Offsite Vehic	le Emissions Alor	ng Travel Distance	e (a/sec)	Total			
Road Segment 1	0.000E+00	2.859E-07	1.017E-06	1.303E-06			
	Grams/sec	Pounds/Hour	Pounds/Day	Pounds/year	Tons/year		
Road Segment 1	1.303E-06	1.034E-05	2.482E-04	9.060E-02	4.530E-05		

Health Risk Summary - Tier 4 Mitigated Construction (Summary of HARP2 Results)

Central Transport Regional Facility (Mitigated Construction - Tier 4 Scenario)

		Cancer	MAXHI	MAXHI
	RISK_SUM	Risk/million	NonCancer Chronic	Acute
Maximum Risk	1.637E-06	1.64	1.260E-03	0.00E+00
	Х	Υ		
MEI UTM	251417.25	4063705.56		
Receptor #	26			

*HARP - HRACalc v22118 11/12/2024 11:16:20 PM - Cancer Risk - Input File: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4HRAInput.hra *HARP - HRACalc v22118 11/12/2024 11:16:20 PM - Chronic Risk - Input File: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4HRAInput.hra *HARP - HRACalc v22118 11/12/2024 11:16:20 PM - Acute Risk - Input File: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4HRAInput.hra

						MAXHI	MAXHI
REC	GRP	Х	Υ	RISK_SUM	SCENARIO	NonCancerChronic	Acute
1	ALL	251764.75	4063976.15	6.4275E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.9448E-05	0.00E+00
2	ALL	251726.96	4064070.11	4.7611E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.6628E-05	0.00E+00
3	ALL	251689.18	4064164.07	3.9417E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.0324E-05	0.00E+00
4	ALL	251623.83	4064231.20	4.1590E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1996E-05	0.00E+00
5	ALL	251513.84	4064275.85	5.7890E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.4536E-05	0.00E+00
6	ALL	251438.02	4064311.82	6.8342E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.2577E-05	0.00E+00
7	ALL	251783.23	4063871.66	1.0640E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.1854E-05	0.00E+00
8	ALL	251782.81	4063814.14	1.4164E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0897E-04	0.00E+00
9	ALL	251782.40	4063756.63	1.7680E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.3602E-04	0.00E+00
10	ALL	251863.39	4063978.79	4.4965E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.4592E-05	0.00E+00
11	ALL	251843.15	4064029.13	3.8432E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.9566E-05	0.00E+00
12	ALL	251822.91	4064079.46	3.3761E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.5973E-05	0.00E+00
13	ALL	251802.67	4064129.80	3.0462E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.3435E-05	0.00E+00
14	ALL	251782.43	4064180.13	2.7999E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.1540E-05	0.00E+00
15	ALL	251762.18	4064230.47	2.6120E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0094E-05	0.00E+00
16	ALL	251692.17	4064302.39	2.7554E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.1198E-05	0.00E+00
17	ALL	251642.40	4064323.99	3.0863E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.3743E-05	0.00E+00
18	ALL	251592.63	4064345.58	3.4304E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.6391E-05	0.00E+00
19	ALL	251542.86	4064367.17	3.7412E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8782E-05	0.00E+00
20	ALL	251493.09	4064388.77	3.9847E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.0655E-05	0.00E+00
21	ALL	251443.32	4064410.36	4.1273E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1752E-05	0.00E+00
22	ALL	251883.64	4063928.46	5.3562E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.1207E-05	0.00E+00
23	ALL	251883.22	4063870.94	7.0551E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4277E-05	0.00E+00
24	ALL	251882.81	4063813.42	9.0456E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.9590E-05	0.00E+00
25	ALL	251882.40	4063755.91	1.1063E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.5113E-05	0.00E+00
26	ALL	251417.25	4063705.56	1.6373E-06	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.2596E-03	0.00E+00
27	ALL	251417.92	4063681.40	1.1889E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.1464E-04	0.00E+00
28	ALL	251416.49	4063663.79	9.6554E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.4281E-04	0.00E+00
29	ALL	251412.99	4063623.41	6.2629E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.8182E-04	0.00E+00
30	ALL	251498.72	4063668.40	8.4730E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.5185E-04	0.00E+00
31	ALL	251353.54	4063571.62	3.2977E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.5370E-04	0.00E+00
32	ALL	251477.29	4063553.03	3.5818E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.7556E-04	0.00E+00
33	ALL	251369.81	4063551.70	2.8804E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.2159E-04	0.00E+00
34	ALL	251408.36	4063375.57	1.0186E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	7.8361E-05	0.00E+00
35	ALL	251487.54	4063408.15	1.3723E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0557E-04	0.00E+00
36	ALL	251575.18	4063438.62	1.7668E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3593E-04	0.00E+00
37	ALL	251676.28	4063511.07	2.3691E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8226E-04	0.00E+00
38	ALL	251711.65	4063592.92	2.7595E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.1230E-04	0.00E+00
39	ALL	251747.03	4063674.77	2.4971E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.9211E-04	0.00E+00
40	ALL	251316.62	4063361.78	7.0486E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4226E-05	0.00E+00
41	ALL	251216.54	4063365.73	6.1055E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.6971E-05	0.00E+00
42	ALL	251116.47	4063369.67	5.6090E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	4.3151E-05	0.00E+00
43	ALL	251408.33	4063277.13	5.7251E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	4.4044E-05	0.00E+00
44	ALL	251499.56	4063311.61	8.2465E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.3442E-05	0.00E+00
45	ALL	251590.79	4063346.09	1.0973E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.4420E-05	0.00E+00
46	ALL	251682.02	4063380.57	1.3493E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.0381E-04	0.00E+00
47	ALL	251746.98	4063442.57	1.6449E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.2654E-04	0.00E+00
48	ALL	251785.67	4063532.10	1.9256E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4814E-04	0.00E+00
49	ALL	251824.36	4063621.62	1.8045E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3882E-04	0.00E+00
50	ALL	251312.68	4063261.86	4.5584E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	3.5069E-05	0.00E+00
51	ALL	251212.61	4063265.80	4.2464E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.2668E-05	0.00E+00
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F2	A1.1	251112 52	4062260.75	4 00005 00	1 FVsComposition Food ImpCoilDosmoNANAillsCropp	2 4 4 5 7 5 0 5	0.005.00
52 53	ALL ALL	251112.53 250750.28	4063269.75 4063734.07	4.0890E-08 1.2901E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1457E-05 9.9252E-05	0.00E+00 0.00E+00
54	ALL	250786.04	4063639.07	1.1322E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	8.7103E-05	0.00E+00
55	ALL	250821.79	4063544.07	8.6946E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.6889E-05	0.00E+00
56	ALL	250885.80	4063475.42	7.0609E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4321E-05	0.00E+00
57	ALL	250978.07	4063433.12	6.3421E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	4.8791E-05	0.00E+00
58	ALL	250737.34	4063943.02	1.9563E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5050E-04	0.00E+00
59	ALL	250649.21	4063740.09	9.7074E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.4681E-05	0.00E+00
60	ALL	250682.73	4063651.03	9.1204E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.0165E-05	0.00E+00
61	ALL	250716.25	4063561.97	7.8700E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.0546E-05	0.00E+00
62	ALL	250749.77	4063472.91	6.2167E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.7827E-05	0.00E+00
63	ALL	250809.78	4063408.55	5.2818E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.0634E-05	0.00E+00
64	ALL	250896.28	4063368.89	4.7432E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.6490E-05	0.00E+00
65	ALL	250982.78	4063329.23	4.4007E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.3855E-05	0.00E+00
66	ALL	250634.10	4063838.44	1.1154E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.5811E-05	0.00E+00
67	ALL	250637.38	4063946.07	1.3710E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0548E-04	0.00E+00
68	ALL	251100.51	4064315.37	1.1738E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.0301E-05	0.00E+00
69 70	ALL ALL	251016.32 250932.12	4064272.32 4064229.27	1.5764E-07 1.9449E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2128E-04 1.4963E-04	0.00E+00 0.00E+00
70	ALL	250847.92	4064186.21	2.1349E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6424E-04	0.00E+00
72	ALL	250800.49	4064117.70	2.4008E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.8470E-04	0.00E+00
73	ALL	251192.40	4064335.92	9.0721E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.9794E-05	0.00E+00
74	ALL	251281.48	4064325.84	7.9537E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	6.1190E-05	0.00E+00
75	ALL	251102.49	4064415.35	7.4019E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.6944E-05	0.00E+00
76	ALL	251018.30	4064372.30	9.8122E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.5488E-05	0.00E+00
77	ALL	250934.10	4064329.25	1.2339E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.4926E-05	0.00E+00
78	ALL	250849.90	4064286.19	1.4386E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1068E-04	0.00E+00
79	ALL	250765.71	4064243.14	1.5493E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1919E-04	0.00E+00
80	ALL	250718.27	4064174.63	1.7381E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3372E-04	0.00E+00
81	ALL	250707.60	4064080.67	1.9211E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4780E-04	0.00E+00
82	ALL	250696.93	4063986.71	1.7822E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3711E-04	0.00E+00
83	ALL	250686.25	4063892.75	1.4687E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1299E-04	0.00E+00
84	ALL	250675.58	4063798.78	1.1680E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.9855E-05	0.00E+00
85 86	ALL	251194.38	4064435.90	5.8913E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.5323E-05	0.00E+00
86 87	ALL ALL	251293.97 251393.55	4064433.92 4064431.95	4.9631E-08 4.1879E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.8182E-05 3.2218E-05	0.00E+00 0.00E+00
88	ALL	251472.38	4064431.93	1.4883E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1450E-03	0.00E+00
89	ALL	251473.87	4063725.27	1.2631E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.7175E-04	0.00E+00
90	ALL	251471.88	4063668.95	9.3364E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.1827E-04	0.00E+00
91	ALL	251467.90	4063551.80	3.5537E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.7340E-04	0.00E+00
92	ALL	251405.96	4063570.45	3.7528E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8871E-04	0.00E+00
93	ALL	251385.57	4063551.30	3.0032E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.3104E-04	0.00E+00
94	ALL	251474.54	4063431.36	1.5637E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2030E-04	0.00E+00
95	ALL	251475.81	4063417.20	1.4375E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1059E-04	0.00E+00
96	ALL	251471.79	4063390.13	1.2310E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.4700E-05	0.00E+00
97	ALL	251481.30	4063383.16	1.1864E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.1272E-05	0.00E+00
98	ALL	251471.79	4063376.18	1.1400E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.7706E-05	0.00E+00
99	ALL	251472.00	4063367.09	1.0853E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.3496E-05	0.00E+00
100 101	ALL ALL	251396.31 251383.41	4063445.74 4063445.32	1.4230E-07 1.3534E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0948E-04 1.0412E-04	0.00E+00 0.00E+00
101	ALL	251583.41	4063443.32	1.6114E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2397E-04	0.00E+00
102	ALL	251521.03	4063419.52	1.5114E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.1683E-04	0.00E+00
104	ALL	251553.09	4063527.74	2.9826E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	2.2946E-04	0.00E+00
105	ALL	251552.49	4063511.24	2.6938E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0724E-04	0.00E+00
106	ALL	251533.28	4063510.94	2.6924E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0714E-04	0.00E+00
107	ALL	251467.58	4063531.34	3.0493E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.3459E-04	0.00E+00
108	ALL	251495.48	4063533.14	3.1034E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.3875E-04	0.00E+00
109	ALL	251579.79	4063520.24	2.8075E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.1599E-04	0.00E+00
110	ALL	251581.89	4063507.94	2.6151E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0118E-04	0.00E+00
111	ALL	251656.29	4063429.03	1.6900E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3002E-04	0.00E+00
112	ALL	251522.48	4063454.54	1.8754E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4428E-04	0.00E+00
113	ALL	251655.99	4063419.43	1.6161E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2433E-04	0.00E+00
114	ALL	251769.83	4063416.82	1.4624E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1251E-04	0.00E+00
115 116	ALL ALL	251795.25 251395.34	4063414.70 4063957.20	1.4035E-07 1.2056E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0798E-04 9.2751E-04	0.00E+00 0.00E+00
116 117	ALL	251395.34 251422.90	4063957.20	8.2792E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops 1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.2751E-04 6.3693E-04	0.00E+00 0.00E+00
118	ALL	251355.08	4063937.33	1.0908E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.3920E-04	0.00E+00
119	ALL	251335.03	4063985.55	1.2802E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.8486E-04	0.00E+00
120	ALL	251407.73	4064058.90	2.6573E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0443E-04	0.00E+00
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121	ALL	251426.03	4064065.51	2.2833E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.7566E-04	0.00E+00
122	ALL	251427.83	4064076.01	2.0972E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6134E-04	0.00E+00
123	ALL	251421.34	4064100.09	1.8255E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4044E-04	0.00E+00
124	ALL	251431.96	4064108.12	1.6765E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2898E-04	0.00E+00
125	ALL	251431.75	4064099.01	1.7740E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3648E-04	0.00E+00
126	ALL	251377.11	4064117.44	1.9659E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5124E-04	0.00E+00
127	ALL	251427.84	4064139.77	1.4123E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0865E-04	0.00E+00
128	ALL	251425.89	4064130.45	1.4943E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1496E-04	0.00E+00
129	ALL	251437.60	4064128.71	1.4757E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1353E-04	0.00E+00
130	ALL	251442.01	4064153.19	1.3019E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0016E-04	0.00E+00
131	ALL	251429.79	4064167.76	1.2184E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.3737E-05	0.00E+00
132	ALL	251423.21	4064173.87	1.1936E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.1830E-05	0.00E+00
133	ALL	251392.66	4064185.78	1.2132E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.3336E-05	0.00E+00
134	ALL	251430.10	4064186.09	1.1164E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.5886E-05	0.00E+00
135	ALL	251421.48	4064186.09	1.1277E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.6759E-05	0.00E+00
136	ALL	251280.01	4064312.85	8.4812E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.5247E-05	0.00E+00
137	ALL	251254.80	4064290.65	9.9956E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.6898E-05	0.00E+00
138	ALL	251271.00	4064286.74	9.8439E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.5731E-05	0.00E+00
139	ALL	251380.24	4064290.05	7.5969E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.8444E-05	0.00E+00
140	ALL	251374.24	4064324.56	6.6304E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.1009E-05	0.00E+00
141	ALL	251373.04	4064311.35	7.0256E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4049E-05	0.00E+00
142	ALL	251497.58	4064233.03	7.3605E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.6626E-05	0.00E+00
143	ALL	251496.68	4064221.92	7.6800E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.9084E-05	0.00E+00
144	ALL	251511.09	4064227.62	6.8855E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.2972E-05	0.00E+00
145	ALL	251527.29	4064233.63	6.1980E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.7683E-05	0.00E+00
146	ALL	251524.59	4064221.92	6.5297E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.0234E-05	0.00E+00
147	ALL	251494.72	4064278.46	6.5131E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.0106E-05	0.00E+00
148	ALL	251496.00	4064258.31	6.8712E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.2862E-05	0.00E+00
149	ALL	251510.03	4064257.29	6.2889E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.8382E-05	0.00E+00
150	ALL	251526.86	4064257.54	5.7459E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.4204E-05	0.00E+00
151	ALL	251612.98	4064260.98	3.9950E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.0734E-05	0.00E+00
152	ALL	250773.31	4063447.18	5.8509E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.5013E-05	0.00E+00
153	ALL	250909.68	4064317.38	1.2977E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.9833E-05	0.00E+00
154	ALL	250904.38	4064270.76	1.5825E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2175E-04	0.00E+00
155	ALL	250885.67	4064329.39	1.2313E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.4727E-05	0.00E+00
156	ALL	250867.66	4064335.04	1.1996E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.2289E-05	0.00E+00

Mitigated Construction (Tier 4 Scenario) Combined with Operations

Exposure Scenario	Maximum Cancer Risk	Chronic	Acute
Exposure Scenario –	(Risk per Million)	Non-Cancer Hazard Index	Non-Cancer Hazard Index
At the Construction MER			
Construction at the Construction MER (Receptor #26)	1.64	0.0013	0.0000
Operations at the Construction MER (Receptor #26)*	10.59	0.0027	0.0000
Combined 70-Year Exposure Scenario for Construction			
+ Operations at the Construction MER	12.23	0.0040	0.0000
At the Operational MER			
Construction at the Operational MER (Receptor #88)	1.49	0.0011	0.0000
Operations at the Operational MER (Receptor #88)*	11.31	0.0029	0.0000
Combined 70-Year Exposure Scenario for Construction			
+ Operations at the Operational MER	12.80	0.0040	0.0000
Note: *Starting after the construction period.			

HARP2 - HRACalc (dated 22118) 11/12/2024 11:16:20 PM - Output Log

RISK SCENARIO SETTINGS

Receptor Type: Resident

Scenario: All

Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25

Total Exposure Duration: 1.5

Exposure Duration Bin Distribution

3rd Trimester Bin: 0.25

0<2 Years Bin: 1.5
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0</pre>

PATHWAYS ENABLED

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

Inhalation: True

Soil: True Dermal: True

Mother's milk: True

Water: False Fish: False

Homegrown crops: True

Beef: False Dairy: False Pig: False Chicken: False Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home 3rd Trimester to 16 years: OFF

16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02 Soil mixing depth (m): 0.01

Dermal climate: Mixed

********** HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden

Fraction leafy: 0.137 Fraction exposed: 0.137 Fraction protected: 0.137

Fraction root: 0.137

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details. Tier2 - What was changed: ED or start age changed

Calculating cancer risk

Cancer risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4CancerRisk.csv

Cancer risk total by receptor saved to: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4CancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: $F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4NCChronicRisk.csv$

Chronic risk total by receptor saved to: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4NCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4NCAcuteRisk.csv

Acute risk total by receptor saved to: F:\HRA\0014-024\HARP\03 - T4 Mit Con\hra\Mit Con T4NCAcuteRiskSumByRec.csv

HRA ran successfully

Health Risk Assessment

Mitigated Construction Level 3 Filters Equipment Scenario

Central Transport Regional Facility (Mitigated Construction - Level 3 Filters Scenario)

Project Site - Construction DPM Emissions as PM10 Exhaust

Estimation of Annual Onsite Construction Emissions

Start of Construction	7/1/2023	
End of Construction	7/31/2024	Total
Number of Days	396	396
Number of Hours	9,504	9,504
Number of Years	1.08	

Size of the construction area source: 61,767.4 sq-meters

Year	On-site Construction	Level 3 Filters Mitigated On-site DPM
	Activity	(pounds)
2023	On-site Site Preparation	8.1228
2023	On-site Grading	8.2214
2023	On-site Building Construction	7.8074
2024	On-site Building Construction	18.9228
2024	On-site Paving	2.8471
2024	On-site Architectural Coating	0.6374

Total Mitigated DPM (On-site)	46.5589	pounds
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Average Emission 2.114E+04 grams
6.178E-04 grams/sec
1.000E-08 grams/m2-sec

Tons/Construction Period	46.5589
Pounds/Construction Period	46.5589
Pounds/Day	0.1176
Pounds/Hour (lbs/hr)	0.0049
Average Pounds per Year (lbs/yr)	30.5690

Central Transport Regional Facility (Mitigated Construction - Level 3 Filters Scenario)

Estimation of Annual Offsite Construction DPM Emissions (Level 3 Filters Mitigated Construction - No Change Compared to Unmitigated)

Start of Construction End of Construction Number of Days Number of Hours		7/1/2023 7/31/2024 396 9,504					Total 396 9,504
	2023	2023	2023	2024	2024	2024	
Construction Trip Type Total (pounds)	Site Preparation 0.00099	Grading 0.02356	Building Construction 0.26645	Building Construction 0.714390239	Paving 0.03075	Architectural Coating 0.63738	Total (pounds) 1.67352
	Haul Truck	Vendor Truck	Worker	Total			
Site Preparation	0.00	0.00	17.50	17.50			
Grading	0.00	2.00	22.50	24.50			
Building Construction	0.00	14.37	34.96	49.34			
Paving	0.00	4.00	15.00	19.00			
Architectural Coating	0.00	0.00	6.99	6.99			
Total	0.00	20.37	96.96	117.33			
Total DPM	Haul Truck (pounds) 0.000E+00	Vendor Truck (pounds) 2.906E-01	Worker (pounds) 1.383E+00	Total (pounds) 1.674E+00			
Average Emissions							
Grams	0.000E+00	1.319E+02	6.278E+02				
Grams/sec	0.000E+00	3.856E-06	1.835E-05				
Default Distance	20	8.53	11.41	Default Vehicle Travel Distance in CalEEMod			
Vehicle Travel Distances in	n the Construction	HRA (miles)					
Road Segment 1 (mi)	0.63	0.63	0.63	miles			
Trip Distribution (percent) Off-site Road Segment 1	100.0%	100.0%	100.0%	off-site			
Total Average Offsite Vehic Road Segment 1	0.000E+00	ng Travel Distance 2.859E-07	e (g/sec) 1.017E-06	Total 1.303E-06			
Road Segment 1	Grams/sec 1.303E-06	Pounds/Hour 1.034E-05	Pounds/Day 2.482E-04	Pounds/year 9.060E-02	Tons/year 4.530E-05		

Health Risk Summary - Level 3 Filters Mitigated Construction (Summary of HARP2 Results)

Central Transport Regional Facility (Mitigated Construction - Level 3 Filters Scenario)

		Cancer	MAXHI	MAXHI
	RISK_SUM	Risk/million	NonCancer Chronic	Acute
Maximum Risk	2.191E-06	2.19	1.685E-03	0.00E+00
	Х	Υ		
MEI UTM	251417.25	4063705.56		
Receptor #	26			

*HARP - HRACalc v22118 11/12/2024 11:46:46 PM - Cancer Risk - Input File: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3HRAInput.hra *HARP - HRACalc v22118 11/12/2024 11:46:46 PM - Chronic Risk - Input File: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3HRAInput.hra *HARP - HRACalc v22118 11/12/2024 11:46:46 PM - Acute Risk - Input File: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3HRAInput.hra

						MAXHI	MAXHI
REC	GRP	Χ	Υ	RISK_SUM	SCENARIO	NonCancerChronic	Acute
1	ALL	251764.75	4063976.15	8.5886E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.6074E-05	0.00E+00
2	ALL	251726.96	4064070.11	6.3515E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.8864E-05	0.00E+00
3	ALL	251689.18	4064164.07	5.2511E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	4.0398E-05	0.00E+00
4	ALL	251623.83	4064231.20	5.5295E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.2539E-05	0.00E+00
5	ALL	251513.84	4064275.85	7.5492E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.8078E-05	0.00E+00
6	ALL	251438.02	4064311.82	8.7600E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	6.7393E-05	0.00E+00
7	ALL	251783.23	4063871.66	1.4236E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.0952E-04	0.00E+00
8	ALL	251782.81	4063814.14	1.8960E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4586E-04	0.00E+00
9	ALL	251782.40	4063756.63	2.3673E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8212E-04	0.00E+00
10	ALL	251863.39	4063978.79	6.0102E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.6238E-05	0.00E+00
11	ALL	251843.15	4064029.13	5.1341E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.9498E-05	0.00E+00
12	ALL	251822.91	4064079.46	4.5080E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	3.4681E-05	0.00E+00
13	ALL	251802.67	4064129.80	4.0660E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1281E-05	0.00E+00
14	ALL	251782.43	4064180.13	3.7365E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8746E-05	0.00E+00
15	ALL	251762.18	4064230.47	3.4859E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.6818E-05	0.00E+00
16	ALL	251692.17	4064302.39	3.6770E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8288E-05	0.00E+00
17	ALL	251642.40	4064323.99	4.1167E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1670E-05	0.00E+00
18	ALL	251592.63	4064345.58	4.5723E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.5176E-05	0.00E+00
19	ALL	251542.86	4064367.17	4.9804E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	3.8315E-05	0.00E+00
20	ALL	251493.09	4064388.77	5.2959E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.0742E-05	0.00E+00
21	ALL	251443.32	4064410.36	5.4869E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	4.2212E-05	0.00E+00
22	ALL	251883.64	4063928.46	7.1632E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.5108E-05	0.00E+00
23	ALL	251883.22	4063870.94	9.4397E-08	1.5YrCancerHighEnd InhSoilDermMMilkCrops	7.2622E-05	0.00E+00
24	ALL	251882.81	4063813.42	1.2107E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.3144E-05	0.00E+00
25	ALL	251882.40	4063755.91	1.4812E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1395E-04	0.00E+00
26	ALL	251417.25	4063705.56	2.1905E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6852E-03	0.00E+00
27	ALL	251417.92	4063681.40	1.5893E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2227E-03	0.00E+00
28	ALL	251416.49	4063663.79	1.2900E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.9242E-04	0.00E+00
29	ALL	251412.99	4063623.41	8.3551E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.4278E-04	0.00E+00
30	ALL	251498.72	4063668.40	1.1334E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.7193E-04	0.00E+00
31	ALL	251353.54	4063571.62	4.4064E-07	1.5YrCancerHighEnd InhSoilDermMMilkCrops	3.3899E-04	0.00E+00
32	ALL	251477.29	4063553.03	4.7652E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.6660E-04	0.00E+00
33	ALL	251369.81	4063551.70	3.8435E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.9569E-04	0.00E+00
34	ALL	251408.36	4063375.57	1.3253E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0196E-04	0.00E+00
35	ALL	251487.54	4063408.15	1.8160E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3971E-04	0.00E+00
36	ALL	251575.18	4063438.62	2.3607E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8161E-04	0.00E+00
37	ALL	251676.28	4063511.07	3.1715E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.4399E-04	0.00E+00
38	ALL	251711.65	4063592.92	3.6955E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8431E-04	0.00E+00
39	ALL	251747.03	4063674.77	3.3442E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.5727E-04	0.00E+00
40	ALL	251316.62	4063361.78	9.3944E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.2274E-05	0.00E+00
41	ALL	251216.54	4063365.73	8.1598E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.2775E-05	0.00E+00
42	ALL	251116.47	4063369.67	7.5033E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.7724E-05	0.00E+00
43	ALL	251408.33	4063277.13	7.6289E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.8691E-05	0.00E+00
44	ALL	251499.56	4063311.61	1.0936E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.4132E-05	0.00E+00
45	ALL	251590.79	4063346.09	1.4651E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1272E-04	0.00E+00
46	ALL	251682.02	4063380.57	1.8052E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3888E-04	0.00E+00
47	ALL	251746.98	4063442.57	2.2021E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6941E-04	0.00E+00
48	ALL	251785.67	4063532.10	2.5787E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.9839E-04	0.00E+00
49	ALL	251824.36	4063621.62	2.4166E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8591E-04	0.00E+00
50	ALL	251312.68	4063261.86	6.0893E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.6846E-05	0.00E+00
51	ALL	251212.61	4063265.80	5.6775E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.3678E-05	0.00E+00
52	ALL	251112.53	4063269.75	5.4703E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.2084E-05	0.00E+00
53	ALL	250750.28	4063734.07	1.7283E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3296E-04	0.00E+00
54	ALL	250786.04	4063639.07	1.5167E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1668E-04	0.00E+00
55	ALL	250821.79	4063544.07	1.1645E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.9589E-05	0.00E+00
56	ALL	250885.80	4063475.42	9.4550E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.2740E-05	0.00E+00
					'		

57	ALL	250978.07	4063433.12	8.4898E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.5314E-05	0.00E+00
58	ALL	250737.34	4063943.02	2.6212E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0166E-04	0.00E+00
59	ALL	250649.21	4063740.09	1.3004E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0004E-04	0.00E+00
60	ALL	250682.73	4063651.03	1.2217E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.3991E-05	0.00E+00
61	ALL	250716.25	4063561.97	1.0542E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.1100E-05	0.00E+00
62	ALL	250749.77	4063472.91	8.3260E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.4054E-05	0.00E+00
63	ALL	250809.78	4063408.55	7.0726E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.4411E-05	0.00E+00
64	ALL	250896.28	4063368.89	6.3499E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.8851E-05	0.00E+00
65	ALL	250982.78	4063329.23	5.8899E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.5312E-05	0.00E+00
66	ALL	250634.10	4063838.44	1.4943E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1496E-04	0.00E+00
67	ALL	250637.38	4063946.07	1.8369E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4131E-04	0.00E+00
68	ALL	251100.51	4064315.37	1.5711E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2087E-04	0.00E+00
69	ALL	251016.32	4064272.32	2.1113E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6242E-04	0.00E+00
70	ALL	250932.12	4064229.27	2.6055E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0045E-04	0.00E+00
71	ALL	250847.92	4064186.21	2.8604E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.2005E-04	0.00E+00
72	ALL	250800.49	4064117.70	3.2170E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.4749E-04	0.00E+00
73	ALL	251192.40	4064335.92	1.2130E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	9.3320E-05	0.00E+00
74	ALL		4064325.84		1.5YrCancerHighEnd_InhSoilDermMMilkCrops		0.00E+00
		251281.48		1.0613E-07		8.1648E-05	
75 76	ALL	251102.49	4064415.35	9.9028E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.6185E-05	0.00E+00
76	ALL	251018.30	4064372.30	1.3136E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0106E-04	0.00E+00
77	ALL	250934.10	4064329.25	1.6525E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2713E-04	0.00E+00
78	ALL	250849.90	4064286.19	1.9272E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4826E-04	0.00E+00
79	ALL	250765.71	4064243.14	2.0757E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5969E-04	0.00E+00
80	ALL	250718.27	4064174.63	2.3289E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.7916E-04	0.00E+00
81	ALL	250707.60	4064080.67	2.5741E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.9803E-04	0.00E+00
82	ALL	250696.93	4063986.71	2.3880E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8371E-04	0.00E+00
83	ALL	250686.25	4063892.75	1.9678E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5139E-04	0.00E+00
84	ALL	250675.58	4063798.78	1.5647E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2038E-04	0.00E+00
85	ALL	251194.38	4064435.90	7.8742E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.0578E-05	0.00E+00
86	ALL	251293.97	4064433.92	6.6225E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.0948E-05	0.00E+00
87	ALL	251393.55	4064431.95	5.5775E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.2909E-05	0.00E+00
88	ALL	251472.38	4063724.17	1.9902E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5311E-03	0.00E+00
89	ALL	251473.87	4063705.27	1.6886E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2991E-03	0.00E+00
90	ALL	251471.88	4063668.95	1.2468E-06	1.5YrCancerHighEnd InhSoilDermMMilkCrops	9.5919E-04	0.00E+00
91	ALL	251467.90	4063551.80	4.7162E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.6282E-04	0.00E+00
92	ALL	251405.96	4063570.45	4.9957E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.8433E-04	0.00E+00
93	ALL	251385.57	4063551.30	4.0029E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.0795E-04	0.00E+00
94	ALL	251474.54	4063431.36	2.0627E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5869E-04	0.00E+00
95	ALL	251474.34	4063431.30	1.8954E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4582E-04	0.00E+00
96	ALL	251473.81	4063390.13	1.6172E-07			0.00E+00
					1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2442E-04	
97	ALL	251481.30	4063383.16	1.5650E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2040E-04	0.00E+00
98	ALL	251471.79	4063376.18	1.4967E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1514E-04	0.00E+00
99	ALL	251472.00	4063367.09	1.4245E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0959E-04	0.00E+00
100	ALL	251396.31	4063445.74	1.8782E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4449E-04	0.00E+00
101	ALL	251383.41	4063445.32	1.7920E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3786E-04	0.00E+00
102	ALL	251521.05	4063429.67	2.1463E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6512E-04	0.00E+00
103	ALL	251521.48	4063419.52	2.0221E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5557E-04	0.00E+00
104	ALL	251553.09	4063527.74	3.9878E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.0679E-04	0.00E+00
105	ALL	251552.49	4063511.24	3.6008E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.7702E-04	0.00E+00
106	ALL	251533.28	4063510.94	3.5964E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.7668E-04	0.00E+00
107	ALL	251467.58	4063531.34	4.0406E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1085E-04	0.00E+00
108	ALL	251495.48	4063533.14	4.1367E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	3.1824E-04	0.00E+00
109	ALL	251579.79	4063520.24	3.7554E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.8891E-04	0.00E+00
110	ALL	251581.89	4063507.94	3.4977E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.6909E-04	0.00E+00
111	ALL	251656.29	4063429.03	2.2611E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.7395E-04	0.00E+00
112	ALL	251522.48	4063454.54	2.5000E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.9233E-04	0.00E+00
113	ALL	251655.99	4063419.43	2.1620E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6633E-04	0.00E+00
114	ALL	251769.83	4063416.82	1.9578E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5062E-04	0.00E+00
115	ALL	251705.05	4063414.70	1.8791E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4456E-04	0.00E+00
116	ALL	251395.34	4063957.20	1.6139E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2416E-03	0.00E+00
117	ALL	251422.90	4063957.35	1.1058E-06	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.5072E-04	0.00E+00
	ALL		4063937.33	1.4610E-06	1.5YrCancerHighEnd InhSoilDermMMilkCrops	1.1239E-03	0.00E+00
118		251355.08	4063984.61		1.5YrCancerHighEnd_InhSoilDermMMilkCrops		
119	ALL	251335.03		1.7150E-06		1.3194E-03	0.00E+00
120	ALL	251407.73	4064058.90	3.5356E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.7200E-04	0.00E+00
121	ALL	251426.03	4064065.51	3.0208E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.3240E-04	0.00E+00
122	ALL	251427.83	4064076.01	2.7696E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.1307E-04	0.00E+00
123	ALL	251421.34	4064100.09	2.4125E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.8560E-04	0.00E+00
124	ALL	251431.96	4064108.12	2.2019E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6940E-04	0.00E+00
125	ALL	251431.75	4064099.01	2.3325E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.7945E-04	0.00E+00
126	ALL	251377.11	4064117.44	2.6196E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	2.0153E-04	0.00E+00
127	ALL	251427.84	4064139.77	1.8537E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4261E-04	0.00E+00
128	ALL	251425.89	4064130.45	1.9653E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.5120E-04	0.00E+00
129	ALL	251437.60	4064128.71	1.9254E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.4812E-04	0.00E+00
130	ALL	251442.01	4064153.19	1.6857E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2968E-04	0.00E+00

131	ALL	251429.79	4064167.76	1.5928E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2253E-04	0.00E+00
132	ALL	251423.21	4064173.87	1.5660E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2048E-04	0.00E+00
133	ALL	251392.66	4064185.78	1.6077E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2368E-04	0.00E+00
134	ALL	251430.10	4064186.09	1.4563E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1204E-04	0.00E+00
135	ALL	251421.48	4064186.09	1.4794E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.1382E-04	0.00E+00
136	ALL	251280.01	4064312.85	1.1319E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	8.7077E-05	0.00E+00
137	ALL	251254.80	4064290.65	1.3353E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0273E-04	0.00E+00
138	ALL	251271.00	4064286.74	1.3145E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.0113E-04	0.00E+00
139	ALL	251380.24	4064290.05	1.0051E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.7322E-05	0.00E+00
140	ALL	251374.24	4064324.56	8.7805E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.7551E-05	0.00E+00
141	ALL	251373.04	4064311.35	9.3055E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.1589E-05	0.00E+00
142	ALL	251497.58	4064233.03	9.5212E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.3249E-05	0.00E+00
143	ALL	251496.68	4064221.92	9.9408E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	7.6477E-05	0.00E+00
144	ALL	251511.09	4064227.62	8.9846E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.9121E-05	0.00E+00
145	ALL	251527.29	4064233.63	8.1347E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.2582E-05	0.00E+00
146	ALL	251524.59	4064221.92	8.5675E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.5911E-05	0.00E+00
147	ALL	251494.72	4064278.46	8.3658E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.4360E-05	0.00E+00
148	ALL	251496.00	4064258.31	8.8517E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.8098E-05	0.00E+00
149	ALL	251510.03	4064257.29	8.1859E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.2976E-05	0.00E+00
150	ALL	251526.86	4064257.54	7.5360E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	5.7976E-05	0.00E+00
151	ALL	251612.98	4064260.98	5.3117E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	4.0864E-05	0.00E+00
152	ALL	250773.31	4063447.18	7.8356E-08	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	6.0281E-05	0.00E+00
153	ALL	250909.68	4064317.38	1.7381E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.3371E-04	0.00E+00
154	ALL	250904.38	4064270.76	2.1199E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.6309E-04	0.00E+00
155	ALL	250885.67	4064329.39	1.6492E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2688E-04	0.00E+00
156	ALL	250867.66	4064335.04	1.6068E-07	1.5YrCancerHighEnd_InhSoilDermMMilkCrops	1.2361E-04	0.00E+00

Mitigated Construction (Level 3 Filters Scenario) Combined with Operations

Evnocure Scenario	Maximum Cancer Risk	Chronic	Acute
Exposure Scenario	(Risk per Million)	Non-Cancer Hazard Index	Non-Cancer Hazard Index
At the Construction MER			
Construction at the Construction MER (Receptor #26)	2.19	0.0017	0.0000
Operations at the Construction MER (Receptor #26)*	10.59	0.0027	0.0000
Combined 70-Year Exposure Scenario for Construction			
+ Operations at the Construction MER	12.78	0.0044	0.0000
At the Operational MER			
Construction at the Operational MER (Receptor #88)	1.99	0.0015	0.0000
Operations at the Operational MER (Receptor #88)*	11.31	0.0029	0.0000
Combined 70-Year Exposure Scenario for Construction			
+ Operations at the Operational MER	13.30	0.0044	0.0000
Note: *Starting after the construction period.			

HARP2 - HRACalc (dated 22118) 11/12/2024 11:46:46 PM - Output Log

RISK SCENARIO SETTINGS

Receptor Type: Resident

Scenario: All

Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25

Total Exposure Duration: 1.5

Exposure Duration Bin Distribution

3rd Trimester Bin: 0.25

0<2 Years Bin: 1.5
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0</pre>

PATHWAYS ENABLED

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

Inhalation: True

Soil: True Dermal: True

Mother's milk: True

Water: False Fish: False

Homegrown crops: True

Beef: False Dairy: False Pig: False Chicken: False Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home 3rd Trimester to 16 years: OFF

16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02 Soil mixing depth (m): 0.01

Dermal climate: Mixed

HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden

Fraction leafy: 0.137 Fraction exposed: 0.137 Fraction protected: 0.137

Fraction root: 0.137

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.

Tier2 - What was changed: ED or start age changed

Calculating cancer risk

Cancer risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3CancerRisk.csv

Cancer risk total by receptor saved to: F: $\HRA\0014-024\HARP\02$ - Level 3 Mit Con $\hra\Mit$ Con

L3CancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3NCChronicRisk.csv

Chronic risk total by receptor saved to: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3NCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3NCAcuteRisk.csv

Acute risk total by receptor saved to: F:\HRA\0014-024\HARP\02 - Level 3 Mit Con\hra\Mit Con L3NCAcuteRiskSumByRec.csv

HRA ran successfully

Health Risk Screening

Operational DPM Health Risk Assessment

DPM - Project Operations

Emission Assumptions

Emission Factors

1) Truck Emissions

(1) EMFAC2021 for emission rates

(a) Calculations for Fresno County - 2024 Operational Year

(b) Truck Mix 100% HHD

(c) Truck Idle One instance per trip

(d) Onsite Vehicle Travel Speed 5 mph for trucks

(e) Offsite Vehicle Travel Speed 5-25 mph aggregated for trucks (per SJVAPCD staff comment

on modeling assumptions for a similar project)

Traffic Allocation

1) Traffic distribution based on site layout identified in the site plan

2) Project-specific trip generation

3) Onsite travel emissions generated from diesel vehicles

4) Onsite idling emissions generated only by trucks

Emission Source Configuration

1) Project onsite truck traffic represented by a line source

2) Project onsite truck idling represented as line sources (series of point sources)

3) Offsite vehicles represented by a line source

Onsite Vehicle Travel Segments

Truck Operations (hr/day):

Segment	Source ID	Segment Travel Distance (m)	
On-site Truck Travel	SLINE2	759.2	
Onsite Truck Idling			
On-site Idling – Location 1	SLINE3	196.0	Parking Idle 1
On-site Idling – Location 2	SLINE4	249.2	Parking Idle 2
On-site Idling – Location 3	SLINE5	214.9	Dock Idle 1
On-site Idling – Location 4	SLINE6	188.6	Dock Idle 2
-			
Offsite Vehicle Travel Segments			
Segment		Segment Travel Distance (m)	
Offsite Travel	SLINE1	1017.7	
Other Input Parameters			
•			

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Vehicle Fleet Mix

Total Daily Truck Trip	os	Trucks	Total Daily Truck Trips
(Trips/dav)	Daily Trips	126.000	126.00

126.000 126.00

126

Vehicle Fleet

	Trucks Project		Total Number of Daily Trips	Number of Daily Diesel	Number of Daily Non-	Total Number of Daily Trips	% Diesel Trips	% Non- Diesel Trips	Total Trips
	Vehicle Mix	% Diesel		Trips	Trips				
HHDT (4+ axle truck)	100.0%	100.0%	126	126.0	0	126	100.00%	0.00%	
Truck Subtotal	100.0%		126	126.0	0	126	100.00%	0.00%	100.00%

Truck fleet mix consistent with the project CalEEMod runs used in the Air Quality Analysis. Assumed 100% diesel for HHDT.

Trip Distribution

Vehicle Allocation - Number of Daily Diesel Trips

Allocation of Truck Trips

Percent Allocation - On-site Travel 100% On-site Travel - Route 1 (DSL trucks)

100% Total Diesel Truck Trips

Segment - On-site Travel On-site Truck Travel	Source ID SLINE2	LDA 0.0	LDT1 0.0	LDT2 0.0	MDT 0.0	LHDT1 0.0	LHDT2 0.0	MHDT 0.0	HHDT 126.0	OBUS 0.0	UBUS 0.0	SBUS 0.0	MH 0.0	Total 126.0
Total Diesel Trucks	_	0	0	0	0	0	0	0	126	0	0	0	0	126

Percent Allocation of Trips - On-site Diesel Truck Idling

23.1% On-site Idling - Location 1

29.4% On-site Idling – Location 2

25.3% On-site Idling - Location 3

22.2% On-site Idling - Location 4

100% Total Diesel Truck Trips

Segment - On-site Truck Idle	Source ID	LDA	LDT1	LDT2	MDT	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	SBUS	МН	Total
On-site Idling – Location 1	SLINE3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.1	0.0	0.0	0.0	0.0	29.1
On-site Idling – Location 2	SLINE4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	37.0
On-site Idling – Location 3	SLINE5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.9	0.0	0.0	0.0	0.0	31.9
On-site Idling – Location 4	SLINE6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	28.0
Total Idling (Diesel Trucks Idling)	_	0	0	0	0	0	0	0	126	0	0	0	0	126

Diesel Vehicle Emissions

Processes Modeled

Diesel vehicle exhaust Diesel vehicle idling

Facility Operations

24 hrs/day, 52 weeks/year

On-site Travel Links Modeled

							Ave			Total
		Average	Emission	Trips per	Link	Link	Emissions	Ave	Average	Emissions for
	Truck	Speed	Factor	Daily (in	Length	Length	Over Link	Emissions	Emissions	all Vehicles
Link	Type	(mph)	(g/mi)	and out)	(m)	(mi)	(g/day)	(lbs/day)	(g/sec)	(g/sec)
SLINE2	HHDT	5	0.114	126.0	759.2	0.47	6.785E+00	1.49E-02	7.853E-05	7.8527E-05

Diesel Truck Idling Emissions

Onsite Vehicle Travel Segments	Truck Type	DPM Emission Factor (grams/day)	ldling Time (min)	Number Idling Vehicle Trips/day	Emissions (g/day)	Emissions (lb/day)	Average Emissions (g/sec)	Total Emissions for all Vehicles (g/sec)	
SLINE3	HHDT	1.445	15	29.1	4.38E-01	9.65E-04	5.07E-06	5.0692E-06	
SLINE4	HHDT	1.445	15	37.0	5.57E-01	1.23E-03	6.45E-06	6.4452E-06	
SLINE5	HHDT	1.445	15	31.9	4.80E-01	1.06E-03	5.56E-06	5.5581E-06	
SLINE6	HHDT	1.445	15	28.0	4.80E-01	1.06E-03	5.56E-06	5.5581E-06	

Project Operations 24 hours/day

Emission Rates Running Emissions 5-25 mph Averaged (EMFAC2021 for Fresno County by vehicle type and

speed)

Offsite DSL Truck Roadway Emissions

Segment ID	Description		% total Trips
SLINE1	Offsite Travel		100.0%
		Total	100.0%

Segment ID: SLINE1

Travel Distance: 1017.7 meters
Operations 24 hours/day

	Daily Trips	Emission Factor	Travel Distance	Emissions	Emissions
Vehicle Class	(trips/day)	(g/mi)	(mi)	(g/day)	(g/sec)
HHDT-DSL	126.0	0.1575432	0.63	12.550	1.45E-04
Total	126.0				1.45E-04

DPM - Project Operations

2024

EMFAC Running Diesel Exhaust Emissions in units of grams/mile

Source: EMFAC2021 (v1.0.2) Emission Rates

Tulare County

Emission Factor (g/mi)

		5 mph	10 mph	25 mph	35 mph
HHDT	DSL	0.114	0.02	0.007	

Off-site Truck Running Emissions for the Health Risk Screening Analysis—Central Transport Regional Facility

Source: EMFAC2021 (v1.0.2) Emission Rates

Region Type: County Region: Fresno Calendar Year: 2024 Season: Annual

Vehicle Classification: EMFAC2007 Categories
Units: miles/year for CVMT and EVMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed, kWh/mile for Energy Consumption, gallon/mile for Fuel Consumption. PHEV calculated based on total VMT.

		Vehicle														
Region	Calendar Year	Category	Model Year	Speed	Fuel	VMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
Fresno	2024	HHDT	Aggregate	5	Diesel	857.6377001	18.43067276	0.109234569	0.114173672	3444.177406	0.026135401	0.542631553	0.562688021	0.640577479	1.32784874	0.0326143
Fresno	2024	HHDT	Aggregate	10	Diesel	13804.72972	8.860856617	0.018519159	0.019356513	2983.611313	0.005132034	0.470069177	0.110491284	0.125785916	0.721051203	0.028253015
Fresno	2024	HHDT	Aggregate	15	Diesel	31594.8451	5.559237449	0.009599707	0.010033764	2397.51481	0.001999007	0.377729435	0.043038072	0.048995569	0.390042408	0.022703032
Fresno	2024	HHDT	Aggregate	20	Diesel	56529.76866	3.720822821	0.006338918	0.006625536	2056.020635	0.00107288	0.323926888	0.023098803	0.026296229	0.251493406	0.019469286
Fresno	2024	HHDT	Aggregate	25	Diesel	37757.57659	3.319151302	0.007035557	0.007353673	1875.744823	0.000938538	0.295524361	0.020206466	0.023003523	0.209120641	0.017762182
						Total	39.89074095	0.15072791	0.157543157	12757.06899	0.03527786	2.009881414	0.759522646	0.864658717	2.899556397	0.120801815
Running Emi	issions 5-25 MPH Av	veraged				ннот	NOx_RUNEX 7.9781	PM2.5_RUNEX 0.0301	PM10_RUNEX 0.0315	CO2_RUNEX 2551.4138	CH4_RUNEX 0.0071	N2O_RUNEX 0.4020	ROG_RUNEX 0.1519	TOG_RUNEX 0.1729	CO_RUNEX 0.5799	SOx_RUNEX 0.0242

Central Transport Regional Facility Summary of Emissions in Pounds

Diesel Truck Idling Emissions

					Max Emissions	
		Emissions	Emissions	Emissions	in an Hour	
Segment - On-site Truck Idle		(g/day)	(lb/day)	(lb/year)	(lbs/hr)	Source Group
On-site Idling – Location 1	PARKING1	0.437982707	0.00096472	0.352122661	9.6472E-05	IDLE1
On-site Idling – Location 2	PARKING2	0.556863727	0.001226572	0.447698812	0.000122657	IDLE2
On-site Idling – Location 3	DOCK1	0.480216754	0.001057746	0.386077346	0.000105775	IDLE3
On-site Idling – Location 4	DOCK2	0.480216754	0.001057746	0.386077346	0.000105775	IDLE4
	Subtotal Idle	1.955279941	0.004306784	1.571976164		

Diesel Truck On-site Travel Emissions (5 mph)

							Max Emissions
			Source	Emissions	Emissions	Emissions	in an Hour
Segment	Source ID	Source #	Group	(g/day)	(lb/day)	(lb/year)	(lbs/hr)
On-site Truck Travel	ONSITE	3	ONSITE	6.784731004	0.014944341	5.454684618	0.001494434
		Subtotal	On-site Travel	6.784731004	0.014944341	5.454684618	

Diesel Truck Localized Off-site Travel Emissions (5-25 mph aggregated)

Segment	Source ID	Source #	Source Group	Emissions (g/day)	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)
Offsite Travel	OFFRD	2	OFFRD	12.54959718	0.027642285	10.08943386	0.004607047
		Subtotal (Off-site Travel	12.54959718	0.027642285	10.08943386	

Notes: Divided pounds per day by 10 hours to estimate maximum pounds in an hour.

HARP2 - HRACalc (dated 22118) 11/12/2024 9:10:51 PM - Output Log

RISK SCENARIO SETTINGS

Receptor Type: Resident

Scenario: All

Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25

Total Exposure Duration: 70

Exposure Duration Bin Distribution

3rd Trimester Bin: 0.25

0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 14
16<30 Years Bin: 0
16 to 70 Years Bin: 54</pre>

PATHWAYS ENABLED

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

Inhalation: True

Soil: True Dermal: True

Mother's milk: True

Water: False Fish: False

Homegrown crops: True

Beef: False Dairy: False Pig: False Chicken: True Egg: True

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home 3rd Trimester to 16 years: OFF

16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02 Soil mixing depth (m): 0.01

Dermal climate: Mixed

HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden

Fraction leafy: 0.137 Fraction exposed: 0.137 Fraction protected: 0.137

Fraction root: 0.137

```
PIG, CHICKEN, & EGG PATHWAY SETTINGS
Surface area (m^2): 0
Volume (kg): 0
Volume changes per year: 0
Pig
Fraction consumed from contaminated water source: 0
Fraction consumed of contaminated leafy crop: 0.25
Fraction consumed of contaminated exposed crop: 0.25
Fraction consumed of contaminated protected crop: 0.25
Fraction consumed of contaminated root crop: 0.25
Chicken
Fraction consumed from contaminated water source: 0
Fraction consumed of contaminated leafy crop: 0.25
Fraction consumed of contaminated exposed crop: 0.25
Fraction consumed of contaminated protected crop: 0.25
Fraction consumed of contaminated root crop: 0.25
Egg
Fraction consumed from contaminated water source: 0
Fraction consumed of contaminated leafy crop: 0.25
Fraction consumed of contaminated exposed crop: 0.25
Fraction consumed of contaminated protected crop: 0.25
Fraction consumed of contaminated root crop: 0.25
***********
TIER 2 SETTINGS
Tier2 adjustments were used in this assessment. Please see the input file for details.
Tier2 - What was changed: ED or start age changed
Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\06 - CT Ops Third Tri V2\hra\Ops
```

Starting Third TrimesterCancerRisk.csv

Cancer risk total by receptor saved to: F:\HRA\0014-024\HARP\06 - CT Ops Third Tri V2\hra\0ps Starting Third TrimesterCancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: $F:\HRA\0014-024\HARP\06$ - CT Ops Third Tri V2\hra\Ops Starting Third TrimesterNCChronicRisk.csv

Chronic risk total by receptor saved to: F:\HRA\0014-024\HARP\06 - CT Ops Third Tri V2\hra\Ops Starting Third TrimesterNCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\06 - CT Ops Third Tri V2\hra\Ops Starting Third TrimesterNCAcuteRisk.csv

Acute risk total by receptor saved to: F:\HRA\0014-024\HARP\06 - CT Ops Third Tri V2\hra\Ops Starting Third TrimesterNCAcuteRiskSumByRec.csv

HRA ran successfully

HARP2 - HRACalc (dated 22118) 11/12/2024 9:23:39 PM - Output Log

RISK SCENARIO SETTINGS

Receptor Type: Resident

Scenario: All

Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: 1.5

Total Exposure Duration: 68.5

Exposure Duration Bin Distribution

3rd Trimester Bin: 0 0<2 Years Bin: 0.5 2<9 Years Bin: 0 2<16 Years Bin: 14 16<30 Years Bin: 0 16 to 70 Years Bin: 54

PATHWAYS ENABLED

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

Inhalation: True

Soil: True Dermal: True

Mother's milk: True

Water: False Fish: False

Homegrown crops: True

Beef: False Dairy: False Pig: False Chicken: True Egg: True

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02 Soil mixing depth (m): 0.01

Dermal climate: Mixed

Household type: HouseholdsthatGarden

Fraction leafy: 0.137 Fraction exposed: 0.137 Fraction protected: 0.137

Fraction root: 0.137

Surface area (m^2): 0

Volume (kg): 0

Volume changes per year: 0 Pig Fraction consumed from contaminated water source: 0 Fraction consumed of contaminated leafy crop: 0.25 Fraction consumed of contaminated exposed crop: 0.25 Fraction consumed of contaminated protected crop: 0.25 Fraction consumed of contaminated root crop: 0.25 Chicken Fraction consumed from contaminated water source: 0 Fraction consumed of contaminated leafy crop: 0.25 Fraction consumed of contaminated exposed crop: 0.25 Fraction consumed of contaminated protected crop: 0.25 Fraction consumed of contaminated root crop: 0.25 Egg Fraction consumed from contaminated water source: 0 Fraction consumed of contaminated leafy crop: 0.25 Fraction consumed of contaminated exposed crop: 0.25 Fraction consumed of contaminated protected crop: 0.25 Fraction consumed of contaminated root crop: 0.25 ********** TIER 2 SETTINGS Tier2 adjustments were used in this assessment. Please see the input file for details. Tier2 - What was changed: ED or start age changed Calculating cancer risk Cancer risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\07 - CT Ops After Con V2\hra\Ops Starting After ConCancerRisk.csv Cancer risk total by receptor saved to: F:\HRA\0014-024\HARP\07 - CT Ops After Con V2\hra\0ps Starting After ConCancerRiskSumByRec.csv Calculating chronic risk Chronic risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\07 - CT Ops After Con V2\hra\Ops Starting After ConNCChronicRisk.csv Chronic risk total by receptor saved to: F:\HRA\0014-024\HARP\07 - CT Ops After Con V2\hra\Ops Starting

After ConNCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: F:\HRA\0014-024\HARP\07 - CT Ops After Con V2\hra\Ops Starting After ConNCAcuteRisk.csv

Acute risk total by receptor saved to: F:\HRA\0014-024\HARP\07 - CT Ops After Con V2\hra\Ops Starting After ConNCAcuteRiskSumByRec.csv

HRA ran successfully

Central Transport Regional Facility
Crown Enterprises, Inc. Relocation and Annexation Project
Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum

ATTACHMENT C

Energy Consumption Calculations

Central Transport Regional Facility—Energy Consumption Summary

Summary of Energy Use During Construction

Construction vehicle fuel Construction equipment fuel

Construction office trailer electricity

Summary of Energy Use During Proposed Operations

Operational vehicle fuel consumption (passenger vehicles)

Operational vehicle fuel consumption (trucks) Total Operational vehicle fuel consumption

Operational natural gas consumption

Operational electricity consumption

(Annually)

6,110 gallons (gasoline, diesel)

15,312 gallons (diesel)

18,315 kilowatt hours

(Annually)

34,061 gallons (gasoline, diesel)

382,655

416,716

1,127,316 kilo-British Thermal Units

1,544,582 kilowatt hours

Construction Vehicle Fuel Calculations (Page 1 of 2)

California Air Resource Board (CARB). EMFAC2017 Web Database. Website: https://arb.ca.gov/emfac/2017/. Accessed May 2023.

EMFAC2017 (v1.0.2) Emissions Inventory

VMT = Vehicle Miles Traveled

FE = Fuel Economy

Region Type: County Region: FRESNO

Calendar Year: 2023 Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day. Given

								Fuel		
								Consumption		
	Calendar						VMT	(1000	FE	
Region	Year	Vehicle Class	Model Year	Speed	Fuel	Population	(mi/day)	gallons/day)	(mi/gallon)	VMT*FE
FRESNO	2023	HHDT	Aggregated	Aggregated	GAS	3.5782796	472.6746	0.119101015	3.9686863	1875.89707
FRESNO	2023	HHDT	Aggregated	Aggregated	DSL	16286.775	2254835	343.1505226	6.5709803	14816478.5
FRESNO	2023	LDA	Aggregated	Aggregated	GAS	360187.01	13826269	450.5829573	30.6852916	424263110
FRESNO	2023	LDA	Aggregated	Aggregated	DSL	2734.6688	113419.6	2.240176367	50.6297489	5742404.2
FRESNO	2023	LDT1	Aggregated	Aggregated	GAS	39099.954	1354857	52.1252267	25.9923405	35215895
FRESNO	2023	LDT1	Aggregated	Aggregated	DSL	29.873939	419.4733	0.01653543	25.3681542	10641.264
FRESNO	2023	LDT2	Aggregated	Aggregated	GAS	129640.03	4712300	198.0045045	23.7989558	112147830
FRESNO	2023	LDT2	Aggregated	Aggregated	DSL	548.33145	23832.77	0.640468806	37.211438	886851.466
FRESNO	2023	LHDT1	Aggregated	Aggregated	GAS	10624.694	355805.2	42.963626	8.28154456	2946616.48
FRESNO	2023	LHDT1	Aggregated	Aggregated	DSL	10656.827	371708.6	21.02038574	17.6832447	6573014.58
FRESNO	2023	LHDT2	Aggregated	Aggregated	GAS	1825.478	59952.67	8.323817429	7.20254474	431811.769
FRESNO	2023	LHDT2	Aggregated	Aggregated	DSL	3628.5616	128355.2	8.141716014	15.7651287	2023536.27
FRESNO	2023	MDV	Aggregated	Aggregated	GAS	124848.66	4140988	215.1808357	19.244221	79690080.1
FRESNO	2023	MDV	Aggregated	Aggregated	DSL	2105.9419	86518.71	3.196155058	27.0696208	2342028.55
FRESNO	2023	MHDT	Aggregated	Aggregated	GAS	926.14745	51879.66	10.96463468	4.73154504	245470.961
FRESNO	2023	MHDT	Aggregated	Aggregated	DSL	9736.5049	659605.7	71.4206232	9.23550746	6091793.35

Worker Weighted Average Fuel Economy 27.21916

Calculations

Vendor Weighted Average Fuel Economy 8.53306276

Haul Weighted Average Fuel Economy 6.5704349

Construction Vehicle Fuel Calculations (Page 2 of 2)

Construction Schedule Source: CalEEMod Output Central Transport

				Num Days		
CalEEMod Run	Phase Name	Start Date	End Date	Week	Num Days	
Site Preparation	Site Preparation	7/1/2023	8/13/2023	5	30	
Grading	Grading	8/14/2023	9/25/2023	5	30	
Building Construction	Building Construction	10/24/2023	7/3/2024	5	182	
Paving	Paving	9/26/2023	10/23/2023	5	20	
Architectural Coating	Architectural Coating	7/4/2024	7/31/2024	5	20	

Construction Trips and VMT

		Trips per Day	,	Construction Trip Length in Miles			Trips per Phase			VMT per Phase			Fuel Consumption (gallons)		(gallons)	
Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Number of Days	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Hauling Trips	Worker Trips	Vendor Trips	Hauling Trips
Site Preparation	17.50	0.00	0.00	11.41	8.53	20.00	30	525	0	0	5,990	0	0	220.07	0.00	0.00
Grading	22.50	2.00	0.00	11.41	8.53	20.00	30	675	60	0	7,702	512	0	282.95	59.98	0.00
Building Construction	34.96	14.37	0.00	11.41	8.53	20.00	182	6,363	2,616	0	72,607	22,315	0	2,667.49	2,615.13	0.00
Paving	15.00	4.00	0.00	11.41	8.53	20.00	20	300	80	0	3,423	682	0	125.76	79.97	0.00
Architectural Coating	6.99	0.00	0.00	11.41	8.53	20.00	20	140	0	0	1,596	0	0	58.63	0.00	0.00

Total Project Construction VMT (miles) 114,827

Total Project Fuel Consumption (gallons) 6,110

Construction Equipment Fuel Calculation (Page 1 of 2)

Source: CalEEMod Output Central Transport Project Construction Schedule

				Num Days	Num
Construction Area	Phase Type	Start Date	End Date	Week	Days
Project Construction	Site Preparation	7/1/2023	8/13/2023	5	30
Project Construction	Grading	8/14/2023	9/25/2023	5	30
Project Construction	Building Construction	10/24/2023	7/3/2024	5	182
Project Construction	Paving	9/26/2023	10/23/2023	5	20
Project Construction	Architectural Coating	7/4/2024	7/31/2024	5	20

Construction Equipment

				Horse	Load	Number of		Fuel (gallons/HP-	Diesel Fuel
Phase Name	Offroad Equipment Type	Amount	Usage Hours	Power	Factor	Days	HP Hours	hour)	Usage
Site Preparation	Rubber Tired Dozers	3	8	367	0.40	30	105,696.00	0.02046	2,162.70
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37	30	29,836.80	0.01894	565.15
Grading	Excavators	2	8	158	0.38	30	28,819.20	0.01976	569.55
Grading	Graders	1	8	148	0.41	30	14,563.20	0.02120	308.72
Grading	Rubber Tired Dozers	1	8	367	0.40	30	35,232.00	0.02046	720.90
Grading	Scrapers	2	8	423	0.48	30	97,459.20	0.02486	2,423.20
Grading	Tractors/Loaders/Backhoes	3	8.8	84	0.37	30	24,615.36	0.01894	466.25
Building Construction	Cranes	1	7	367	0.29	182	135,591.82	0.01500	2,033.24
Building Construction	Forklifts	3	8	82	0.20	182	71,635.20	0.02081	1,490.66
Building Construction	Generator Sets	1	8	14	0.74	182	15,084.16	0.04240	639.61
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37	182	118,787.76	0.01894	2,249.99
Building Construction	Welders	1	8	46	0.45	182	30,139.20	0.02588	780.08
Paving	Pavers	2	8	130	0.42	20	17,472.00	0.02151	375.87
Paving	Paving Equipment	2	8	132	0.36	20	15,206.40	0.01833	278.73
Paving	Rollers	2	8	80	0.38	20	9,728.00	0.01942	188.89
Architectural Coating	Air Compressors	1	6	37	0.48	20	2,131.20	0.02766	58.94

Total Construction Equipment Fuel Consumption (gallons)

15,312.49

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Source of usage estimates: California Air Resource Board (CARB). 2022. OFFROAD2017 (v1.0.1) Emissions Inventory

Website: https://www.arb.ca.gov/orion/. Accessed May 1, 2023.

Construction Equipment Fuel Calculation (Page 2 of 2)

OFFROAD2017 (v1.0.1) Emissions Inventory

Region Type: County Region: Fresno

Scenario: All Adopted Rules - Exhaust

Vehicle Classification: OFFROAD2017 Equipment Types

Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

					Horsepower	Fuel
				Fuel	Hours (HP-	(gallons/HP-
Vehicle Class	Model Year	HP_Bin	Fuel	(gallons/year)	hours/year)	hour)
ConstMin - Cranes	Aggregated	75	Diesel	283.187	18885.015	0.014995321
ConstMin - Excavators	Aggregated	175	Diesel	247434.805	12520180.193	0.019762879
ConstMin - Graders	Aggregated	175	Diesel	151368.953	7140536.907	0.021198539
ConstMin - Pavers	Aggregated	175	Diesel	32732.189	1521509.140	0.021512976
ConstMin - Paving Equipment	Aggregated	175	Diesel	13696.518	747231.968	0.018329673
ConstMin - Rollers	Aggregated	100	Diesel	79011.010	4069235.397	0.019416672
ConstMin - Rough Terrain Forklifts	Aggregated	100	Diesel	200971.731	9657888.419	0.020809076
ConstMin - Rubber Tired Dozers	Aggregated	300	Diesel	10331.179	504908.236	0.020461498
ConstMin - Scrapers	Aggregated	300	Diesel	90981.977	3659218.054	0.024863776
ConstMin - Tractors/Loaders/Backhoes	Aggregated	175	Diesel	211438.622	11162834.316	0.018941303
ConstMin - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	127421.155	6692059.770	0.019040648
ConstMin - Trenchers	Aggregated	100	Diesel	17961.409	689768.533	0.026039763
OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Diesel	1766.600	55224.500	0.031989425
OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Diesel	901.550	21319.650	0.04228728
OFF - Light Commercial - Generator Sets	Aggregated	50	Diesel	49348.000	1163787.900	0.042402916
OFF - Light Commercial - Welders	Aggregated	50	Diesel	82263.700	3178347.000	0.025882542
OFF - Light Commercial - Air Compressors	Aggregated	50	Diesel	17928.800	648240.000	0.027657658
	ConstMin - Cranes ConstMin - Excavators ConstMin - Graders ConstMin - Pavers ConstMin - Paving Equipment ConstMin - Rollers ConstMin - Rough Terrain Forklifts ConstMin - Rubber Tired Dozers ConstMin - Scrapers ConstMin - Tractors/Loaders/Backhoes ConstMin - Tractors/Loaders/Backhoes ConstMin - Trenchers OFF - ConstMin - Cement and Mortar Mixers OFF - ConstMin - Concrete/Industrial Saws OFF - Light Commercial - Generator Sets OFF - Light Commercial - Welders	ConstMin - Cranes ConstMin - Excavators ConstMin - Graders ConstMin - Pavers ConstMin - Paving Equipment ConstMin - Rollers ConstMin - Rollers ConstMin - Rough Terrain Forklifts ConstMin - Rubber Tired Dozers ConstMin - Scrapers ConstMin - Tractors/Loaders/Backhoes ConstMin - Tractors/Loaders/Backhoes ConstMin - Trenchers OFF - ConstMin - Concrete/Industrial Saws OFF - Light Commercial - Welders Aggregated	ConstMin - Cranes ConstMin - Excavators ConstMin - Graders ConstMin - Graders ConstMin - Pavers ConstMin - Paving Equipment ConstMin - Rollers ConstMin - Rough Terrain Forklifts ConstMin - Rubber Tired Dozers ConstMin - Scrapers ConstMin - Tractors/Loaders/Backhoes ConstMin - Trenchers ConstMin - Trenchers ConstMin - Trenchers ConstMin - Concrete/Industrial Saws OFF - Light Commercial - Welders Aggregated 175 Aggregated 175 Aggregated 100 Aggregated 175 Aggregated 17	ConstMin - Cranes ConstMin - Excavators Aggregated ConstMin - Graders ConstMin - Graders ConstMin - Pavers ConstMin - Pavers ConstMin - Paving Equipment ConstMin - Rollers ConstMin - Rough Terrain Forklifts ConstMin - Rubber Tired Dozers ConstMin - Scrapers ConstMin - Tractors/Loaders/Backhoes ConstMin - Tractors/Loaders/Backhoes ConstMin - Trenchers ConstMin - Trenchers ConstMin - Trenchers ConstMin - Concrete/Industrial Saws OFF - Light Commercial - Generator Sets OFF - Light Commercial - Welders Aggregated Aggregated Aggregated Aggregated T75 Diesel T	Vehicle ClassModel YearHP_BinFuel(gallons/year)ConstMin - CranesAggregated75Diesel283.187ConstMin - ExcavatorsAggregated175Diesel247434.805ConstMin - GradersAggregated175Diesel151368.953ConstMin - PaversAggregated175Diesel32732.189ConstMin - Paving EquipmentAggregated175Diesel13696.518ConstMin - RollersAggregated100Diesel79011.010ConstMin - Rough Terrain ForkliftsAggregated100Diesel200971.731ConstMin - Rubber Tired DozersAggregated300Diesel10331.179ConstMin - ScrapersAggregated300Diesel90981.977ConstMin - Tractors/Loaders/BackhoesAggregated175Diesel211438.622ConstMin - TrenchersAggregated300Diesel127421.155ConstMin - TenchersAggregated300Diesel17961.409OFF - ConstMin - Cement and Mortar MixersAggregated25Diesel1766.600OFF - ConstMin - Concrete/Industrial SawsAggregated50Diesel901.550OFF - Light Commercial - Generator SetsAggregated50Diesel49348.000OFF - Light Commercial - WeldersAggregated50Diesel82263.700	Vehicle Class Model Year HP_Bin Fuel (gallons/year) Hours (HP-hours/year) ConstMin - Cranes Aggregated 75 Diesel 283.187 18885.015 ConstMin - Excavators Aggregated 175 Diesel 247434.805 12520180.193 ConstMin - Graders Aggregated 175 Diesel 151368.953 7140536.907 ConstMin - Pavers Aggregated 175 Diesel 32732.189 1521509.140 ConstMin - Paving Equipment Aggregated 175 Diesel 32732.189 1521509.140 ConstMin - Rollers Aggregated 100 Diesel 79011.010 4069235.397 ConstMin - Rough Terrain Forklifts Aggregated 100 Diesel 200971.731 9657888.419 ConstMin - Rubber Tired Dozers Aggregated 300 Diesel 10331.179 3659218.054 ConstMin - Tractors/Loaders/Backhoes Aggregated 175 Diesel 211438.622 11162834.316 ConstMin - Tractors/Loaders/Backhoes Aggregated 300 Diesel 12742

Construction Office Electricity Calculation
Energy Appendix: CalEEMod Typical Construction Trailer
Typical Construction Trailer - Fresno County, Annual

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	16,881	204	0.0330	0.0040	28,756

kWh/yr = kilowatt hours per year

Energy by Land Use - Electricity Annual Total Over Construction 16,881 kWh/yr **18,315 kWh**

Total Construction Schedule Start End Total Calendar Days Years 7/1/2023 7/31/2024 396 1.08

Operational Fuel Calculation—Project-generated Operational Trips

California Air Resource Board (CARB). EMFAC2021. Website: https://arb.ca.gov/emfac/emissions-inventory/. Accessed May 26, 2023.

Source: EMFAC2021 (v1.0.2) Emissions Inventory

VMT = Vehicle Miles Traveled FE = Fuel Economy

Region Type: County Region: Fresno Calendar Year: 2024 Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

				Given					Calculat	ions
.	0 1 1 1/			0 1		5	\	Fuel		\
Region	Calendar Year 2024	Vehicle Class LDA	Model Year	Speed	Fuel	Population 315119.5806	VMT 12133467.41	Consumption 410.3671735	FE 29.56734406	VMT*FE 358754405.4
Fresno Fresno	2024	LDA	Aggregate Aggregate	Aggregate Aggregate	Gasoline Diesel	708.812072	21074.60505	0.474386501	29.56734406 44.42496785	936238.6519
FIESHO	2024	LDA	Aggregate	Aggregate	Diesei	100.012012	21074.00303	0.474300301	Total VMT	12154542.01
									Weighted Average Fuel Economy	29.5931055
									Weighted Average Fuel Economy	29.5951055
Fresno	2024	LDT1	Aggregate	Aggregate	Gasoline	30596.80393	993295.8066	40.64748998	24.4368301	24273000.87
Fresno	2024	LDT1	Aggregate	Aggregate	Diesel	18.8924069	217.8616063	0.00859385	25.35087331	5522.981979
Fresno	2024	LDT2	Aggregate	Aggregate	Gasoline	145366.0625	5656653.971	237.1886608	23.84875378	134904147.8
Fresno	2024	LDT2	Aggregate	Aggregate	Diesel	375.2275066	15817.53015	0.461913662	34.24347759	541647.2392
Fresno	2024	MDV	Aggregate	Aggregate	Gasoline	130595.6269	4577942.101	237.8965609	19.24341438	88095236.88
Fresno	2024	MDV	Aggregate	Aggregate	Diesel	1857.31625	70493.78446	2.818651003	25.00975977	1763032.615
									Total VMT	11314421.06
									Weighted Average Fuel Economy	22.05880329
Fresno	2024	LHDT1	Aggregate	Aggregate	Gasoline	12363.75636	442604.9108	46.68025073	9.481630965	4196616.427
Fresno	2024	LHDT1	Aggregate	Aggregate	Diesel	11041.74007	396666.7609	25.1163181	15.79318909	6264633.159
Fresno	2024	LHDT2	Aggregate	Aggregate	Gasoline	2053.928866	70185.22247	8.437278009	8.318467448	583833.4885
Fresno	2024	LHDT2	Aggregate	Aggregate	Diesel	4082.416061	149342.534	11.38052244	13.12264307	1959768.77
Fresno	2024	MHDT	Aggregate	Aggregate	Gasoline	939.8774941	52454.03356	11.171826	4.695206816	246282.5359
Fresno	2024	MHDT	Aggregate	Aggregate	Diesel	7764.571273	374754.4819	43.22629384	8.669595486	3248969.765
1 103110	2024	WILLD	Aggregate	Aggregate	Diesei	1104.011210	014104.4010	40.22020004	Total VMT	1486007.944
									Weighted Average Fuel Economy	11.10364464
									troighted Average I doi 200110111y	11110001101
Fresno	2024	HHDT	Aggregate	Aggregate	Gasoline	0.917790183	69.44543013	0.018035207	3.850547992	267.4029615
Fresno	2024	HHDT	Aggregate	Aggregate	Diesel	14420.40105	2065363.161	343.6885277	6.009403847	12411601.32
									Total VMT	2065432.606
									Weighted Average Fuel Economy	6.00933126
Fresno	2024	OBUS	Aggregate	Aggregate	Gasoline	300.7854604	14710.91671	3.105113165	4.737642698	69695.06715
Fresno	2024	OBUS	Aggregate	Aggregate	Diesel	150.8808684	12692.98469	1.947163676	6.518704536	82741.81685
Fresno	2024	SBUS	Aggregate	Aggregate	Gasoline	315.6763807	18881.1255	1.889359024	9.993402658	188686.6897
Fresno	2024	SBUS	Aggregate	Aggregate	Diesel	853.5858604	19294.30333	2.320553465	8.314526519	160422.9967
Fresno	2024	UBUS	Aggregate	Aggregate	Gasoline	89.80815774	4205.592643	0.876027146	4.800756077	20190.02444
Fresno	2024	UBUS	Aggregate	Aggregate	Diesel	17.99174808	1956.602447	0.214585524	9.118054245	17840.40725
			999	999					Total VMT	71741.52531
									Weighted Average Fuel Economy	7.521125314
Fresno	2024	MCY	Aggregate	Aggregate	Gasoline	15858.59323	86629.61026	2.10465997	41.16085804	3565749.09
1 163110	2024	IVICI	Ayyreyale	Aggregate	Gasonne	10000.03020	00023.01020	2.10400001	Total VMT	86629.61026
										41.16085804
									Weighted Average Fuel Economy	41.10085804

Operational Fuel Calculation—Project-generated Operational Trips (Passenger Vehicle Run) Total Operational VMT

Central Transport - Buildout Year Operations (Passenger Vehicles)

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	180	180	4.69	56,559	2,417	2,417	63.0	759,468
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual VMT (miles)

Total VMT 759,468

By Vehicle Type (Average Fleet Mix for Passenger Vehicles)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
46.728286	4.239474	20.381239	18.518420	3.238280	0.848983	1.217699	2.051242	0.062658	0.034678	2.191199	0.184199	0.303644
Passenger Cars (l	LDA)	Fraction of 1 0.4673	Percent of Vehicle Trips 46.73	Annual VMT 354,886	Daily VMT 972	Average Fuel Economy (miles/gallon) 29.59	Total Daily Fuel Consumption (gallons) 32.9	Total Annual Fuel Consumption (gallons) 11,992				
Light Trucks and M (LDT1, LDT2, and		s 0.4314	43.14	327,628	898	22.06	40.7	14,852				
LHDT1, LHDT2, a	nd MHDT	0.0530	5.30	40,289	110	11.10	9.9	3,628				
HHDT		0.0205	2.05	15,579	43	6.01	7.1	2,592				
MCY		0.0219	2.19	16,641	46	41.16	1.1	404				
Buses/Other		0.0059	0.59	4,444	12	7.52	1.6	591				
Total		_	100.0	759,468	2,081		93.3	34,061				

Operational Fuel Calculation—Project-generated Operational Trips (Trucks Only) Total Operational VMT Central Transport - Buildout Year Operations (Trucks Only)

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
User Defined Industrial	126	126	126	45,990	6,300	6,300	6,300	2,299,500

Annual VMT (miles)

Total VMT 2,299,500

By Vehicle Type (Average Fleet Mix for Truck Only Run)

LDA 0.000000	LDT1 0.000000	LDT2 0.000000	MDV 0.000000	LHD1 0.000000	LHD2 0.000000	MHD 0.000000	HHD 100.000000	OBUS 0.000000	UBUS 0.000000	MCY 0.000000	SBUS 0.000000	MH 0.000000
0.00000	0.000000	0.00000	0.000000	0.000000	0.00000	0.000000	100.00000	0.000000	0.00000	0.000000	0.000000	0.000000
			Percent of			Average Fuel Economy	Total Daily Fuel Consumption	Total Annual Fuel Consumption				
	D.4.)	Fraction of 1	Vehicle Trips	Annual VMT	Daily VMT	(miles/gallon)	(gallons)	(gallons)				
Passenger Cars (L	LDA)	0.0000	0.00	0	0	29.59	0.0	0				
Light Trucks and N	Medium Vehicles											
(LDT1, LDT2, and		0.0000	0.00	0	0	22.06	0.0	0				
LHDT1, LHDT2, a	nd MHDT	0.0000	0.00	0	0	11.10	0.0	0				
HHDT		1.0000	100.00	2,299,500	6,300	6.01	1048.4	382,655				
MCY		0.0000	0.00	0	0	41.16	0.0	0				
Buses/Other		0.0000	0.00	0	0	7.52	0.0	0				
Total		_	100.0	2.299.500	6.300		1.048.4	382.655				

Project Operations Natural Gas Use

Source: CalEEMod Output

Central Transport - Buildout Year Operations

kBTU/yr = kilo-British Thermal Units/year

CalEEMod Land Use Natural Gas Use (kBTU/yr)

Unrefrigerated Warehouse-No Rail 368056.4071
General Office Building 267591.8918
Automobile Care Center 491667.8308
Parking Lot 0
Other Asphalt Surfaces 0

Total 1,127,316 kBTU/yr

Project Operations Electricity Use

Source: CalEEMod Output

Central Transport - Buildout Year Operations

kWh/yr = kilowatt hours per year

	Electricity Use	
CalEEMod Land Use	(kWh/yr)	
Unrefrigerated Warehouse-No Rail	741,047	
General Office Building	157,091	
Automobile Care Center	142,370	
Parking Lot	504,075	
Other Asphalt Surfaces	0	
Total	1,544,582	kWh/yr

^{*}The estimates above account for total consumption and not demand after incorporation of renewable energy.

Construction Trailer Custom Report

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 - 1.2. Land Use Types
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 - 4.2. Energy
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- 5. Activity Data
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 - 5.11.1. Unmitigated
- 7. Health and Equity Details
 - 7.1. CalEnviroScreen 4.0 Scores
- 8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Construction Trailer
Operational Year	2023
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.687961, -119.784008
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2490
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.13

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Office Building	0.72	1000sqft	0.02	720	0.00	_	_	305

4. Operations Emissions Details

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	9.43	9.43	< 0.005	< 0.005	_	9.53
Total	_	_	_	_	_	_	_	_	_	_	_	_	9.43	9.43	< 0.005	< 0.005	_	9.53
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	9.43	9.43	< 0.005	< 0.005	_	9.53
Total	_	_	_	_	_	_	_	_	_	_	_	_	9.43	9.43	< 0.005	< 0.005	_	9.53
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
General Office Building	_	_	_	_	_	_	_	_	_	_	_	_	1.56	1.56	< 0.005	< 0.005	_	1.58
Total	_	_	_	_	_	_	_	_	_	_	_	_	1.56	1.56	< 0.005	< 0.005	_	1.58

5. Activity Data

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	16,881	204	0.0330	0.0040	28,756

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	_
AQ-Ozone	80.0
AQ-PM	94.3
AQ-DPM	35.0
Drinking Water	98.5
Lead Risk Housing	72.8
Pesticides	92.0
Toxic Releases	76.5
Traffic	3.39
Effect Indicators	_
CleanUp Sites	85.6
Groundwater	70.6
Haz Waste Facilities/Generators	97.9
Impaired Water Bodies	0.00
Solid Waste	92.0
Sensitive Population	_
Asthma	93.4

Cardio-vascular	75.0
Low Birth Weights	74.2
Socioeconomic Factor Indicators	_
Education	73.4
Housing	20.6
Linguistic	63.0
Poverty	78.0
Unemployment	60.6

8. User Changes to Default Data

Appendix B – Phase I Environmental Site Assessment

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING CONSTRUCTION TESTING & INSPECTION

January 18, 2023 Project No. 014-22174

Ms. Emily Bowen Crawford & Bowen Planning, Inc. 113 N. Church Street, Suite 302 Visalia, California 93291 emily@candbplanning.com

RE: Phase I Environmental Site Assessment

Fresno Crown Truck Project South Cherry Avenue APN 329-100-52 Fresno, California 93706

Dear Ms. Bowen:

Krazan & Associates, Inc., (Krazan) completed a Phase I Environmental Site Assessment at the referenced site summarized in a report dated January 18, 2023. We appreciate the opportunity to serve your environmental due diligence needs.

During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs) and site development issues were identified in connection with the subject site:

PAOCs

Krazan's review of historical aerial photographs and historical topographic maps indicates that a rural residence was located in the southeastern portion of the subject site from at least 1946 until at least 1967. Additionally, historical aerial photographs of the subject site and surrounding vicinity taken during the 1937- to 1998-time interval indicate the presence of on-site and immediately proximate farming operations expected to utilize fuel-powered trucks and tractors/farm equipment. Mr. Andrew Falzarano, a representative of the owner of the subject site familiar with the subject site for the past six months, indicated that he was unaware of USTs being located at the subject site and no records of USTs for the subject site are on file with the local regulatory agencies. However, USTs on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Krazan's experience with such properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the former on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site prior to the current owner of the subject site is unknown.

During redevelopment of the subject site, if a UST or associated piping is encountered, please contact Krazan for a supplemental assessment.

Site Development Issues

• An apparently vandalized and non-operational water well is present in the central-eastern portion of the subject site. The well appeared to be an agricultural water well which was electrically powered when last used. Additionally, Krazan's review of historical aerial photographs indicates that a residence was located in the southeastern portion of the subject site circa 1946. A domestic water well and septic system potentially associated with this residence may be located in the southeastern portion of the subject site. If the existing water well and/or any water wells or septic systems identified during the planned redevelopment of the subject site are not to be utilized in the redevelopment, they should be properly abandoned, removed, or destroyed in accordance with State and local guidelines.

If you have any questions regarding the information presented in this report, please call me at (559) 348-2200.

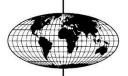
Respectfully submitted,

KRAZAN & ASSOCIATES, INC.

Jason R. Paul, PG 7557

Environmental Regional Manager

JRP/mlt



PHASE I ENVIRONMENTAL SITE ASSESSMENT

FRESNO CROWN TRUCK PROJECT SOUTH CHERRY AVENUE APN 329-100-52 FRESNO, CALIFORNIA 93706

Project No. 014-22174 January 18, 2023

Prepared for:
Ms. Emily Bowen
Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, California 93291

Prepared by: Krazan & Associates, Inc. 215 West Dakota Avenue Clovis, California 93612 (559) 348-2200



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EDR – Historical Topo Map Report EDR – City Directory Image Report EDR – Aerial Photo Decade Package

Appendix B Environmental Lien/Activity Use Limitations Report

Preliminary Title Report Phase I ESA Questionnaires

Appendix C EDR – Radius Map Report

EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the 15.22-acre property which is associated with Fresno County Assessor's Parcel Number (APN) 329-100-52 (subject site). The subject site is located west of South Cherry Avenue and 1,260 feet south of East North Avenue within an unincorporated area of Fresno County, California 93706. At the time of Krazan's December 26, 2022 site reconnaissance, the subject site was vacant land which appeared to have been utilized for agricultural purposes previously.

Krazan's historical research indicates: 1) the subject site was vacant land from at least 1923 until approximately 1945, 2) the southeastern portion of the subject site was occupied by a rural residence from approximately 1946 until at least 1967, and 3) the subject site has not been occupied by any structures since at least 1973. Portions of the subject site appear to have utilized for agricultural purposes (grain crops) from at least 1937 until at least 1998. The subject site appears to have been vacant uncultivated land since at least 2006.

Crown Enterprises, Inc. plans to develop the property with a trucking logistics facility. The site is located in a mixed commercial/light industrial, residential, and agricultural area of Fresno County.

During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs) and site development issues were identified in connection with the subject site:

PAOCs

Krazan's review of historical aerial photographs and historical topographic maps indicates that a rural residence was located in the southeastern portion of the subject site from at least 1946 until at least 1967. Additionally, historical aerial photographs of the subject site and surrounding vicinity taken during the 1937- to 1998-time interval indicate the presence of on-site and immediately proximate farming operations expected to utilize fuel-powered trucks and tractors/farm equipment. Mr. Andrew Falzarano, a representative of the owner of the subject site familiar with the subject site for the past six months, indicated that he was unaware of USTs being located at the subject site and no records of USTs for the subject site are on file with the local regulatory agencies. However, USTs on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Krazan's experience with such properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the former on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site prior to the current owner of the subject site is unknown.

Site Development Issues

• An apparently vandalized and non-operational water well is present in the central-eastern portion of the subject site. The well appeared to be an agricultural water well which was electrically powered when last used. Additionally, Krazan's review of historical aerial photographs indicates that a residence was located in the southeastern portion of the subject site circa 1946. A domestic water well and septic system potentially associated with this residence may be located in the southeastern portion of the subject site. If the existing water well and/or any water wells or septic systems identified during the planned redevelopment of the subject site are not to be utilized in the redevelopment, they should be properly abandoned, removed, or destroyed in accordance with State and local guidelines.

1.0 <u>INTRODUCTION</u>

The subject site is located west of South Cherry Avenue and 1,260 feet south of East North Avenue within an unincorporated area of Fresno County, California 93706. The subject site, 15.22 acres in area, is associated with Fresno County Assessor's Parcel Number (APN) 329-100-52. The subject site does not appear to be associated with an address. At the time of Krazan's December 26, 2022 site reconnaissance, the subject site was vacant land which appeared to have been utilized for agricultural purposes previously. Krazan's historical research indicates: 1) the subject site was vacant land from at least 1923 until approximately 1945, 2) the southeastern portion of the subject site was occupied by a rural residence from approximately 1946 until at least 1967, and 3) the subject site has not been occupied by any structures since at least 1973. Portions of the subject site appear to have been utilized for agricultural purposes (grain crops) from at least 1937 until at least 1998. The subject site appears to have been vacant uncultivated land since at least 2006.

Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-13.

ASTM E 1527-13 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report.

Previous Environmental Assessments

No previous environmental assessments were provided to Krazan by Crawford & Bowen Planning Inc. for review as part of this Phase I ESA.

2.0 PURPOSE AND SCOPE OF ASSESSMENT

2.1 Purpose

According to ASTM E 1527-13, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products*. As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner, contiguous property owner*, or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *landowner liability protections*, or *LLPs*): that is, the practice that constitutes *all appropriate inquiries* into the previous ownership and uses of the *property* consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

2.2 Scope of Work

The scope of work for this Phase I ESA conforms to ASTM E 1527-13. The Phase I ESA includes the following scope of work: a) a site reconnaissance of existing on-site conditions and observations of adjacent property uses, b) a review of user-provided documents and search of available current land title records compiled by AFX Corp., Inc., c) a review of historical aerial photographs, a review of pertinent building permit records, cross-reference directories, historical Sanborn Fire Insurance Maps (SFIMs), and interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, d) a review of local regulatory agency records, and e) a review of local, state, and federal regulatory agency lists compiled by Environmental Data Resources, Inc. (EDR).

Krazan was provided written authorization to conduct the Phase I ESA by Ms. Emily Bowen with Crawford & Bowen Planning, Inc. on December 20, 2022 in Krazan's November 17, 2022 Proposal/Cost Estimate No. P22-478.

3.0 SUBJECT SITE SETTING

The subject site is located west of South Cherry Avenue and 1,260 feet south of East North Avenue within an unincorporated area of Fresno County, California 93706. The subject site is an irregular-shaped parcel measuring 15.22 acres in area which is associated with Fresno County Assessor's Parcel Number (APN) 329-100-52. The site is located within a mixed commercial/light industrial, residential, and agricultural area of Fresno County. General property information and property use are summarized in the following table. Refer to Figure Nos. 1-4 for subject site details.

Subject S	Subject Site Information Summary				
Current Owner:	Crown Enterprises Inc. /Crown Enterprises LLC				
Assessor's Parcel Numbers:	329-100-52				
Addresses:	South Cherry Avenue				
	Fresno, California 93706				
Historical Addresses:	None Identified				
General Location:	West of South Cherry Avenue and 1,260 feet south of East				
	North Avenue				
Acreage:	15.22 acres				
Existing Use:	Vacant Land				
Number of Buildings:	None				
Original Construction Date:	N/A				
Proposed Use:	Commercial/Light Industrial – Trucking Logistics Facility				
Electricity:	Pacific Gas & Electric				
Natural Gas:	Pacific Gas & Electric				
Potable Water:	None currently provided – non-operational water well				
	located on site and potential on-site domestic well				
	associated with historical rural residence				
Sanitary Sewer:	None currently provided – potential on-site septic system				
	associated with historical rural residence				
Latitude / Longitude:	36.6877610° / -119.7837840°				
Topographic Map:	U.S. Geological Survey, 7.5-minute Fresno South,				
	California				
Topographic Map Location:	Northwestern quarter of Section 27, Township 14 South,				
	Range 20 East, Mount Diablo Baseline and Meridian				
Topography:	Approximately 280 feet above mean sea level				
Approximate Depth to Groundwater:	105 feet below ground surface (bgs), State of California				
	Department of Water Resources (DWR)*				
Regional Groundwater Flow Direction:	Southwest, DWR				

Note: * State of California, Department of Water Resources, Sustainable Groundwater Management Act (SGMA) Data Viewer, Spring 2022.

3.1 Geology and Hydrogeology

The subject site is located within the San Joaquin Valley, a broad structural trough bound by the Sierra Nevada and Coast Ranges of California. The San Joaquin Valley, which comprises the southern portion of the Great Valley of California, has been filled with several thousand feet of sedimentary deposits. Sediments in the eastern valley, derived from the erosion of the Sierra Nevada, have been deposited by major to minor west-flowing drainages and their tributaries. Near-surface sediments are dominated by sands and silty sands with lesser silts, minor clays, and gravel. The sedimentary deposits in the region form large coalescing alluvial fans with gentle slopes. Groundwater in the subject site vicinity was reported to be first encountered at a depth of approximately 105 feet bgs in Spring 2022. The groundwater flow direction in the area of the subject site is generally toward the southwest.

4.0 SITE BACKGROUND

A review of historical Sanborn Fire Insurance Maps (SFIMs), historic USGS topographic maps, reasonably ascertainable city cross-reference directories, historical aerial photographs, local agency records and previous environmental reports, as made available to Krazan, were utilized to assess the history of the subject site.

4.1 Sanborn Fire Insurance Maps

Krazan reviews Sanborn Fire Insurance Maps (SFIMs) to evaluate prior land use of the subject site and the adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the subject site within the city limits. Krazan contracted with Environmental Data Resources, Inc. (EDR) to provide copies of available SFIMs for the subject site and the adjacent properties. EDR's search of Sanborn Insurance maps revealed no coverage for the subject site and the adjacent properties. Refer to Appendix $A - EDR - Certified Sanborn^{\text{@}} Map Report$ for details.

4.2 USGS Topographic Quadrangle Map

Krazan reviewed the 15-minute Fresno, California topographic quadrangle map dated 1923, the 7.5-minute Fresno, California topographic quadrangle map dated 1942, and the 7.5-minute Fresno South, California topographic quadrangle maps dated 1946, 1947, 1963, 1972, 1981, 2012, 2015, and 2018. According to review of the historical topographic quadrangle maps which covered the subject site and the adjacent properties: 1) the subject site was vacant land from at least 1923 until at least 1947, 2) the southeastern portion of the subject site was occupied by a residential-type structure and the remainder of the subject site was vacant land in 1963, and 3) the subject site was vacant land from at least 1972 until at least 1981. Subject site and adjacent/vicinity property usage is summarized in the following table. Refer to Figure 4 and Appendix A – *EDR - Historical Topo Map Report* for copies of the maps.

	Topographic Maps S	Summary
Year	Site Usage	Adjacent Property Usage
1923	Vacant land. The subject site is depicted as relatively flat vacant land. The existing irrigation canal is depicted on/near the southern boundary of the subject site.	Rural residential and vacant land. The northern, southern, and eastern adjacent properties are depicted as rural residential and vacant land. South Cherry Avenue is depicted adjacent to the east of the subject site, and the irrigation canal located on/near
		the southern boundary of the subject site extends onto the eastern and western adjacent properties. The western adjacent property is depicted as vacant land.
1942, 1946, 1947	Vacant land. The subject site is relatively unchanged from the 1923 map.	Rural residential and vacant land. The adjacent properties are relatively unchanged from the 1923 map.
1963	Residential and vacant land. The southeastern portion of the subject site is occupied by a residential-type structure and the remainder of the subject site is depicted as vacant land.	Residential, agricultural, and vacant land. The adjacent properties are relatively unchanged from the 1947 map except additional residential-type structures and an orchard are depicted on the eastern adjacent property.
1972	Vacant land. The residential-type structure is no longer present. The subject site is depicted as vacant land.	Residential, agricultural, and vacant land. The adjacent properties are relatively unchanged from the 1963 map.
1981	Vacant land. The subject site is relatively unchanged from the 1972 map.	Residential, agricultural, and vacant land. The adjacent properties are relatively unchanged from the 1972 map.
2012, 2015, 2018	The subject site is depicted within a mixed commercial and rural area of Fresno County. Map details include streets, highways and freeways, waterways, and surface elevation contours. Subject site features such as structures are not denoted.	The adjacent property usage is depicted within a mixed commercial and rural area of Fresno County. Map details include streets, highways and freeways, waterways, and surface elevation contours. Property features such as structures are not denoted.

4.3 City Cross-Reference Directories

Krazan contracted with EDR to provide a review of available cross-reference directories for the subject site and the adjacent properties. However, no address was identified for the subject site; therefore, no potential subject site occupants were identified via review of the directories provided by EDR. A summary of directory information dated between 1922 and 2017 is presented in the following table. Refer to Appendix A - EDR - City Directory Image Report for details.

Cross-Reference Directories Summary					
Address	Owner / Occupant	Years			
Subject Site					
None Identified	None Identified	1922 to 2017			
Adjacent Properties					
Adjacent to the North					
3195 South Cherry Avenue	Address Not Listed	1922 to 1990			
-	Residential Listings / Occupant Unknown	1994 to 2017			
	Tapp Enterprises	2009			
Adjacent to the East					
3207 South Cherry Avenue	Address Not Listed	1922 to 1990			
	S. Reed/J. Reed (Residential Listing)	1994 to 2002			
	J. Fraticetli (Residential Listing)	2002			
	Occupant Unknown	2004			
	J. Reed	2009			
	Occupant Unknown	2014			
	Address Not Listed	2017			
3295 South Cherry Avenue	Address Not Listed	1922 to 2017			
Adjacent to the South					
3337 South Cherry Avenue	Address Not Listed	1922 to 2017			
Adjacent to the West					
No Address	State Highway 41	1922 to 2017			

Information obtained from the review of cross-reference directories is consistent with that obtained from other historical sources during the course of this assessment. Krazan's review of cross-reference directories did not identify evidence of current or historic RECs based on subject site or the adjacent property uses.

4.4 Aerial Photograph Interpretation

Historical aerial photographs obtained from EDR and Google Earth ® were reviewed to assess the history of the subject site. According to review of the historical aerial photographs, the subject site was not developed with any structures from at least 1937 until at least 1942, was occupied by a rural residence from at least 1946 until at least 1967, and was not occupied by any structures from at least 1973 until at least 2020. Portions of the subject site appear to have utilized for agricultural purposes from at least 1937 until at least 1998. The subject site appears to have been vacant uncultivated land from at least 2006 until at least 2020. The aerial photograph summary is provided in the following table. Refer to Appendix A – *Aerial Photo Decade Package* for details.

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	Aerial Photograph Review S	Summary (continued)
	Site Use	Adjacent Properties
1973	Agricultural and vacant land. The subject site is relatively unchanged from the 1967 photograph except the southeastern portion of the subject site appears to be vacant land. No structures are visible in this portion of the subject site.	Rural residential and agricultural land. The adjacent properties appear relatively unchanged from the 1967 photograph except the western adjacent portion of the irrigation canal appears to have been channelized.
1979, 1984, 1987	Agricultural and vacant land. The subject site is relatively unchanged from the 1973 photograph.	Rural residential and agricultural land. The adjacent properties appear relatively unchanged from the 1973 photograph.
1998	Agricultural. The subject site is relatively unchanged from the 1987 photograph except the southeastern portion of the subject site appears to be cultivated.	Rural residential, agricultural land, and State Highway 41. The adjacent properties appear relatively unchanged from the 1987 photograph except for the development of State Highway 41 adjacent to the west of the subject site.
2006	Vacant/fallow land. The subject site is relatively unchanged from the 1998 photograph except the subject site appears to be vacant or fallow land.	Commercial, rural residential, agricultural land, and State Highway 41. The adjacent properties appear relatively unchanged from the 1998 photograph except for the development of a storage yard adjacent to the north of the central portion of the subject site.
2009	Vacant land. The subject site is relatively unchanged from the 2006 photograph.	Commercial rural residential, agricultural land, and State Highway 41. The adjacent properties appear relatively unchanged from the 2006 photograph except for the expansion of the storage yard adjacent to the north of the subject site.
2012	Vacant land. The subject site is relatively unchanged from the 2009 photograph.	Commercial, rural residential, agricultural land, and State Highway 41. The adjacent properties appear relatively unchanged from the 2009 photograph except for the property adjacent to the east of the southern portion of the subject site appears to be occupied by the existing storage facility.
2016, 2020	Vacant land. The subject site is relatively unchanged from the 2012 photograph.	Commercial, rural residential, agricultural land, and State Highway 41. The adjacent properties appear relatively unchanged from the 2012 photograph.

4.5 County Records

Fresno County Public Works and Planning Department

On December 23, 2022, a building permit records request was submitted to the Fresno County Public Works and Planning Department (FCPWPD) for the subject site APN of 329-100-52. According to a representative of the Fresno County Public Works and Planning Department, no building permits are on

file with the FCPWPD for the subject site APN. Therefore, no permits for items of potential environmental concern such as underground storage tanks, septic systems, or previous structures/features are on file with the Fresno County Public Works and Planning Department for the subject site.

Fresno County Fire Protection District

The Fresno County Fire Protection District (FCFPD) has jurisdiction for fire protection for the subject site and the immediate vicinity. During the course of previous Phase I ESAs conducted in unincorporated areas of Fresno County, representatives of the Fresno County Fire Protection District have stated that records of hazardous materials storage and hazardous materials spill incidents are kept by the Fresno County Environmental Health Division, the CUPA for Fresno County. Furthermore, hazardous and/or flammable materials incidents have historically been filed according to the date of occurrence and not by the location of occurrence by the Fresno County Fire Protection District.

4.6 Previous Environmental Assessments

No previous environmental assessments were provided to Krazan by Crawford & Bowen Planning, Inc. for review as part of this Phase I ESA.

4.7 Agricultural Chemicals

Review of historical aerial photographs indicates that portions of the subject site were utilized for agricultural purposes from at least 1937 until at least 1998. Although the potential exists that environmentally persistent pesticides/herbicides were historically applied to crops grown on the subject site circa 1940s to 1970s; 1) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment, 2) the subject site does not appear to have been occupied by a vineyard or an orchard which are typically more directly correlated with adverse impacts from the historical use of environmentally persistent pesticides/herbicides, and 3) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site will be dislocated and diluted as a result of the rough grading and trenching operations which will be conducted in connection with the proposed commercial redevelopment of the property. Consequently, given the above-referenced factors and Krazan's experience in the subject site vicinity, the potential for elevated concentrations of environmentally persistent pesticides/herbicides related to crop cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action appears unlikely low.

5.0 USER-PROVIDED INFORMATION

A review of user-provided information was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject site.

5.1 Environmental Liens/Activity and Use Limitations Report

An Environmental Lien/Activity and Use Limitations (EL/AUL) Report was completed by AFX Corp. Inc. (AFX) for the subject site on December 22, 2022. The AFX EL/AUL Report provides results from a search of available land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls. The subject site EL/AUL Report was reviewed to identify potential environmental liens, institutional controls (ICs), environmental land use controls (LUCs), environmental activity and use limitations (AULs), or declaration of environmental use restrictions (DEULs) which may have been filed against the subject site or exist in connection with the subject site as indicated by the subject site EL/AUL Report. Krazan's review of the EL/AUL Report indicated no liens, judgments, ICs, LUCs, AULs, or DEULs were found for the subject site according to the scope of work and limitations. Refer to Appendix B – AFX EL/AUL Report for details.

5.2 Title Report

A Preliminary Title Report (PTR) dated September 1, 2017, prepared for the subject site by First American Title Company, was provided by Crown Enterprises, LLC, the property owner and one of the Phase I ESA users. The subject site PTR was reviewed to identify potential environmental deed restrictions, environmental liens, or environmental activity and use limitations (AULs) which may have occurred on or exist in connection with the subject site. Krazan's review of the PTR indicated no environmental deed restrictions, environmental liens or environmental AULs for the subject site. However, as quoted from the subject site PTR, "It is important to note that this Preliminary Title Report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land." The absence of a condition of title represents a data gap. Refer to Appendix B – *PTR* for details.

5.3 Interviews

Krazan conducts interviews with the owner of the subject site, a key site manager, subject site occupant(s), and/or the previous owner/occupant(s) of the subject site. The interview(s) is/are designed to provide pertinent information regarding potential environmental impacts associated with the subject site.

Subject Site Owner – An interview was conducted with Mr. Falzarano, representative of the owner of the subject site, via his completion of an environmental questionnaire. According to questionnaire responses, Mr. Falzarano indicated that he has been familiar with the subject site for the past six months. Mr. Falzarano indicated that the subject site is currently vacant land which has not been developed with any structures previously. Mr. Falzarano indicated that the subject site appears to have been farmland historically.

According to Mr. Falzarano, to the best of his knowledge, no use, storage, or disposal of hazardous materials; no existing or former ASTs or USTs; no hazardous materials spills, no environmental cleanups, no on-site treatment and/or discharge of waste; no environmental liens, AULs, engineering or institutional controls, no on-site leach fields, dry wells, sumps, or disposal ponds; no buried materials; no monitoring, domestic, or irrigation wells; or any items of environmental concern are associated with the subject site. Mr. Falzarano indicated that he is not aware of any obvious indications pointing to the presence or likely presence of contamination of the subject property. Mr. Falzarano indicated that the reason for preparation of this Phase I ESA is related to a proposed development. Additionally, Mr. Falzarano indicated that the purchase price of the subject site reasonably reflects fair market value. Refer to Appendix B – *Owner Questionnaire* completed by Mr. Falzarano for details.

Previous Subject Site Owner Interview

A Phase I ESA interview with a previous owner of the subject site was not conducted as contact information was not reasonably available.

5.4 Phase I Environmental Site Assessment User Questionnaire

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the *Brownfields Amendments*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *all appropriate inquiry* is not complete. The user is asked to provide information or knowledge of the following:

- 1. Environmental cleanup liens that are filed or recorded against the site.
- 2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
- 3. Specialized knowledge or experience of the person seeking to qualify for the LLPs.
- 4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.

- 5. Commonly known or *reasonably ascertainable* information about the *property*.
- 6. The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.
- 7. The reason for preparation of this Phase I ESA.

On December 22, 2022, a completed Phase I ESA User questionnaire was received from Ms. Emily Bowen, representative of Crawford & Bowen Planning, Inc., one of the Phase I ESA users. According to the questionnaire responses, Ms. Bowen, to the best of her knowledge as the user of this Phase I ESA, was not aware of any environmental cleanup liens and/or activity or land use limitations which have been filed or recorded against the subject site. Ms. Bowen indicated that she has no knowledge of the historical uses of the subject site. Ms. Bowen has no specialized knowledge or experience of the prior nature of the business or chemical utilization on the subject site. Ms. Bowen indicated that she did not have knowledge of the past or current presence of specific chemicals or hazardous materials, unauthorized spills or chemical releases or of any environmental cleanups in connection with the subject site. Ms. Bowen indicated that she is not aware of any obvious indications pointing to the presence or likely presence of contamination of the subject property. Ms. Bowen indicated that the purchase price of the subject site reasonably reflects fair market value and indicated that the reason for preparation of this Phase I ESA is related to preparation of an environmental document pursuant to CEQA. Refer to Appendix B – *Phase I ESA Questionnaires* for details.

6.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject site and surrounding properties, was conducted by Mr. Bill Vick, Krazan's Environmental Professional on December 26, 2022. Krazan's Environmental Professional was unescorted during the site reconnaissance. The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions, including hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

6.1 Observations

The following table summarizes the subject site features encountered during our site reconnaissance. Observed features are noted in the table below and described in detail below the table. Refer to Figure No. 3 - *Site Map* and *Photographs* for locations and details pertaining to site-specific features discussed in this section of the report.

Site Reconnaissance Summary				
Features		Not Observed		
Structures (existing)		X		
Evidence of Past Uses (foundations, debris)		X		
Discarded Materials/Trash	X			
Hazardous Substances and/or Petroleum Products (including containers)	X			
Aboveground Storage Tanks (ASTs)		X		
Underground Storage Tanks (USTs) or evidence of USTs		X		
Evidence of Underground Pipelines (non-irrigation)		X		
Strong, Pungent, or Noxious Odors		X		
Pools of Liquid likely to be Hazardous Materials or Petroleum Products		X		
Drums		X		
Unidentified Substance Containers		X		
Potential Polychlorinated Biphenyl (PCB)-Containing Equipment	X			
Subsurface Hydraulic Equipment		X		
Heating/Ventilation/Air Conditioning (HVAC)		X		
Stains or Corrosion on Floors, Walls or Ceilings		X		
Floor Drains, Sumps, or Oil/Water Clarifiers		X		
Storm Drains		X		
Pits, Ponds, or Lagoons		X		
Stained Soil and/or Pavement		X		
Soil/Debris Piles		X		
Stressed Vegetation		X		
Charred Vegetation	X			
Waste or Wastewater (including stormwater) Discharges to Surface/Surface Waters		X		

Site Reconnaissance Summary (continued)				
Features	Observed	Not Observed		
Wells (Irrigation, Domestic, Dry, Injection, Abandoned, Monitoring Wells)	X			
Septic Systems		X		
High-voltage, tower-mounted transmission lines		X		

The subject site is relatively flat vacant land previously utilized for agricultural purposes. Evidence of transient habitation was present in the southeastern portion of the subject site, including a makeshift shelter composed of a vehicle hood, appliances, and lumber, discarded clothing, bedding, and food/beverage containers, vehicle tires, and trash. No hazardous materials/waste were observed among the discarded materials other than approximately 50 small containers of compressed butane gas. Based on the weights of approximately a dozen containers examined, the butane containers appeared to be empty or nearly empty.

An east-west trending irrigation canal referred to as Central Canal is present on/near the southern boundary of the subject site. The irrigation canal was dry at the time of the site reconnaissance. No odors, surface staining/soil discoloration, stressed vegetation, or other obvious evidence of the presence of hazardous materials were noted in association with the irrigation canal.

A north-south trending irrigation ditch is present in the eastern portion of the subject site on/near the eastern property boundary. The irrigation ditch was dry at the time of the site reconnaissance. Charred vegetation indicative of a previous grass fire was observed within and adjacent to a portion of the irrigation ditch. No obvious evidence of burnt hazardous materials containers was noted in association with the charred portion of the irrigation ditch.

An apparently vandalized and non-operational water well is present in the central-eastern portion of the subject site. The well appeared to be an agricultural water well which was electrically powered when last used. No hazardous materials were observed at the site of the water well.

During the visual observations of the subject site, no noxious odors or stressed vegetation were noted other than the above-referenced charred vegetation. Exposed surface soils did not exhibit obvious signs of discoloration. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the areas observed. No indications of former structures, such as foundations, were observed on the subject site. No high-voltage, tower-mounted electrical transmission lines were observed on or within 100 feet of the subject site.

6.2 Adjacent Streets and Property Usage

The following table summarizes the current adjacent streets and adjacent property uses observed during the site reconnaissance:

Adjacent Streets and Property Usage				
Direction	Adjacent Street	Adjacent Property Usage		
North	None	Residence and Outbuildings		
		Truck and Equipment Storage Yard		
South	None	Rural Residence		
		Agricultural Land		
East	South Cherry Avenue	Agricultural Land		
		Fence-Enclosed Storage Yard - City of Fresno owned parcel		
West	State Highway 41	State Highway 41 and associated right-of-way		

Based on the observed uses of the properties located immediately adjacent to the subject site, it is unlikely that significant quantities of hazardous materials currently are stored at these properties. Please see *Section* 6.4 – *Regulatory Agency Records Review* below for a discussion of facilities located proximate to the subject site which store/handle reportable quantities of hazardous materials.

6.3 ASTM Non-Scope Considerations

According to ASTM E 1527-13, there may be environmental issues or conditions at assessed properties that are outside the scope of the Phase I ESA practice (non-scope considerations). Some substances may be present in quantities and under conditions that may lead to contamination of the subject site or of nearby properties but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §9601[14]). ASTM Non-scope considerations appropriate for the subject site are discussed below.

Radon

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Public Health (CDPH) maintains a statewide database of radon results in designated geographic areas. Radon detection devices are placed in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4.0 pico Curies per liter (pCi/L).

The US EPA has prepared a map to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones,

Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site-specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L. Therefore, the available data suggests that the potential for radon to adversely impact the subject site appears to be low.

Environmental Non-Compliance Issues

No material non-compliance issues were identified in connection with the subject site in the process of preparing this report.

Activity and Use Limitations

No activity and use limitations were identified in connection with the subject site in the process of preparing this report.

6.4 Regulatory Agency Records Review

A review of Federal and State regulatory databases was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and/or the adjacent properties and businesses. The Federal and State environmental databases consulted in the course of this assessment were compiled by Environmental Data Resources, Inc. (EDR) and identified facilities within the search distances specified in ASTM 1527-13. Krazan did not verify the locations and distances of every property listed by the EDR Radius Map Report. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. No EDR-listed unmapped (non-geocoded) sites identified were determined to be located on or adjacent to the subject site. Refer to Appendix C – EDR Radius Map Report for the Map Findings Summary and complete details of the complete report.

Regulatory records are reviewed based on the following criteria: 1) properties with known soils and/or groundwater releases considered to represent the potential for impact to the subject site that are located within 1,760 feet of the subject site for constituents of concern impacts or 528 feet of the subject site for petroleum hydrocarbon impacts; 2) properties that are adjacent or in proximity to the subject site included within the EDR regulatory database report or noted during the site reconnaissance to possibly handle, store, or generate hazardous materials. Applicable property records are discussed below.

No Federal Superfund – National Priorities List (NPL) sites were determined to be located within a onemile radius of the subject site.

State of California Environmental Protection Agency

Krazan's December 22, 2022 review of the State of California Environmental Protection Agency (CalEPA) – Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website indicated that no records of cleanup sites including State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site, the adjacent properties, or properties located within 500 feet of the subject site.

State of California Regional Water Quality Control Board - Geotracker

Krazan's December 22, 2022 review of the State of California Regional Water Quality Control Board (RWQCB) Geotracker database available via the RWQCB Internet Website did not identify any cleanup sites including LUST sites, cleanup program sites, or military sites at the subject site, the adjacent properties, or properties located within 500 feet of the subject site.

California Department of Conservation, California Geologic Energy Management Division

Krazan's January 3, 2023 review of the State of California Department of Conservation, California Geologic Energy Management Division (CalGEM) Online Mapping System indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site.

State of California Office of Emergency Services – Spills Database

Krazan's January 3, 2023 review of the State of California Office of Emergency Services (Cal OES) Spill Reports database, available via the Cal OES website indicated that no hazardous materials spill reports are included in the Cal OES Spill Reports database for subject site APN 329-100-52.

Fresno County Department of Public Health – Environmental Health Division

The Fresno County Department of Public Health, Environmental Health Division (FCEHD) is the lead regulatory agency or Certified Unified Program Agency (CUPA) for hazardous materials handling facilities located in Fresno County. Krazan's review of the FCEHD CUPA and Solid Waste Programs Resource List (CUPA List) dated June 28, 2021 and January 3, 2023 review of the FCEHD on-line Environmental Health Document Portal indicated that no hazardous materials storage, hazardous waste generator, AST, UST, leaking UST (LUST), environmental cleanup site/site mitigation, and/or hazardous materials release incident records are on file with the FCEHD for the subject site.

Cecil Hardy 3264 South Cherry Avenue Adjacent to the east

According to records on file with the FCEHD, a 500-gallon gasoline UST was removed from the 3264 South Cherry Avenue property under FCEHD oversight in 2014. The former UST was located approximately 370 feet east of the subject site. No holes were noted in the UST at removal and no discolored soil was observed in the tank excavation pit. Analysis of a soil sample collected from the base of the excavation revealed that none of the gasoline derived constituents of potential concern were present above their respective laboratory reporting limits. Based on the removal of the potential contamination source, the reported absence of a fuel release, and the location of the former UST approximately 370 feet distant, there is no evidence to indicate that this former UST represents an environmental concern in connection with the subject site.

Additionally, according to the California Environmental Reporting System (CERS) database available via the CalEPA Regulated Site Portal at the CalEPA website, no HMBP chemical inventory records and no CUPA compliance evaluation inspection records are included in the database for the northern, southern, eastern, or western adjacent properties suggesting that hazardous materials are not stored in reportable quantity and that hazardous waste is not generated in reportable quantity at these properties. Records are included in the CERS database for the property located 200 feet northeast of the subject site which are discussed below:

Valley Iron 3114 South Cherry Avenue 200 feet northeast

According to records on file with the FCEHD, the Valley Iron occupant of the 3114 South Cherry Avenue address maintains permits with the FCEHD as a chemical storage facility and as a hazardous waste generator. According to information on file with the FCEHD as contained in the CERS database, a HMBP was submitted for Valley Iron on February 10, 2022. Krazan's January 3, 2023 review of the CERS database indicated that six chemicals/hazardous materials are used/stored at this property in reportable quantity, including: 1) oxygen – refrigerated liquid (120-599 gallons), 2) oxygen – compressed gas (0-2,599 cubic feet), 3) nitrogen (0-2,599 cubic feet), 4) propane (600-1,199 gallons) E-Weld (12-59 gallons), and 6) oil/lubricant (12-59 gallons). A hazardous materials release response plan compliance evaluation inspection of this facility conducted by the FCEHD on April 26, 2016 revealed one violation for failure to submit a site map. A hazardous waste generator compliance evaluation inspection of this facility conducted by the FCEHD on April 26, 2016 revealed no violations. Krazan's review of records on file with the FCEHD as contained in the CERS database for the facility/property located at 3114 South Cherry Avenue revealed no evidence of a documented release of hazardous materials or hazardous waste to the subsurface.

Regulatory Database Review

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by EDR and Krazan and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances of every property listed by EDR. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. No EDR-listed unmapped (non-geocoded) sites identified were determined to be located on or adjacent to the subject site.

- The subject site location was not listed in the EDR regulatory agency database report.
- Cecil Hardy, identified as 3264 South Cherry Avenue, is listed as a CUPA Listing site associated
 with the removal of a 500-gallon gasoline UST which is reportedly located 49 feet east of the
 subject site. Records on file with the FCEHD for this adjacent property UST removal site were
 discussed previously.
- AKAL Roadside Service, identified as 3216 South Cherry Avenue, is listed in the EDR report as a CUPA Listings site associated with its permitting as a waste tire facility which is reportedly located 59 feet east-northeast of the subject site. John Brown DBA Performance Power Systems and She Synthetic Synthetics, identified as 3195 South Cherry Avenue and reportedly located 225 feet northeast of the subject site (the 3195 South Cherry Avenue address is actually located adjacent to the north of the subject site), are listed in the EDR report as RCRA NonGen and No Longer Regulated (NLR) facilities indicating that these facilities are non-generating facilities which are no longer regulated. No violations were listed in association with any of these facilities/addresses and none are listed on a database indicating a release to the subsurface has occurred. These facilities are not considered to be an environmental concern in connection with the subject site.

Hazardous Materials Migration in Soils and/or Groundwater

No sites with reported releases of hazardous materials to the subsurface were reported within a 1,500-foot radius of the subject site. In general, potentially hazardous materials or petroleum products released from facilities located generally hydraulically upgradient within the subject site vicinity, or in a hydraulically cross-gradient direction in proximity to the site, may have a reasonable potential of migrating to the subject site via groundwater flow. This opinion is based on the assumption that non-vaporous hazardous materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. However, the potential for migration of volatile hazardous materials may include movement within soils, groundwater flow or potentially omni-directionally if present in a vaporous state.

Hazardous Materials Migration in Vapor

Hazardous materials or petroleum product vapors which may have the potential to migrate into the subsurface of the subject site may be caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject site from current or historical uses of the subject site and/or adjacent or vicinity properties. Current or past land uses such as gasoline stations (using petroleum hydrocarbons), dry cleaning establishments (using chlorinated volatile organic compounds), former manufactured gas plant sites (using volatile and semi-volatile organic compounds), and former industrial sites such as those that had vapor degreasing or other parts-cleaning operations (using chlorinated volatile organic compounds) are of particular concern. Constituent of concern vapors are capable of migrating great distances omnidirectionally along subsurface conduits such as pipelines, utility lines, sewer and stormwater lines, and building foundations.

Based on Krazan's observations and review of State and local regulatory agency records and the EDR regulatory database report, no listings of concern related to potential vapor migration were determined to be associated with the subject site, adjacent properties, or properties located within the subject site vicinity. Review of vicinity properties listed by EDR as release sites within the applicable search radii suggests that these properties do not represent a significant potential for vapor migration in connection with the subject site. The rationale supporting this opinion includes the following:

- Relevant sites had undergone investigation and remediation sufficient to receive regulatory agency closure.
- Sites with reported releases of minor quantities of COCs or COCs of limited volatility impacting soil only were considered of minimal concern.
- The lateral migration of the COCs in groundwater is reported to be limited and COCs were not detected in groundwater samples collected downgradient of the release and several hundred feet upgradient of the subject site.
- Sites with reported releases of COCs including volatile organic compounds (VOCs) were either of sufficient distance or hydraulically down- or cross-gradient from the subject site such that they do not appear to represent a significant potential for vapor migration on the subject site.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject site, adjacent sites or vicinity properties in the EDR Report.

7.0 DISCUSSION OF FINDINGS

Summary of Conclusions					
Apparent Evidence of RECs/CRECs or PAOCs From	Not Noted	Noted			
Historical Uses	X				
Current Uses	X				
Adjacent of Vicinity Property Uses	X				

Historical Uses

Based on Krazan's review of historical aerial photographs and historical topographic maps, a site reconnaissance, contacts with the local regulatory agencies, and an interview with a representative of the owner of the subject site, there is no material evidence that RECs exist in connection with the historical uses of the subject site. However, potential areas of concern (PAOCs) were identified in connection with the historical uses of the subject site which are discussed in Section 8.0 of this report.

Current Uses

Based on Krazan's site reconnaissance, contacts with local regulatory agencies, and an interview with a representative of the owner of the subject site, there is no material evidence that recognized environmental conditions exist in connection with the current uses of the subject site. However, site development issues were identified in connection with the subject site which are discussed in Section 8.0 of this report.

Adjacent or Vicinity Property Uses

Based on Krazan's field observations, review of the EDR government database report, and consultation with local regulatory agencies, there is no material evidence that recognized environmental conditions exist in connection with the subject site from adjacent or vicinity property uses.

7.1 Evaluation of Data Gaps/Data Failure

In accordance with ASTM E 1527-13 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice. Data failure represents the failure to achieve the historical research objectives of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.

The following is a summary of data gaps encountered in the process of preparing this report including an observation as to the presumed significance of that data gap to the conclusions of this assessment.

• Absence of Interview with the Previous Property Owner (Section 5.3)

A Phase I ESA interview with a previous owner of the subject site and the current owner of the subject site was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of the previous and current owner of the subject site constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in connection with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the content of an interview with the previous and current property owners is unknown.

8.0 CONCLUSIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. Any deviations from this practice were previously described in this report. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs) and site development issues were identified in connection with the subject site:

PAOCs

Krazan's review of historical aerial photographs and historical topographic maps indicates that a rural residence was located in the southeastern portion of the subject site from at least 1946 until at least 1967. Additionally, historical aerial photographs of the subject site and surrounding vicinity taken during the 1937- to 1998-time interval indicate the presence of on-site and immediately proximate farming operations expected to utilize fuel-powered trucks and tractors/farm equipment. Mr. Andrew Falzarano, a representative of the owner of the subject site familiar with the subject site for the past six months, indicated that he was unaware of USTs being located at the subject site and no records of USTs for the subject site are on file with the local regulatory agencies. However, USTs on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Krazan's experience with such properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the former on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site prior to the current owner of the subject site is unknown.

Site Development Issues

• An apparently vandalized and non-operational water well is present in the central-eastern portion of the subject site. The well appeared to be an agricultural water well which was electrically powered when last used. Additionally, Krazan's review of historical aerial photographs indicates that a residence was located in the southeastern portion of the subject site circa 1946. A domestic water well and septic system potentially associated with this residence may be located in the southeastern portion of the subject site. If the existing water well and/or any water wells or septic systems identified during the planned redevelopment of the subject site are not to be utilized in the redevelopment, they should be properly abandoned, removed, or destroyed in accordance with State and local guidelines.

9.0 RELIANCE

This report was prepared solely for use by Client and should not be provided to any other person or entity without Krazan & Associates' prior written consent. No party other than Client may rely on this report without Krazan & Associates' express prior written consent. Reliance rights for third parties will only be in effect once requested by Client and authorized by Krazan & Associates with authorization granted by way of a Reliance Letter. The Reliance Letter will require that the relying party(ies) agree to be bound to the terms and conditions of the agreement between Client and Krazan & Associates as if originally issued to the relying party(ies), or as so stipulated in the Reliance Letter.

10.0 LIMITATIONS

The site reconnaissance and research of the subject site has been limited in scope. This type of assessment is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historical uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third-party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the express written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan.

Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments. Consequently, given the possibility for unanticipated hazardous conditions to exist on a subject site which may not have been discovered, this Phase I ESA is not intended as the basis for a buyer or developer of real property to waive their rights of recovery based upon environmental unknowns. Parties that choose to waive rights of recovery prior to site development do so at their own risk.

Parties who seek to rely upon Phase I Environmental Site Assessment reports dated more than 180 days prior to the date of reliance do so at their own risk. This limitation in reliance is based on the potential for physical changes at the site, changes in circumstances, technological and professional advances, and guidance related to the continued viability of Environmental Site Assessment reports, user's responsibilities, and requirements for updating of components of the inquiry as stated in the ASTM Standard E 1527-13.

11.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of Krazan's undersigned environmental assessor with oversight from the undersigned environmental professional. The work was conducted in accordance with ASTM E 1527-13 guidance, generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and Krazan's quality-control policies.

We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications

based on education, training, and experience to assess a property of the nature, history, and setting of the subject property.

We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Respectfully submitted,

KRAZAN & ASSOCIATES, INC.

William H. Vick, PhD Environmental Professional

Jason R. Paul, PG 7557

Environmental Regional Manager

WHV/JRP/mlt

REFERENCES

AFX Corp, Inc., Environmental Lien/Activity Use Limitations Report.

American Society for Testing and Materials (ASTM), Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment (ESA) Process, ASTM Designation: E 1527-13.

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- State of California Geologic Energy Management Division (CalGEM) Maps Website: https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx
- State of California Regional Water Quality Control Board, Geotracker Website: http://geotracker.swrcb.ca.gov
- State of California, Department of Water Resources, *Sustainable Groundwater Management Act (SGMA) Data Viewer, Spring 2022*, https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels
- U.S. Environmental Protection Agency (EPA) Map of Radon Zones.
- U.S. Fish & Wildlife Service National Wetland Inventory *Wetlands Mapper:* http://www.fws.gov/wetlands/Data/Mapper.html
- U.S. Geological Survey, 7.5-minute Fresno South, California topographic quadrangle maps.

GLOSSARY OF TERMS

Subject Site: The real property being investigated under this Phase I ESA.

Adjacent Properties: Properties which are contiguous with the subject site, or would be contiguous except for a street, road, or other public thoroughfare.

Subject Site Vicinity: Properties located within a 500-foot radius of the subject site.

Environmental Professional: A person meeting the education, training, and experience requirements as set forth in 40 CFR §312.10(b). The EP may be an independent contractor or an employee of the user.

User: The party seeking to use Practice E 1527 to complete an environmental site assessment of the subject site. A user may include, without limitation, a potential purchaser of the subject site, a potential tenant of the subject site, an owner of the subject site, a lender, or a property manager.

Recognized Environmental Condition (REC): In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.

Controlled Recognized Environmental Condition (CREC): A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). For example, if a leaking underground storage tank has been cleaned up to a commercial use standard, but does not meet unrestricted residential cleanup criteria, this would be considered a CREC. The "control" is represented by the restriction that the property use remain commercial. A condition considered by the environmental professional to be a CREC shall be listed in the findings section of the Phase I ESA report and as an REC in the conclusions section. A condition identified as a CREC does not imply that the environmental professional has evaluated or confirmed the adequacy, implementation, or continued effectiveness of the required control that has been, or is intended to be, implemented.

Historical Recognized Environmental Condition (HREC): A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release an HREC, the environmental professional must determine whether the past release is an REC at the time the Phase I ESA is conducted (for example, if there has been change in the regulatory criteria). If the EP considers the past release to be an REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as an REC.

GLOSSARY OF TERMS (continued)

Potential Area of Concern (PAOC): A term adopted to provide an alternative designation to the REC and HREC for a range of environmental issues related to current subject site uses, historical subject site uses, or from adjacent and/or vicinity property uses. The PAOC is utilized to emphasize full disclosure and provide the User with conclusions and recommendations related to potential environmental issues in connection with the subject site based on Krazan's professional experience in cases where official documentation or other evidence may be absent in order to identify an REC or HREC, thereby aiding the User's considerations of environmental due diligence risk tolerance.

Migrate/migration: For the purposes of this practice, "migrate" and "migration" refer to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface. Vapor migration in the subsurface is described in ASTM E 2600-10 guidance; however, nothing in the E 1527-13 practice should be construed to require application of the E 2600-10 standard to achieve compliance with AAI.

De minimis condition: A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Condition determined to be *de minimis conditions* are not RECS or CRECs.

Data Gap: A lack of or inability to obtain information required by this practice despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to the site reconnaissance and interviews.

Data Failure: A failure to achieve the historical research objectives even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.





= SUBJECT SITE BOUNDARY

N L			
Date:	January 2023	Drawn By: Approved by: BV BV	Project No. Figure No. 114-22174
Scale:	SLN	Drawn By: BV	Project No. 014-22174
VICINITY MAP		FRESNO CROWN TRUCK PROJECT SOUTH CHERRY AVENUE	AFN 329-100-52 FRESNO, CALIFORNIA 93706

2)	No. of the second	SITE DEVELOPMENT ENGINEERS	With Offices Serving the Western U. S.
	Date: January 2023	Approved by: BV	Figure No.

329-10 SUBDIVIDED LAND IN POR. SEC. 27, T.14 S., R.20 E., M.D.B.& M. Tax Rate Area ... NOTE ... is for Assessment purposes only to be construed as portraying sership or divisions of land for of zoning or subdivision law. 08 32 4.75Ac. 1 34) 4.77Ac. 62 42 4.78Ac. 1 52 15.22Ac. CITY OF FRESNO 0.24Ac. 46 4.80Ac. 02 6 PARCEL A 44) 7.92Ac. (2.329) PARCEL B (16.11) F.I.D. 50T 7 17.20Ac. CHERRY ELM 6 CTR. 1323.31

12

Central California Colony - Plat Bk. 2, Pg. 1 Parcel Map No. 1224 - Bk. 6, Pg. 60 Record of Survey Bk. 43, Pg. 92

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 329 - Pg. 10 County of Fresno, Calif.

= SUBJECT SITE BOUNDARY (APPROXIMATE)



PARCEL MAP	Scale:	Date:
	NTS	January 2023
FRESNO CROWN TRUCK PROJECT SOUTH CHERRY AVENUE APN 329-100-52	Drawn By: BV	Approved by: BV
FRESNO, CALIFORNIA 93706	Project No.	Figure No.
	014-22174	2





- = SUBJECT SITE BOUNDARY (APPROXIMATE)
- . I = APPROXIMATE LOCATION OF HISTORICAL RURAL RESIDENCE (1950 AERIAL PHOTOGRAPH)
 O = DISCARDED MATERIALS APPARENTLY ASSOCIATED WITH FORMER TRANSIENT ENCAMPMENT
- = NON-OPERATIONAL WATER WELL
- BUTANE GAS CANISTERS NUMEROUS APPARENTLY EMPTY SMALL CANISTERS POLE-MOUNTED ELECTRICAL TRANSFORMER ON/NEAR PROPERTY BOUNDARY



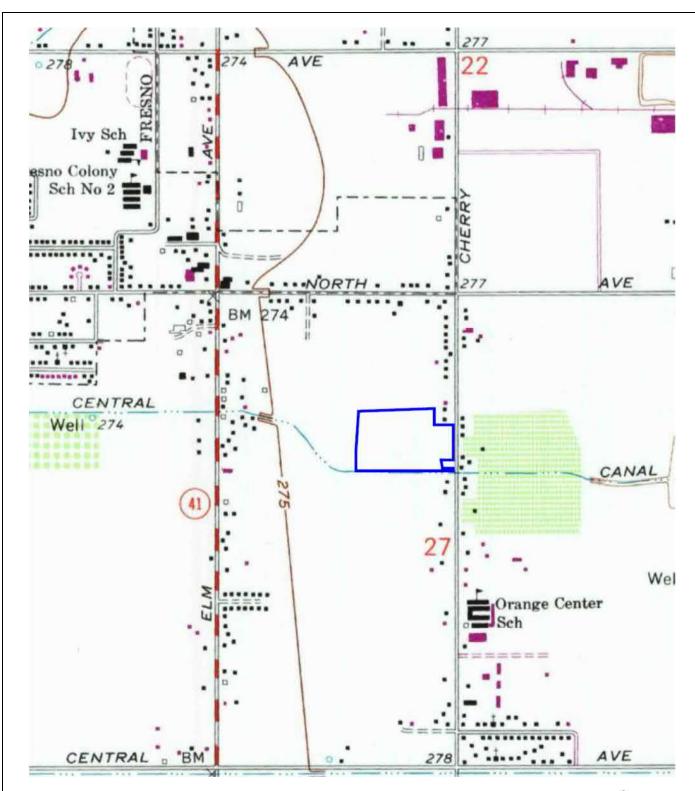
FRESNO CROWN TRUCK PROJECT SOUTH CHERRY AVENUE APN 329-100-52

SITE MAP

Scale:

FRESNO, CALIFORNIA 93706





7.5-MINUTE SERIES USGS TOPOGRAPHIC MAP FRESNO SOUTH, CALIFORNIA DATED 1981

= SUBJECT SITE BOUNDARY



TOPOGRAPHIC MAP	Scale:	Date:	
	NTS	January 2023	ACW V WO TAN
FRESNO CROWN TRUCK PROJECT	Drawn By:	Approved by:	Nazan
SOUTH CHERRY AVENUE	BV	BV	SITE DEVELOPMENT ENGINEERS
APN 329-100-52 FRESNO, CALIFORNIA 93706	Project No.	Figure No.	With Offices Serving the Western U. S.
,	014-22174	4	with offices serving the western e.s.



Photo 1: Western-facing view of the central-southern and southwestern portions of the subject site.



Photo 2: Southern-facing view of the central and central-southern portions of the subject site.

Project No. 014-22174

Date: January 2023





Photo 3: Eastern-facing view of the central and central-eastern portions of the subject site.



Photo 4: Northern-facing view of the central and central-northern portions of the subject site.

Project No. 014-22174

Date: January 2023





Photo 5: Southern-facing view of the central-western and southwestern portions of the subject site.



Photo 6: Southern-facing view of the northwestern and central-western portions of the subject site.

Project No. 014-22174

Date: January 2023





Photo 7: Eastern-facing view of the northwestern and central-western portions of the subject site.



Photo 8: Eastern-facing view of the central-northern and northeastern portions of the subject site.

Project No. 014-22174

Date: January 2023





Photo 9: Northern-facing view of the eastern portion of the subject site adjacent to South Cherry Avenue. Discarded materials are pictured photo center and foreground.



Photo 10: View of a transient encampment and discarded materials located in the southeastern portion of the subject site.

Project No. 014-22174

Date: January 2023





Photo 11: View of the compressed butane gas containers located in the southeastern portion of the subject site.



Photo 12: Eastern facing view of the irrigation canal located on/near the southern boundary of the subject site.

Project No. 014-22174

Date: January 2023





Photo 13: Northern facing view of the irrigation ditch located on/near the eastern boundary of the subject site.



Photo 14: View of the charred vegetation located within/near the irrigation ditch on/near the eastern boundary of the subject site.

Project No. 014-22174

Date: January 2023





Photo 15: View of the non-operational former irrigation water well located in the central-eastern portion of the subject site.



Photo 16: View of outbuilding and vacant land located adjacent to the east of the northern portion of the subject site

Project No. 014-22174

Date: January 2023





Photo 17: View of residential structures located adjacent to the northeast of the northern portion of the subject site.



Photo 18: View of the agricultural land located adjacent to the east of the central portion of the subject site.

Project No. 014-22174

Date: January 2023





Photo 19: View of an apparent storage yard adjacent to the east of the southern portion of the subject site.



Photo 20: View of the rural residence located adjacent to the south of the eastern portion of the subject site.

Project No. 014-22174

Date: January 2023





Photo 21: View of the agricultural land located adjacent to the south of the central and western portions of the subject site.

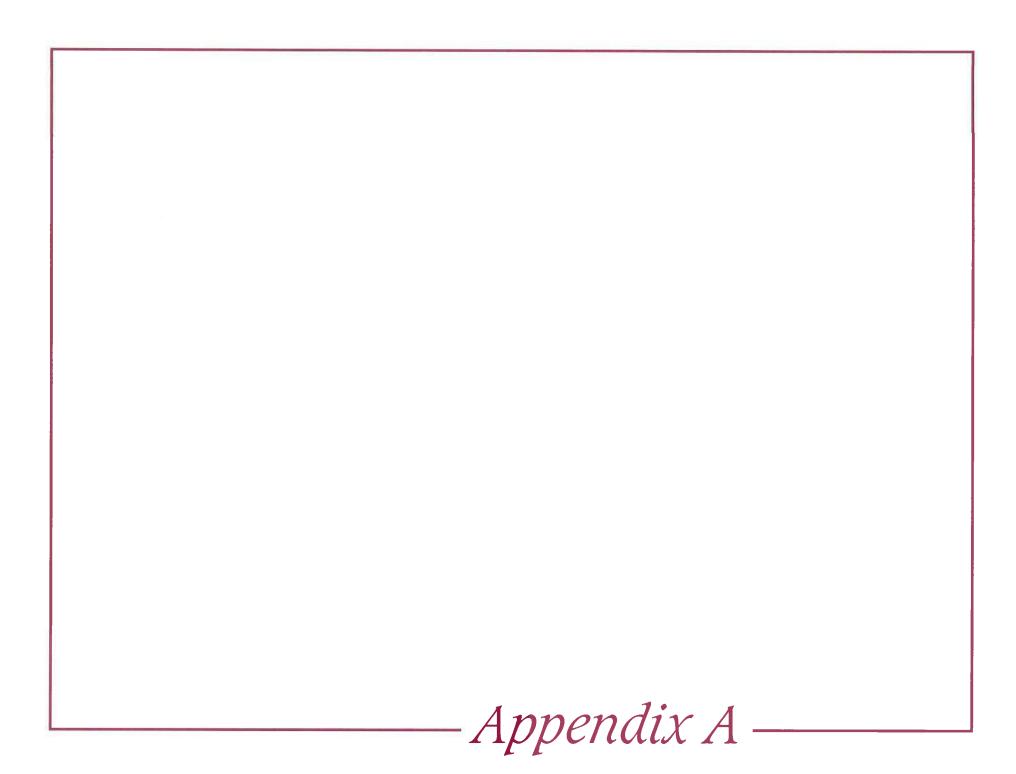


Photo 22: View of State Highway 41 and the highway right-of-way located adjacent to the west of the subject site.

Project No. 014-22174

Date: January 2023





Fresno Crown Truck Project South Cherry Avenue Fresno, CA 93706

Inquiry Number: 7210538.3

December 22, 2022

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor Shelton, CT 06484 Toll Free: 800.352.0050 www.edrnet.com

12/22/22

Certified Sanborn® Map Report

Site Name: Client Name:

Fresno Crown Truck Project Krazan & Associates, Inc.

South Cherry Avenue 4320 Orange Grove Avenue Suite E

Fresno, CA 93706 Sacramento, CA 95841 EDR Inquiry # 7210538.3 Contact: William Vick



The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # B05D-43A2-ADD4

PO# NA

Project 014-22174

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.



Sanborn® Library search results

Certification #: B05D-43A2-ADD4

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Library of Congress

University Publications of America

✓ EDR Private Collection

The Sanborn Library LLC Since 1866™

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Fresno Crown Truck Project South Cherry Avenue Fresno, CA 93706

Inquiry Number: 7210538.4

December 22, 2022

EDR Historical Topo Map Report

with QuadMatch™



12/22/22

EDR Historical Topo Map Report

Site Name: Client Name:

Fresno Crown Truck Project South Cherry Avenue Fresno, CA 93706 EDR Inquiry # 7210538.4

1800s.

4320 Orange Grove Avenue Suite E Sacramento, CA 95841 Contact: William Vick

Krazan & Associates, Inc.

EDR°

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late

Search Results:		Coordinates:	Coordinates:	
P.O.#	NA	Latitude:	36.687761 36° 41' 16" North	
Project:	014-22174	Longitude:	-119.783784 -119° 47' 2" West	
-		UTM Zone:	Zone 11 North	
		UTM X Meters:	251272.50	
		UTM Y Meters:	4063847.27	
		Elevation:	280.00' above sea level	
Maps Provid	ded:			
2018	1942			
2015	1923			

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2018 Source Sheets



Fresno South 2018 7.5-minute, 24000

2015 Source Sheets



Fresno South 2015 7.5-minute, 24000

2012 Source Sheets



Fresno South 2012 7.5-minute, 24000

1981 Source Sheets



Fresno South 1981 7.5-minute, 24000 Aerial Photo Revised 1978

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1972 Source Sheets



Fresno South 1972 7.5-minute, 24000 Aerial Photo Revised 1972

1963 Source Sheets



Fresno South 1963 7.5-minute, 24000 Aerial Photo Revised 1962

1947 Source Sheets



Fresno South 1947 7.5-minute, 24000

1946 Source Sheets



Fresno South 1946 7.5-minute, 24000

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1942 Source Sheets

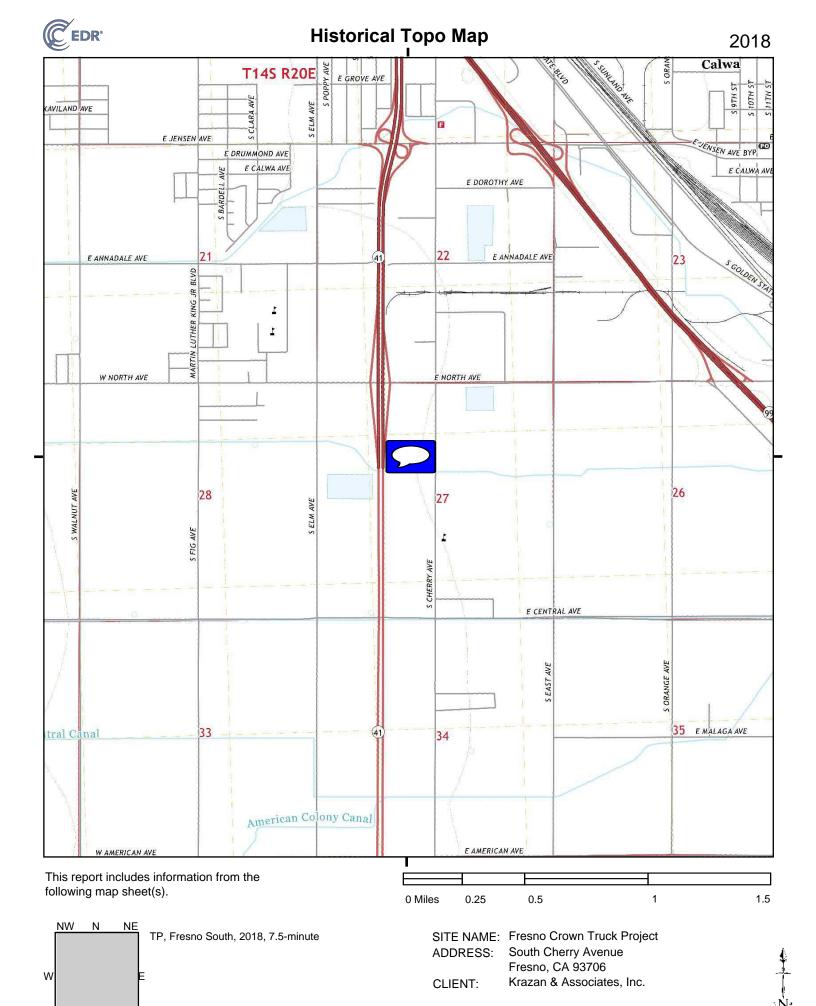


FRESNO 1942 7.5-minute, 31680

1923 Source Sheets

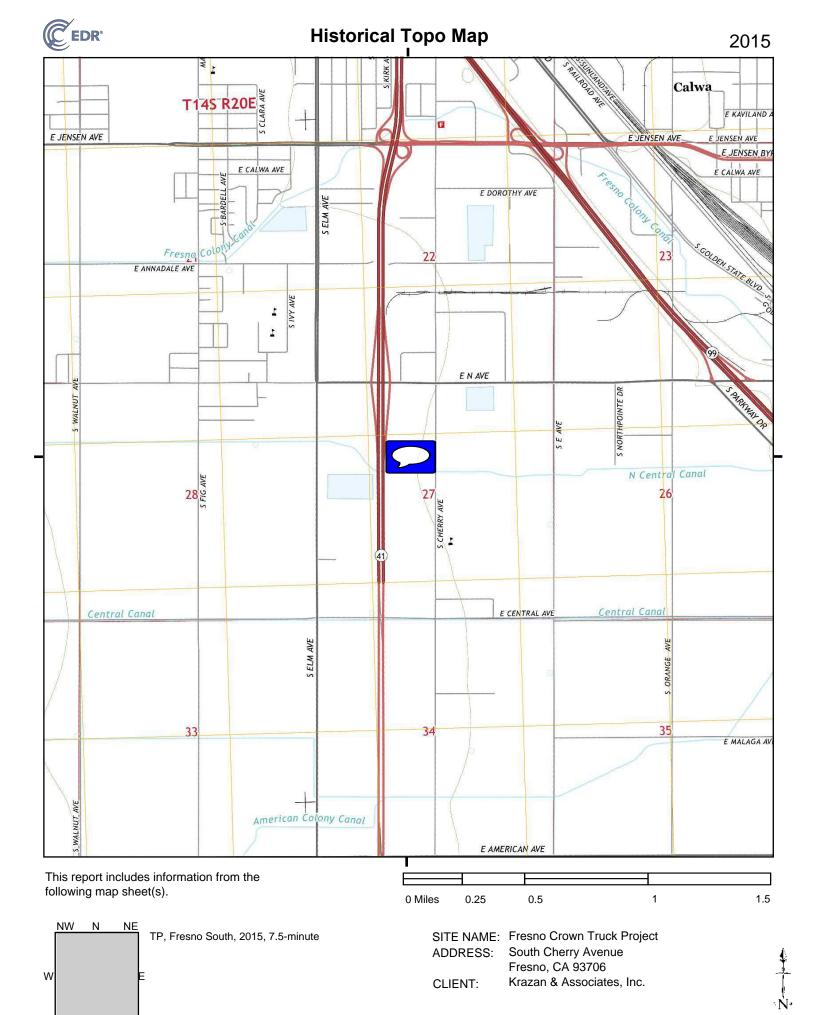


Fresno 1923 7.5-minute, 31680



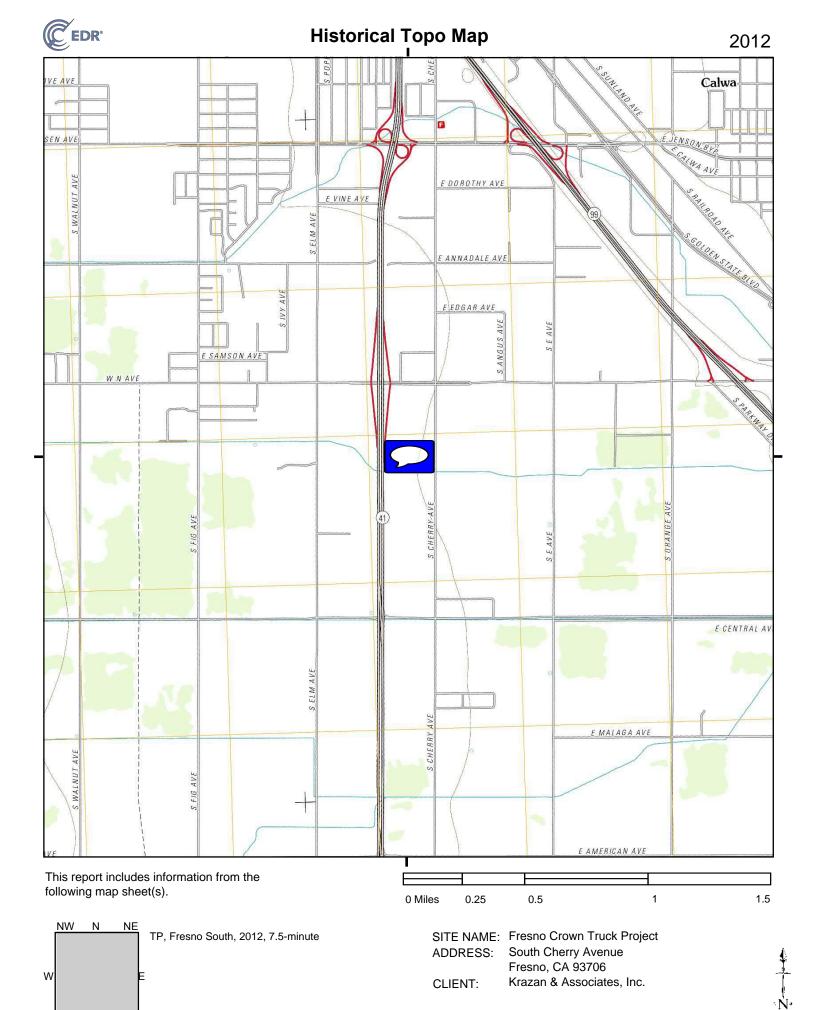
S

SE



S

SE



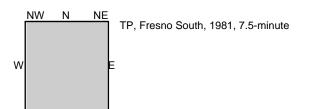
SW

S

SE

0 Miles

0.25



This report includes information from the

following map sheet(s).

SW

S

SE

SITE NAME: Fresno Crown Truck Project

0.5

ADDRESS: South Cherry Avenue

Fresno, CA 93706

CLIENT: Krazan & Associates, Inc.

1.5

0 Miles

0.25

NW N NE TP, Fresno South, 1972, 7.5-minute

This report includes information from the

following map sheet(s).

SW

S

SE

SITE NAME: Fresno Crown Truck Project

ADDRESS: South Cherry Avenue

0.5

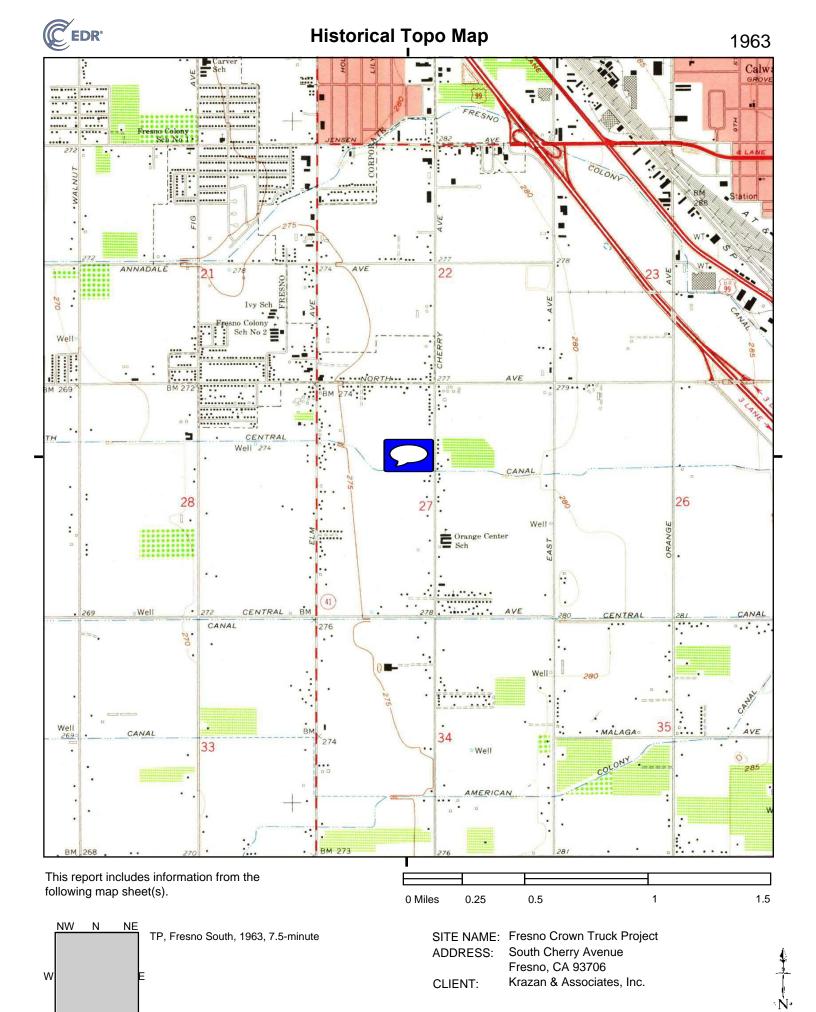
Fresno, CA 93706

CLIENT: Krazan & Associates, Inc.



page 10

1.5



SW

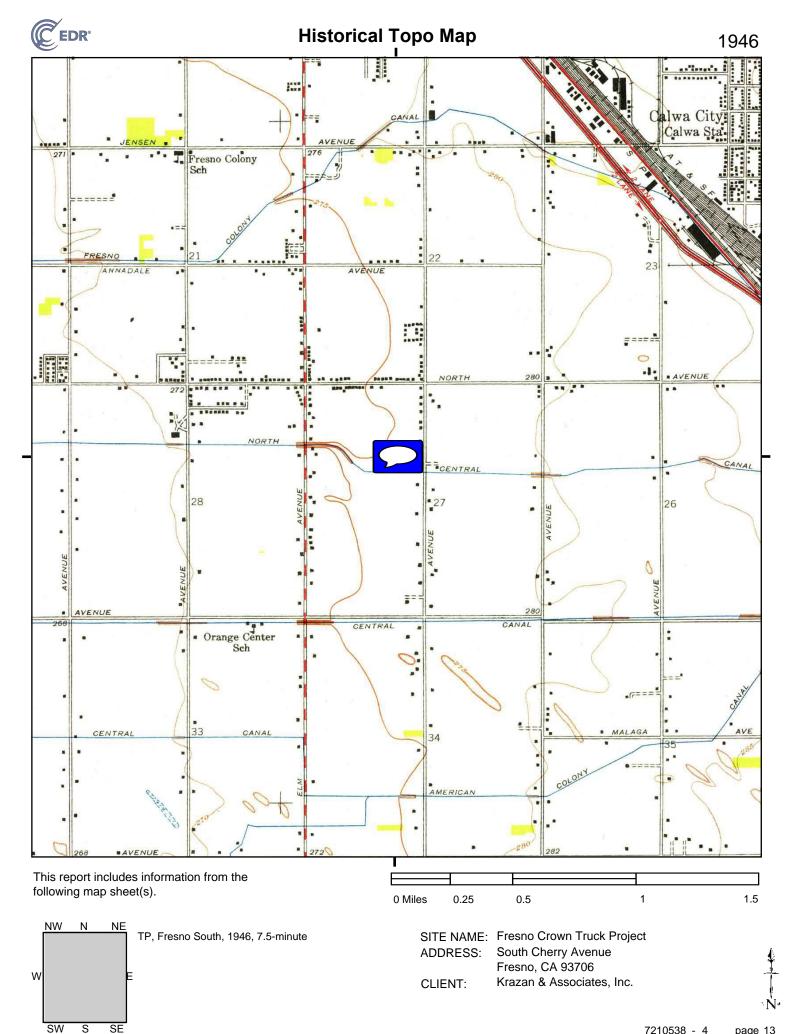
S

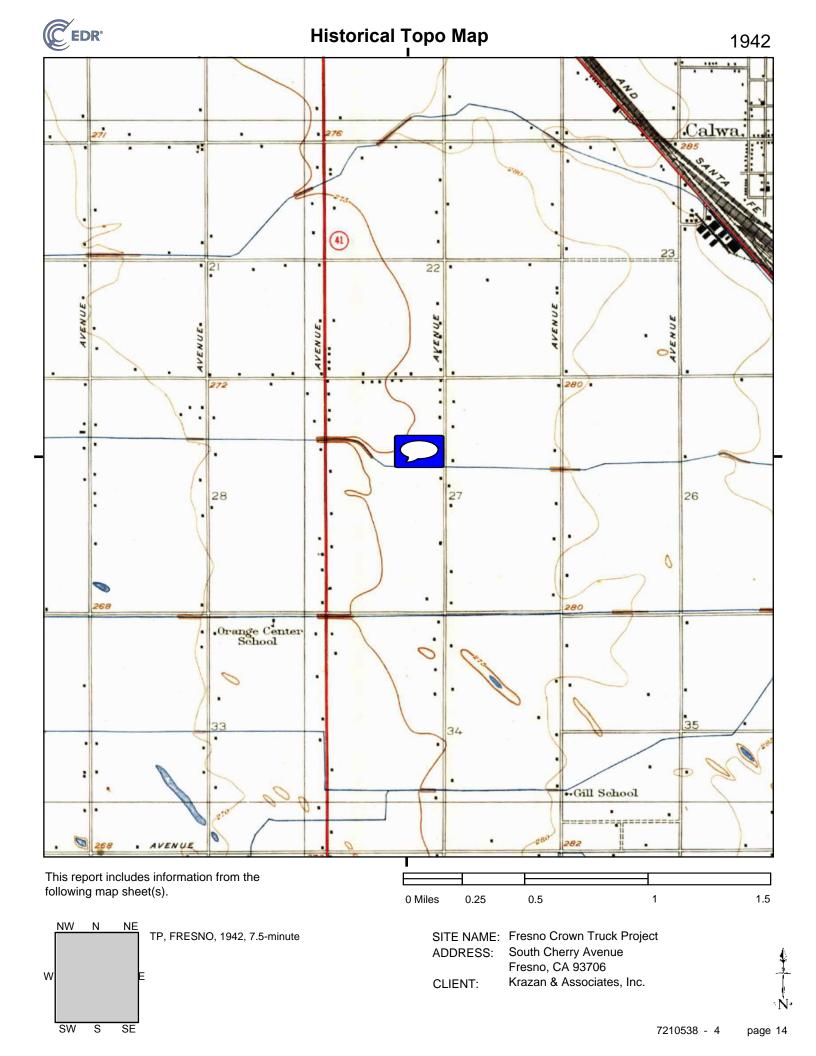
SE

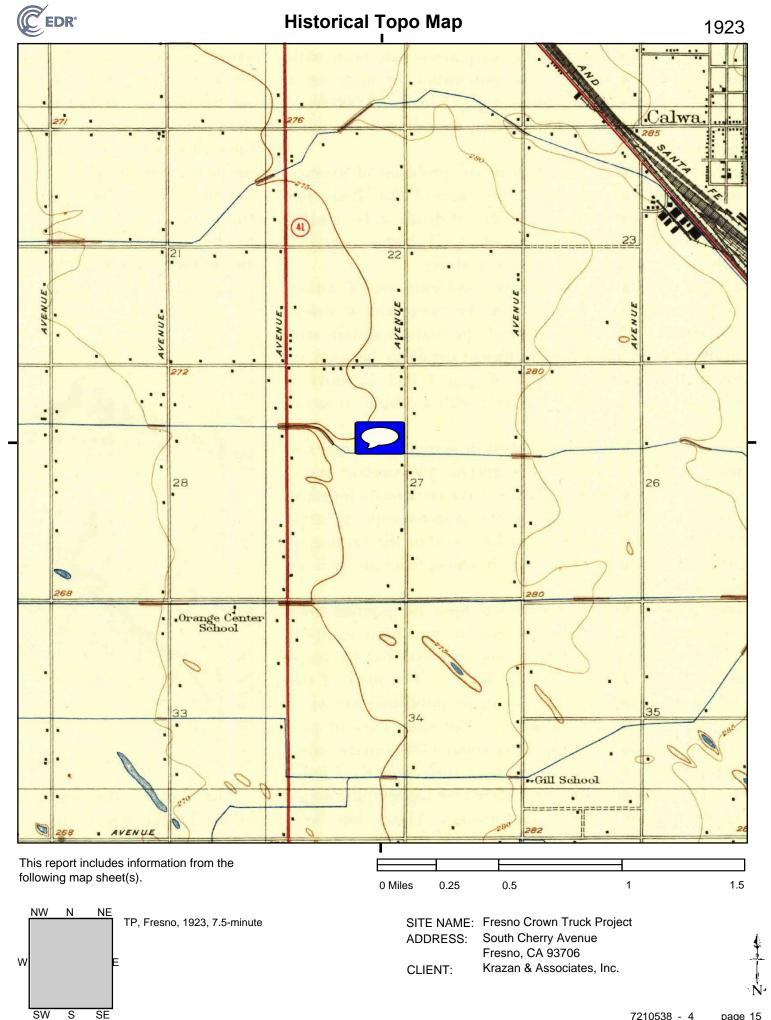
SW

S

SE







Fresno Crown Truck Project

South Cherry Avenue Fresno, CA 93706

Inquiry Number: 7210538.5

December 22, 2022

The EDR-City Directory Abstract



TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.

Please contact EDR at 1-800-352-0050 with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1922 through 2017. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

As ummary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Brad street. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	Text Abstract	Source Image
2017	Cole Information Services	-	Χ	X	-
2014	Cole Information Services	-	Χ	X	-
2009	Cole Information Services	-	Χ	X	-
2004	Cole Information Services	-	Χ	X	-
2002	R.L. Polk & Co Publishers	-	Χ	X	-
1999	Cole Information Services	-	Χ	X	-
1996	R.L. Polk & Co Publishers	-	Χ	X	-
1994	Cole Information Services	-	Χ	X	-
1990	R.L. Polk & Co Publishers	-	-	-	-
1986	R.L. Polk & Co Publishers	-	-	-	-

EXECUTIVE SUMMARY

<u>Year</u>	Source	<u>TP</u>	<u>Adjoining</u>	Text Abstract	Source Image
1980	R.L. Polk & Co Publishers	-	-	-	-
1975	R.L. Polk & Co Publishers	-	-	-	-
1970	R.L. Polk & Co Publisher	-	-	-	-
1965	R.L. Polk & Co Publisher	-	-	-	-
1962	Pacific Telephone	-	-	-	-
1958	R.L. Polk & Co Publishers	-	-	-	-
1952	R.L. Polk & Co Publishers	-	-	-	-
1947	R.L. Polk & Co Publishers	-	-	-	-
1942	R.L. Polk & Co Publishers	-	-	-	-
1937	R.L. Polk & Co Publishers	-	-	-	-
1932	R.L. Polk & Co Publishers	-	-	-	-
1927	R.L. Polk & Co Publishers	-	-	-	-
1922	Polk: Husted Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

<u>Address</u>	<u>Type</u>	<u>Findings</u>
3195 South Cherry Avneue	Client Entered	
3207 South Cherry Avenue	Client Entered	
3295 South Cherry Avenue	Client Entered	
3206 South Cherry Avenue	Client Entered	
3337 South Cherry Avenue	Client Entered	

TARGET PROPERTY INFORMATION

ADDRESS

South Cherry Avenue Fresno, CA 93706

FINDINGS DETAIL

Target Property research detail.

ADJOINING PROPERTY DETAIL

 $The following \ Adjoining \ Property \ addresses \ were \ researched \ for this \ report. \ Detailed \ findings \ are \ provided \ for \ each \ address.$

S CHERRY AVE

3195 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2017	JOSHUA TAPP	Cole Information Services
2014	JENNIFER BRANTLEY	Cole Information Services
2009	JENNIFER BRANTLEY	Cole Information Services
	TAPP ENTERPRISES	Cole Information Services
2004	GENEVA HICKS	Cole Information Services
2002	Tapp Kathleen	R.L. Polk & Co Publishers
	Tapp James R Sr BM	R.L. Polk & Co Publishers
1999	OCCUPANT UNKNOWN	Cole Information Services
	JENNIFER BRANTLEY	Cole Information Services
1996	Vaughn Robert L	R.L. Polk & Co Publishers
1994	VAUGHN, ROBERT L	Cole Information Services

3206 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	OCCUPANT UNKNOWN	Cole Information Services
2002	Gallegos Narciso B	R.L. Polk & Co Publishers
1999	OCCUPANT UNKNOWN	Cole Information Services
1996	Rendon Amelia	R.L. Polk & Co Publishers
1994	RENDON, AMELIA	Cole Information Services

3207 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	OCCUPANT UNKNOWN	Cole Information Services
2009	JAMES REED	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
2002	Reed John L 13+ A	R.L. Polk & Co Publishers
	Fraticetli Joseph MB	R.L. Polk & Co Publishers

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<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	JAMES REED	Cole Information Services
1996	Reed Stanley C	R.L. Polk & Co Publishers
	Reed CE 56101 C	R.L. Polk & Co Publishers
	Reed Stanley C 5610 C	R.L. Polk & Co Publishers
1994	REED, STANLEY C	Cole Information Services

3210 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	ERIKA RODRIGUEZ	Cole Information Services
2009	OCCUPANT UNKNOWN	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
2002	Not Verified	R.L. Polk & Co Publishers

3216 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	OCCUPANT UNKNOWN	Cole Information Services
2009	SARGUN ICE CREAM	Cole Information Services
	BARAMJIT KAUR	Cole Information Services
2004	RANDY HARDY	Cole Information Services
2002	Hardy Jerry H	R.L. Polk & Co Publishers
1999	BARAMJIT KAUR	Cole Information Services

3222 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2017	JUANITA METZGER	Cole Information Services
2014	DAVID BENAVIDEZ	Cole Information Services
2009	IRMA RENDON	Cole Information Services
2004	JUANITA METZGER	Cole Information Services
2002	Not Verified	R.L. Polk & Co Publishers
1999	IRMA RENDON	Cole Information Services

3264 S CHERRY AVE

)	<u>Year</u>	<u>Uses</u>	<u>Source</u>
2	2014	RUTHANN HARDY	Cole Information Services
2	2009	CECIL HARDY	Cole Information Services

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<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	OCCUPANT UNKNOWN	Cole Information Services
2002	Hardy Cecil C Jr 3+ A	R.L. Polk & Co Publishers
1999	OCCUPANT UNKNOWN	Cole Information Services
1996	Hardy Cecil W	R.L. Polk & Co Publishers
1994	HARDY, CECIL W	Cole Information Services

3286 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	OCCUPANT UNKNOWN	Cole Information Services
2009	RICK OLVERA	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
1999	RICK OLVERA	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services

3290 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	OCCUPANT UNKNOWN	Cole Information Services
2009	PARAMJIT KAUR	Cole Information Services
2004	NORMA LEYVA	Cole Information Services
1999	PARAMJIT KAUR	Cole Information Services

3294 S CHERRY AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2017	BEATRICE AVILA	Cole Information Services
2014	DALJIT SAINI	Cole Information Services
2009	OCCUPANT UNKNOWN	Cole Information Services
2004	ARNULFO CONTRERAS	Cole Information Services
2002	Contreras Arnuifo	R.L. Polk & Co Publishers
1996	Gonzales Bonifa	R.L. Polk & Co Publishers

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ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
3195 S CHERRY AVE	2002, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3195 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3195 South Cherry Avneue	2017, 2014, 2009, 2004, 2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3206 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3206 S CHERRY AVE	2017, 2014, 2009, 2002, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3206 South Cherry Avenue	2017, 2014, 2009, 2004, 2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3207 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3207 S CHERRY AVE	2017, 2002, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3207 South Cherry Avenue	2017, 2014, 2009, 2004, 2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3210 S CHERRY AVE	2017, 2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3210 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3216 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3216 S CHERRY AVE	2017, 2002, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3222 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3222 S CHERRY AVE	2002, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3264 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3264 S CHERRY AVE	2017, 2002, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3286 S CHERRY AVE	2017, 2002, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3290 S CHERRY AVE	2017, 2002, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922

Address Researched	Address Not Identified in Research Source
3294 S CHERRY AVE	2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3294 S CHERRY AVE	2017, 2014, 2009, 2004, 1999, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3295 South Cherry Avenue	2017, 2014, 2009, 2004, 2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
3337 South Cherry Avenue	2017, 2014, 2009, 2004, 2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched

Address Not Identified in Research Source

South Cherry Avenue

2017, 2014, 2009, 2004, 2002, 1999, 1996, 1994, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922

Fresno Crown Truck Project

South Cherry Avenue Fresno, CA 93706

Inquiry Number: 7210538.8

December 22, 2022

The EDR Aerial Photo Decade Package



EDR Aerial Photo Decade Package

Site Name: Client Name:

Fresno Crown Truck Project Krazan & Associates, Inc.

South Cherry Avenue 4320 Orange Grove Avenue Suite E

Fresno, CA 93706 Sacramento, CA 95841 EDR Inquiry # 7210538.8 Contact: William Vick



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2020	1"=500'	Flight Year: 2020	USDA/NAIP
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1998	1"=500'	Acquisition Date: January 01, 1998	USGS/DOQQ
1987	1"=500'	Flight Date: June 17, 1987	USDA
1984	1"=500'	Flight Date: June 09, 1984	USDA
1979	1"=500'	Flight Date: September 04, 1979	USDA
1973	1"=500'	Flight Date: May 08, 1973	USDA
1967	1"=500'	Flight Date: May 02, 1967	USDA
1962	1"=500'	Flight Date: August 09, 1962	USGS
1957	1"=500'	Flight Date: August 09, 1957	USDA
1950	1"=500'	Flight Date: January 30, 1950	USDA
1946	1"=500'	Flight Date: April 23, 1946	USGS
1942	1"=500'	Flight Date: May 19, 1942	USDA
1937	1"=500'	Flight Date: October 05, 1937	USDA

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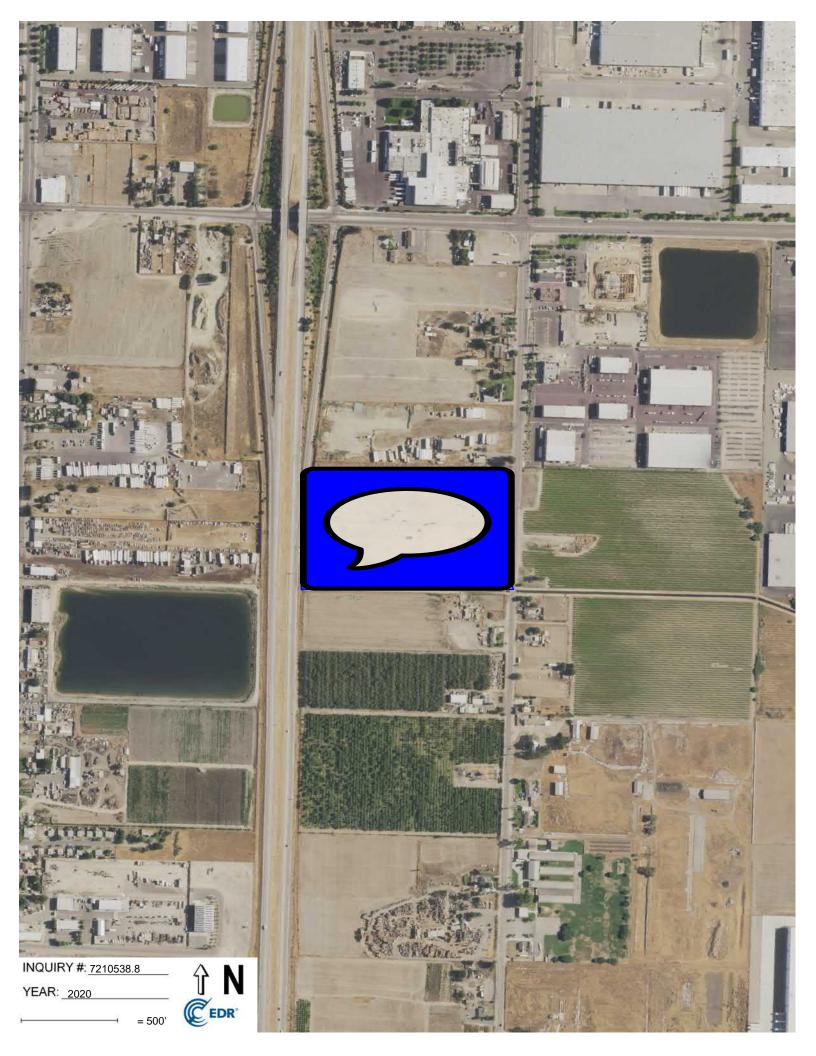
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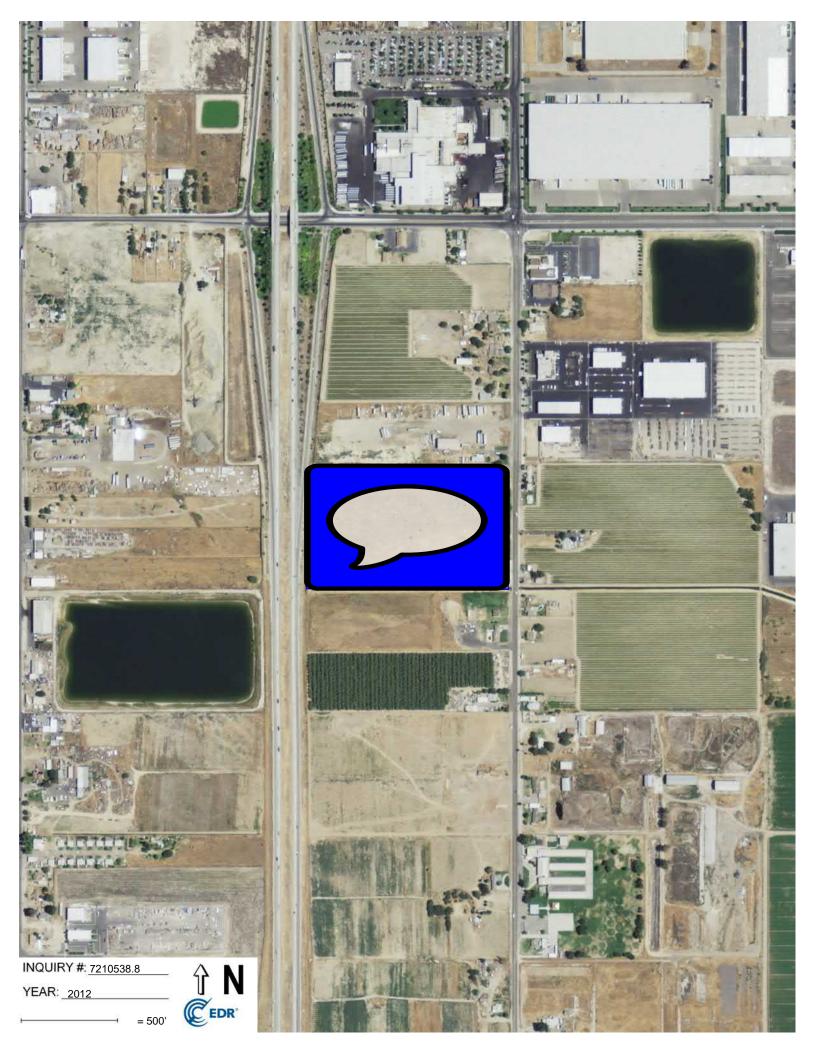
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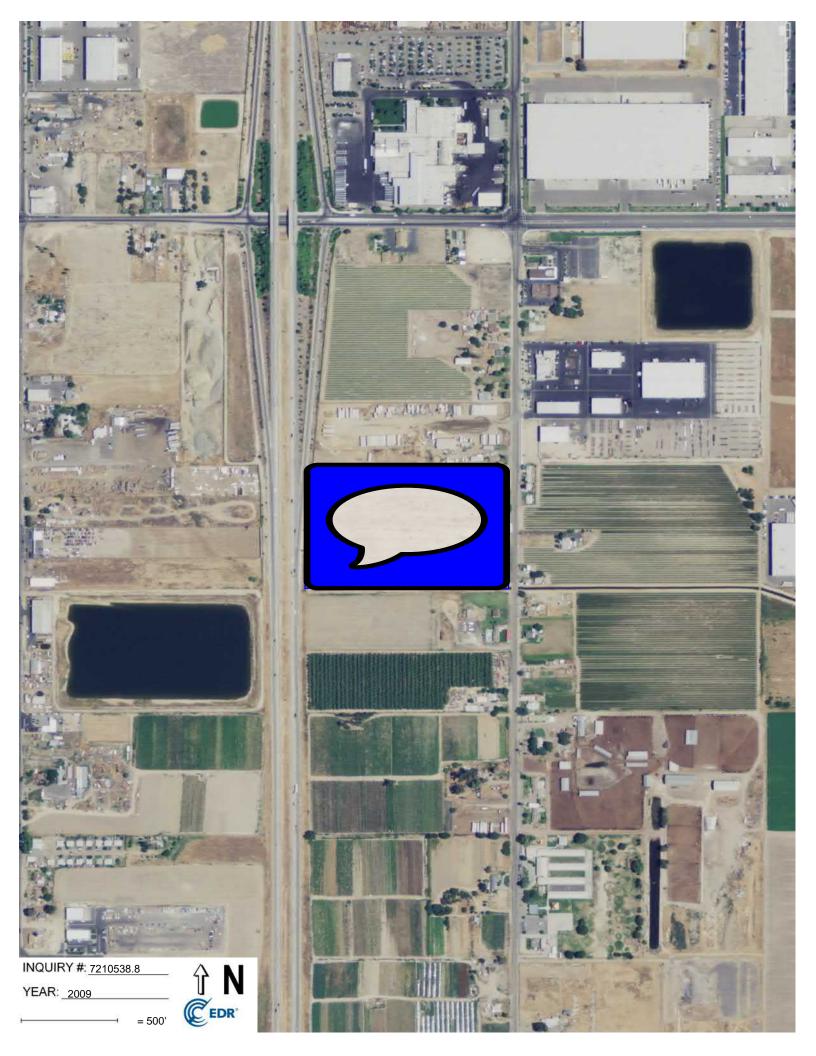
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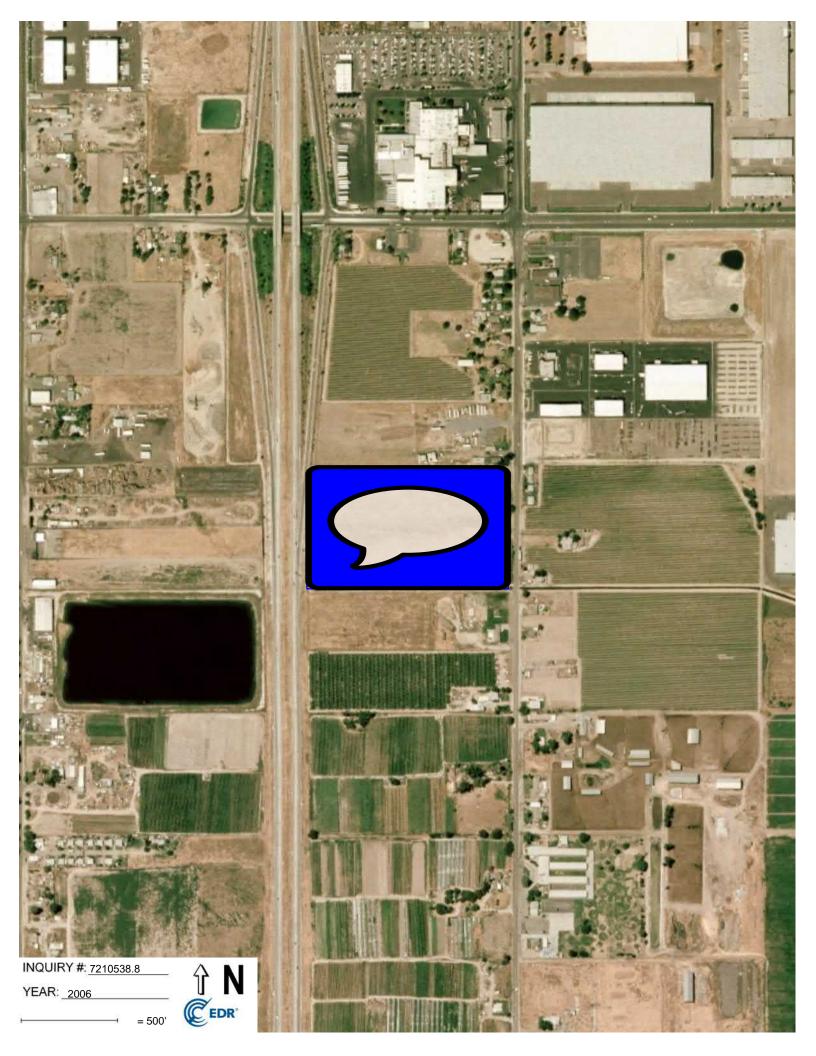
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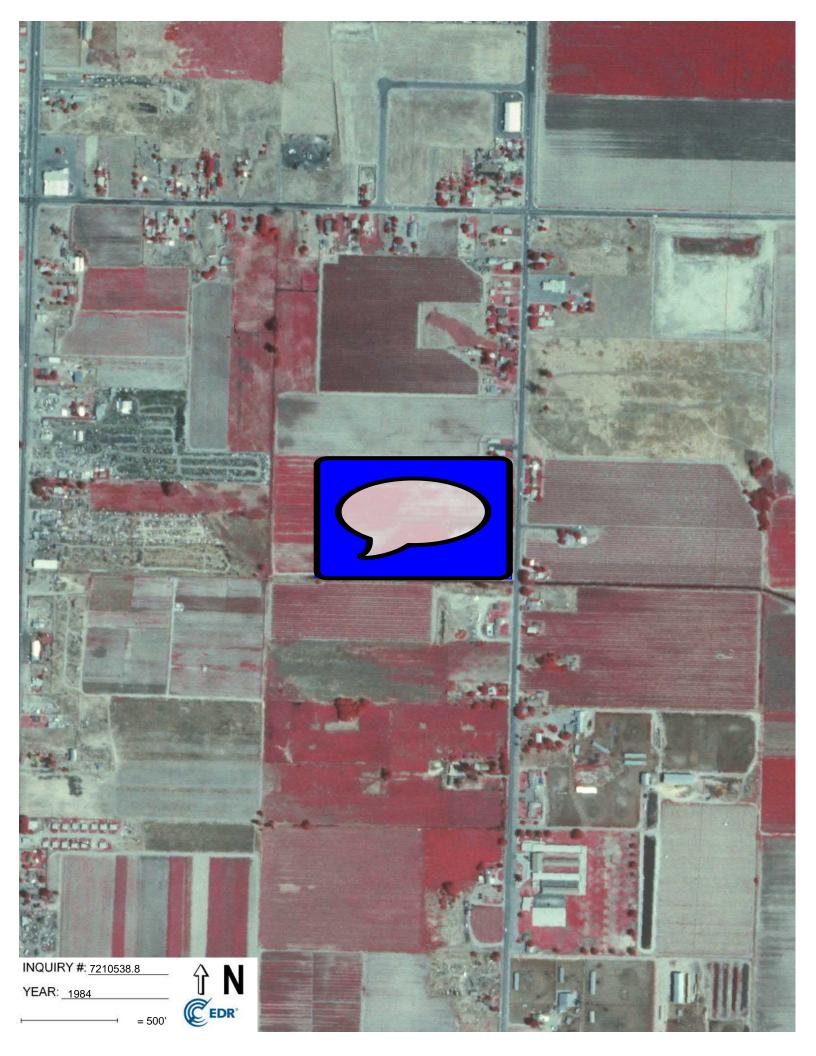






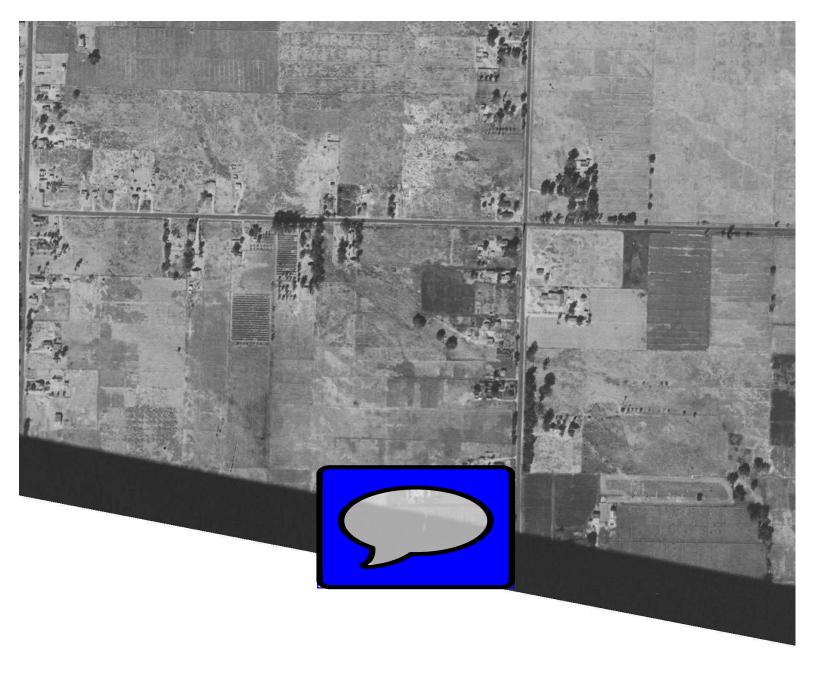




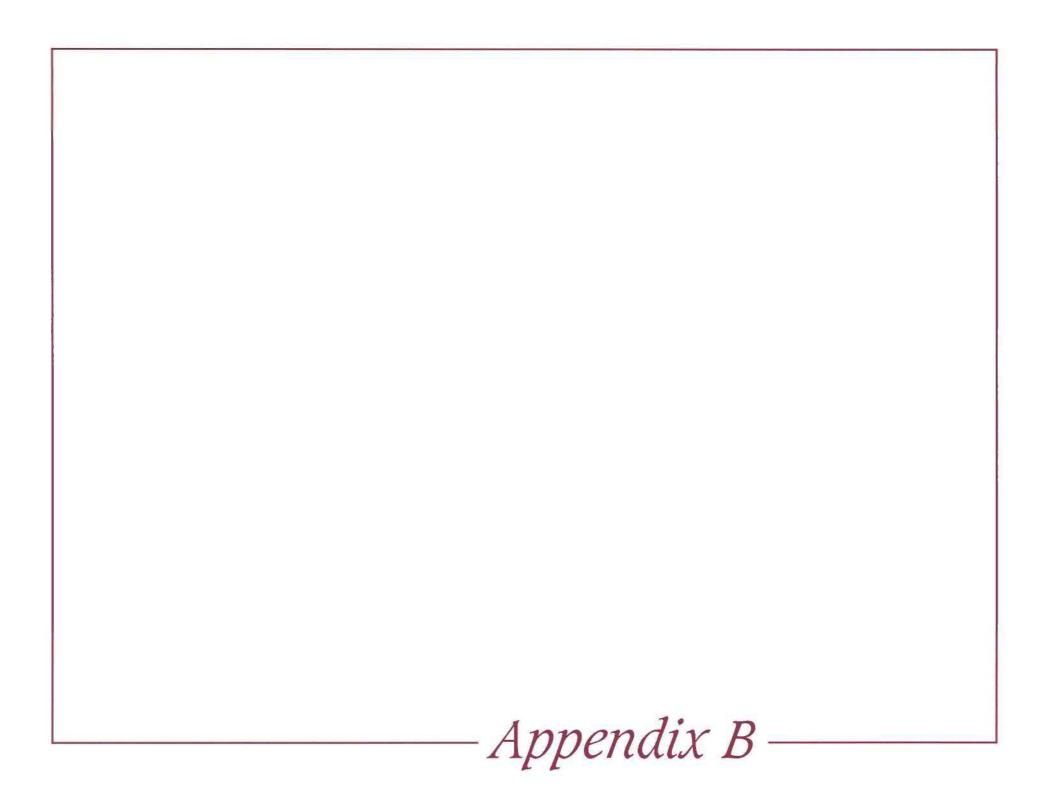












(Rev. 11/06)

Order Number: 1004-5505365

Page Number: 1

AMENDED



First American Title Company

7010 North Palm Avenue Fresno, CA 93650

California Department of Insurance License No. 151

Fresno Industrial Realty 7330 North Palm Avenue Fresno, CA 93711 Phone: (559)447-9700

Customer Re	eference:
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Order Number: 1004-5505365 ()

Buyer: TBD

Property: VACANT LAND

PRELIMINARY REPORT

In response to the above referenced application for a policy of title insurance, this company hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said Policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Exhibit A attached. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Exhibit A. Copies of the policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit A of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

Order Number: 1004-5505365

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Dated as of September 1, 2017 at 7:30 A.M.

The form of Policy of title insurance contemplated by this report is:

To Be Determined

A specific request should be made if another form or additional coverage is desired.

Title to said estate or interest at the date hereof is vested in:

Janice E. Pearson, as her sole and separate property, as to an undivided ¼ interest; Robert Starr Larsen, Jr., as to an undivided ¼ interest; Barbara Carol Tirapelle and Karen Marie Daoudian, as successor trustees of the Marital Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000, as to an undivided ¼ interest and Barbara Carol Tirapelle and Karen Marie Daoudian, as successor trustees of the Survivor's Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000, as to an undivided ¼ interest, Subject to item nos. 13, 21 and 22

The estate or interest in the land hereinafter described or referred to covered by this Report is:

A fee.

The Land referred to herein is described as follows:

(See attached Legal Description)

At the date hereof exceptions to coverage in addition to the printed Exceptions and Exclusions in said policy form would be as follows:

- General and special taxes and assessments for the fiscal year 2017-2018, a lien not yet due or payable.
- 2. Taxes and assessments, if any, of the Fresno Irrigation District.
- 3. The effect of an instrument entitled "Before the Board of Directors of the Fresno Metropolitan Flood Control District Resolution Providing for the Recordation of a Map Identifying Areas Subject to Payment of Drainage Fees and/or Requirements to Construct Planned Local Drainage Facilities", executed by Fresno Metropolitan Flood Control District and City of Fresno, recorded July 31, 1995 as Instrument No. 05002128 of Official Records.
- 4. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.

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5. A right of way for that certain irrigation canal or ditch known as Cherry Ave. No. 313 Ditch, in favor of Fresno Irrigation District, as disclosed by that certain expired lease dated January 1, 1941, recorded March 25, 1941, in Book 1990 Page 216 of Official Records, Document No. 1085

6. An easement for the perpetual and exclusive right of way and easement, together with all rights necessary, convenient and incidental purposes, recorded January 5, 1970 as Instrument No. 578 Book 5748, Page 303 of Official Records.

Fresno Irrigation District, a public corporation In Favor of:

As described therein Affects:

- 7. Abutter's rights of ingress and egress to or from Street or Highway have been relinquished in the document recorded February 6, 1970 as Instrument No. 8666 in Book 5757, Page 462 of Official Records.
- 8. Abutter's rights of ingress and egress to or from Freeway have been relinquished in the document recorded March 18, 1996 as Instrument No. 96034963 of Official Records.
- 9. A waiver of any claims for damages by reason of the location, construction, landscaping or maintenance of a contiguous freeway, highway or roadway, as contained in the document recorded March 18, 1996 as Instrument No 26034063 of Official Records.
- 10. An easement for irrigation facilities and appurtenances thereto and incidental purposes, recorded July 26, 1996 as Instrument No. 26096183 of Official Records. In Favor of: Fresno Irrigation District, a public corporation

Affects: As described therein

The location of the easement cannot be determined from record information.

- 11. The terms and provisions contained in the document entitled "Consent to Common Use Agreement" recorded April 10, 2007 as Instrument No. 2007-0071043 of Official Records.
- 12. The effect of a deed executed by Kristin Ormond and Catherine Riddering, Successor Co-Trustees of The Robert S. Larsen, Jr. Trust dated June 16, 2005 to Catherine Riddering, a married woman, as her sole and separate property, and Kristin L. Ormond, a married woman as her sole and separate property, as tenants in common, 1/8 interest each, recorded December 18, 2008 as Instrument No. of Official Records.

At the date of recording of the document, the grantor had no record interest in the land.

13. The effect of a deed dated January 27, 2010, executed by Barbara Carol Tirapelle and Karen Marie Daoudian, as successor Co-Trustees of the Marital Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000 and Barbara Carol Tirapelle and Karen Marie Daoudian, as successor Co-Trustees of the Survivor's Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000, as Grantor, to Leon E. Tirapelle, as Trustee of the Mike and Alyce Demirjian Insurance Trust of June 2, 1994, as Grantee, recorded January 29, 2010, as Instrument No. 2010-0011434 of Official

The requirement that this office be furnished with the evidence that the deed was an absolute conveyance for value, and that there are no other agreements, oral or written, regarding the ownership of the land described herein.

NOTE: Unable to verify if the above referenced "uninsured" deed is a valid transfer.

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Document re-recorded April 9, 2010 as Instrument No 2010-0046258 of Official Records.

- 14. Any defects, liens, encumbrances or other matters which name parties with the same or similar names as Robert Starr Larsen, Jr.. The name search necessary to ascertain the existence of such matters has not been completed. In order to complete this preliminary report or commitment, we will require a statement of information.
- 15. Any right, title or interest of the spouse (if any) of any married person herein.
- 16. Any claim that the Title is subject to a trust or lien created under The Perishable Agricultural Commodities Act, 1930 (7 U.S.C. §§499a, et seq.) or the Packers and Stockyards Act (7 U.S.C. §§181 et seq.) or under similar state laws.
- 17. Rights of the public in and to that portion of the land lying within any Road, Street, Alley or Highway.
- 18. Water rights, claims or title to water, whether or not shown by the public records.
- 19. Rights of parties in possession.

Prior to the issuance of any policy of title insurance, the Company will require:

- 20. A deed from the spouse of any married person herein be recorded in the public records, or the joinder of the spouse of any married person named herein on any conveyance, encumbrance or lease to be executed by said married person.
- 21. With respect to the trust referred to in the vesting:
 - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
 - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
 - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.
- 22. With respect to the Mike and Alyce Demirjian Insurance Trust of June 2, 1994:
 - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
 - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
 - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.

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INFORMATIONAL NOTES

Note: The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than the certain dollar amount set forth in any applicable arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. If you desire to review the terms of the policy, including any arbitration clause that may be included, contact the office that issued this Commitment or Report to obtain a sample of the policy jacket for the policy that is to be issued in connection with your transaction.

1. General and special taxes and assessments for the fiscal year 2016-2017.

First Installment: \$675.60, PAID

Penalty: \$0.00

Second Installment: \$675.60, PAID

Penalty: \$0.00 Tax Rate Area: 152-001 A. P. No.: 329-100-52

2. This report is preparatory to the issuance of an ALTA Loan Policy. We have no knowledge of any fact which would preclude the issuance of the policy with CLTA endorsement forms 100 and 116 and if applicable, 115 and 116.2 attached.

When issued, the CLTA endorsement form 116 or 116.2, if applicable will reference a(n) Vacant Land known as , Fresno, California.

3. According to the public records, there has been no conveyance of the land within a period of twenty-four months prior to the date of this report, except as follows:

None

4. We find no open deeds of trust. Escrow please confirm before closing.

The map attached, if any, may or may not be a survey of the land depicted hereon. First American expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of the title insurance policy, if any, to which this map is attached.

Page Number: 6

LEGAL DESCRIPTION

Real property in the unincorporated area of the County of Fresno, State of California, described as follows:

LOT 35 OF CENTRAL CALIFORNIA COLONY, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 3

PAGE 1 OF PLATS, FRESNO COUNTY RECORDS;

EXCEPTING THEREFROM THE NORTH 160 FEET OF THE EAST 200 FEET THEREOF;

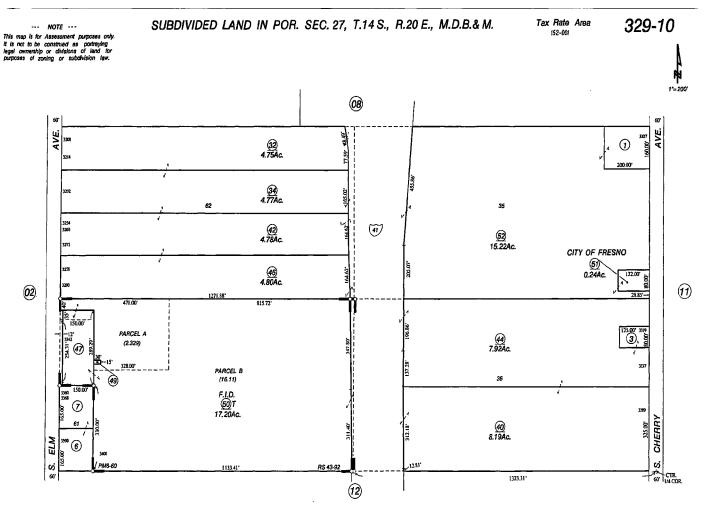
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

COMMENCING FOR REFERENCE AT THE NORTHWEST CORNER OF SECTION 27, TOWNSHIP 14 SOUTH, RANGE 20 EAST, MOUNT DIABLO BASE AND MERIDIAN, SAID NORTHWEST CORNER BEING AT COORDINATES Y = 495 684.30 FEET AND X = 1 768 436.10 FEET; THENCE ALONG THE NORTH LINE OF SAID SECTION, SOUTH 89° 41' 49" EAST 1324.35 FEET TO THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE ALONG SAID WEST LINE, SOUTH 0° 31' 20" WEST 1318.35 FEET TO THE NORTHWEST CORNER OF SAID LOT, LAST SAID NORTHWEST CORNER BEING THE TRUE POINT OF BEGINNING; THENCE ALONG THE NORTH LINE OF SAID LOT, SOUTH 89° 42' 55" EAST 240.10 FEET; THENCE SOUTH 5° 21' 59" WEST, A DISTANCE OF 541.92 FEET; THENCE ALONG A LINE PARALLEL WITH AND 97 FEET EASTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF THE DEPARTMENT OF PUBLIC WORKS SURVEY FROM THE KINGS COUNTY LINE TO "P" STREET IN FRESNO, ROAD VI-FRE-125-B (NOW 06-FRE-41), SOUTH 0° 29' 30" WEST 119.35 FEET TO THE SOUTH LINE OF SAID LOT; THENCE ALONG SAID SOUTH LINE NORTH 89° 43' 28" WEST, 194.40 FEET TO THE WEST LINE OF SAID LOT; THENCE ALONG LAST SAID WEST LINE NORTH 0° 31' 20" EAST 659.18 FEET TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA AS FULLY DESCRIBED IN GRANT DEED RECORDED MARCH 18, 1996 AS INSTRUMENT NO 26-34963 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF FRESNO, A MUNICIPAL CORPORATION AS FULLY DESCRIBED IN GRANT DEED RECORDED APRIL 18, 2007 AS INSTRUMENT NO. 07-77589 OF OFFICIAL RECORDS.

320-100-52



Central California Colony - Plat Bk. 2, Pg. 1 Parcel Map No. 1224 - Bk. 6, Pg. 60 Record of Survey Bk. 43, Pg. 92

Assessor's Map Bk. 329 - Pg. 10

County of Fresno, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses. Assessor's Parcel Numbers Shown in Circles.

05-31-07

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NOTICE

Section 12413.1 of the California Insurance Code, effective January 1, 1990, requires that any title insurance company, underwritten title company, or controlled escrow company handling funds in an escrow or sub-escrow capacity, wait a specified number of days after depositing funds, before recording any documents in connection with the transaction or disbursing funds. This statute allows for funds deposited by wire transfer to be disbursed the same day as deposit. In the case of cashier's checks or certified checks, funds may be disbursed the next day after deposit. In order to avoid unnecessary delays of three to seven days, or more, please use wire transfer, cashier's checks, or certified checks whenever possible.

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INCOMING DOMESTIC WIRE INSTRUCTIONS

Beware of cyber-crime! If you receive an e-mail or any other communication that appears to be generated from a First American Title Company employee that contains new, revised or altered bank wire instructions, consider it suspect and call our office at a number you trust.

** Our Wire Instructions Do Not Change. **

Funds from other than buyer or seller: Other than funds from a designated lender, real estate agent or broker, or the attorney of record, we will only accept incoming wires that are from the buyer or seller on a transaction. Other third party deposits not accompanied by appropriate instructions will be returned to the remitter.

Funds from a U.S. Bank: Funds should be wired from a bank within the United States. Notify our office at (559)221-1968 when you have transmitted your wire.

Funds from a non-U.S. Bank: If your funds are being wired from a non-U.S. bank, additional charges may apply. Contact our office for Incoming International Wiring Instructions.

ACH Transfers are NOT wire transfers: An ACH transfer is not immediately available funds and requires additional time for clearance. An ACH transfer cannot be accepted for an imminent closing. Acceptance of ACH transfers are subject to state law. Contact our office at (559)221-1968 prior to sending funds by ACH transfer.

Contact our office at (559)221-1968 when funds are sent.

PAYABLE TO: First American Title Company BANK: First American Trust, FSB

ADDRESS 5 First American Way, Santa Ana, CA 92707

ACCOUNT NO.: 3007470000 ROUTING NUMBER 122241255

PLEASE REFERENCE THE FOLLOWING: PROPERTY: , Fresno, CA FILE NUMBER: 1004-5505365

FIRST AMERICAN TRUST, FSB CONTACT INFO: Banking Services (877)600-9473

WIRES MAY BE RETURNED IF THE FILE NUMBER AND PROPERTY REFERENCE ARE NOT INCLUDED

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EXHIBIT A LIST OF PRINTED EXCEPTIONS AND EXCLUSIONS (BY POLICY TYPE)

CLTA STANDARD COVERAGE POLICY - 1990

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

- Any law, ordinance or governmental regulation (including but not limited to building or zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien, or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
 - (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
- Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
- 3. Defects, liens, encumbrances, adverse claims or other matters:
 - (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
 - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
 - (c) resulting in no loss or damage to the insured claimant;
 - (d) attaching or created subsequent to Date of Policy; or
 - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
- 4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
- 5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
- Any claim, which arises out of the transaction vesting in the insured the estate of interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

- 1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
 - Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public, records.
- 2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the public records.
- 4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
- 6. Any lien or right to a lien for services, labor or material not shown by the public records.

CLTA/ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (12-02-13)

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

- 1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
 - a. building;
 - b. zoning;
 - c. land use;

Page Number: 11

- d. improvements on the Land;
- e. land division; and
- f. environmental protection.

This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.

- 2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
- 3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
- 4. Risks:
 - a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
 - b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
 - c. that result in no loss to You; or
 - d. that first occur after the Policy Date this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
- 5. Failure to pay value for Your Title.
- Lack of a right:
 - a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
 - b. in streets, alleys, or waterways that touch the Land.

This Exclusion does not limit the coverage described in Covered Risk 11 or 21.

- 7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.
- 8. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
- 9. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows: For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A. The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	Your Deductible Amount	Our Maximum Dollar Limit of Liability
Covered Risk 16:	1% of Policy Amount Shown in Schedule A or \$2,500 (whichever is less)	\$10,000
Covered Risk 18:	1% of Policy Amount Shown in Schedule A or \$5,000 (whichever is less)	\$25,000
Covered Risk 19:	1% of Policy Amount Shown in Schedule A or \$5,000 (whichever is less)	\$25,000
Covered Risk 21:	1% of Policy Amount Shown in Schedule A or \$2,500 (whichever is less)	\$5,000

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- 2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

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- (c) resulting in no loss or damage to the Insured Claimant;
- (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
- (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- 4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
- 5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
- 6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
- 7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

[Except as provided in Schedule B - Part II,[t[or T]his policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of:

[PART I

[The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

- 1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- 2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
- 4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
- 6. Any lien or right to a lien for services, labor or material not shown by the public records.

PART II

In addition to the matters set forth in Part I of this Schedule, the Title is subject to the following matters, and the Company insures against loss or damage sustained in the event that they are not subordinate to the lien of the Insured Mortgage:]

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- 1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- 2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

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- (c) resulting in no loss or damage to the Insured Claimant;
- (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 or 10): or
- (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
- 4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
- 5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of: [The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

- 1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- 2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
- 4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
- 6. Any lien or right to a lien for services, labor or material not shown by the Public Records.
- 7. [Variable exceptions such as taxes, easements, CC&R's, etc. shown here.]

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (07-26-10)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
- 2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- 4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
- 5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
- 6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the

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Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.

- 7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
- 8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
- 9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.
- 10. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
- 11 Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

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Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

Information we receive from you on applications, forms and in other communications to us, whether in writing, in the communications to us, whether in writing in the communications to us, whether in writing in the communications to us, whether in writing in the communication where the communication is the communication of the communication where the communication is the communication of the communication of the communication where the communication is the communication of the communication o

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means; Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet. In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First

American uses this information to measure the use of our site and to develop ideas to improve the content of our site.

There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.

FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer

Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.

Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.

Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.

Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.

Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

Page 1 of 1

Form 50-PRIVACY (9/1/10)

Privacy Information (2001-2010 First American Financial Corporation)

(Rev. 11/06)

Order Number: 1004-5505365

Page Number: 1

AMENDED



First American Title Company

7010 North Palm Avenue Fresno, CA 93650

California Department of Insurance License No. 151

Fresno Industrial Realty 7330 North Palm Avenue Fresno, CA 93711 Phone: (559)447-9700

Customer Re	eference:
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Order Number: 1004-5505365 ()

Buyer: TBD

Property: VACANT LAND

PRELIMINARY REPORT

In response to the above referenced application for a policy of title insurance, this company hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said Policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Exhibit A attached. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Exhibit A. Copies of the policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit A of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

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Dated as of September 1, 2017 at 7:30 A.M.

The form of Policy of title insurance contemplated by this report is:

To Be Determined

A specific request should be made if another form or additional coverage is desired.

Title to said estate or interest at the date hereof is vested in:

Janice E. Pearson, as her sole and separate property, as to an undivided ¼ interest; Robert Starr Larsen, Jr., as to an undivided ¼ interest; Barbara Carol Tirapelle and Karen Marie Daoudian, as successor trustees of the Marital Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000, as to an undivided ¼ interest and Barbara Carol Tirapelle and Karen Marie Daoudian, as successor trustees of the Survivor's Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000, as to an undivided ¼ interest, Subject to item nos. 13, 21 and 22

The estate or interest in the land hereinafter described or referred to covered by this Report is:

A fee.

The Land referred to herein is described as follows:

(See attached Legal Description)

At the date hereof exceptions to coverage in addition to the printed Exceptions and Exclusions in said policy form would be as follows:

- 1. General and special taxes and assessments for the fiscal year 2017-2018, a lien not yet due or payable.
- 2. Taxes and assessments, if any, of the Fresno Irrigation District.
- 3. The effect of an instrument entitled "Before the Board of Directors of the Fresno Metropolitan Flood Control District Resolution Providing for the Recordation of a Map Identifying Areas Subject to Payment of Drainage Fees and/or Requirements to Construct Planned Local Drainage Facilities", executed by Fresno Metropolitan Flood Control District and City of Fresno, recorded July 31, 1995 as Instrument No. 05002128 of Official Records.
- 4. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.

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5. A right of way for that certain irrigation canal or ditch known as Cherry Ave. No. 313 Ditch, in favor of Fresno Irrigation District, as disclosed by that certain expired lease dated January 1, 1941, recorded March 25, 1941, in Book 1990 Page 216 of Official Records, Document No. 1085

6. An easement for the perpetual and exclusive right of way and easement, together with all rights necessary, convenient and incidental purposes, recorded January 5, 1970 as Instrument No. 578 Book 5748, Page 303 of Official Records.

Fresno Irrigation District, a public corporation In Favor of:

As described therein Affects:

- 7. Abutter's rights of ingress and egress to or from Street or Highway have been relinquished in the document recorded February 6, 1970 as Instrument No. 8666 in Book 5757, Page 462 of Official Records.
- 8. Abutter's rights of ingress and egress to or from Freeway have been relinquished in the document recorded March 18, 1996 as Instrument No. 96034963 of Official Records.
- 9. A waiver of any claims for damages by reason of the location, construction, landscaping or maintenance of a contiguous freeway, highway or roadway, as contained in the document recorded March 18, 1996 as Instrument No 26034063 of Official Records.
- 10. An easement for irrigation facilities and appurtenances thereto and incidental purposes, recorded July 26, 1996 as Instrument No. 26096183 of Official Records. In Favor of: Fresno Irrigation District, a public corporation

Affects: As described therein

The location of the easement cannot be determined from record information.

- 11. The terms and provisions contained in the document entitled "Consent to Common Use Agreement" recorded April 10, 2007 as Instrument No. 2007-0071043 of Official Records.
- 12. The effect of a deed executed by Kristin Ormond and Catherine Riddering, Successor Co-Trustees of The Robert S. Larsen, Jr. Trust dated June 16, 2005 to Catherine Riddering, a married woman, as her sole and separate property, and Kristin L. Ormond, a married woman as her sole and separate property, as tenants in common, 1/8 interest each, recorded December 18, 2008 as Instrument No. of Official Records.

At the date of recording of the document, the grantor had no record interest in the land.

13. The effect of a deed dated January 27, 2010, executed by Barbara Carol Tirapelle and Karen Marie Daoudian, as successor Co-Trustees of the Marital Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000 and Barbara Carol Tirapelle and Karen Marie Daoudian, as successor Co-Trustees of the Survivor's Trust created under the Mike and Alyce Demirjian Trust dated February 4, 2000, as Grantor, to Leon E. Tirapelle, as Trustee of the Mike and Alyce Demirjian Insurance Trust of June 2, 1994, as Grantee, recorded January 29, 2010, as Instrument No. 2010-0011434 of Official

The requirement that this office be furnished with the evidence that the deed was an absolute conveyance for value, and that there are no other agreements, oral or written, regarding the ownership of the land described herein.

NOTE: Unable to verify if the above referenced "uninsured" deed is a valid transfer.

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Document re-recorded April 9, 2010 as Instrument No 2010-0046258 of Official Records.

- 14. Any defects, liens, encumbrances or other matters which name parties with the same or similar names as Robert Starr Larsen, Jr.. The name search necessary to ascertain the existence of such matters has not been completed. In order to complete this preliminary report or commitment, we will require a statement of information.
- 15. Any right, title or interest of the spouse (if any) of any married person herein.
- 16. Any claim that the Title is subject to a trust or lien created under The Perishable Agricultural Commodities Act, 1930 (7 U.S.C. §§499a, et seq.) or the Packers and Stockyards Act (7 U.S.C. §§181 et seq.) or under similar state laws.
- 17. Rights of the public in and to that portion of the land lying within any Road, Street, Alley or Highway.
- 18. Water rights, claims or title to water, whether or not shown by the public records.
- 19. Rights of parties in possession.

Prior to the issuance of any policy of title insurance, the Company will require:

- 20. A deed from the spouse of any married person herein be recorded in the public records, or the joinder of the spouse of any married person named herein on any conveyance, encumbrance or lease to be executed by said married person.
- 21. With respect to the trust referred to in the vesting:
 - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
 - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
 - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.
- 22. With respect to the Mike and Alyce Demirjian Insurance Trust of June 2, 1994:
 - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
 - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
 - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.

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INFORMATIONAL NOTES

Note: The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than the certain dollar amount set forth in any applicable arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. If you desire to review the terms of the policy, including any arbitration clause that may be included, contact the office that issued this Commitment or Report to obtain a sample of the policy jacket for the policy that is to be issued in connection with your transaction.

1. General and special taxes and assessments for the fiscal year 2016-2017.

First Installment: \$675.60, PAID

Penalty: \$0.00

Second Installment: \$675.60, PAID

 Penalty:
 \$0.00

 Tax Rate Area:
 152-001

 A. P. No.:
 320-100-52

2. This report is preparatory to the issuance of an ALTA Loan Policy. We have no knowledge of any fact which would preclude the issuance of the policy with CLTA endorsement forms 100 and 116 and if applicable, 115 and 116.2 attached.

When issued, the CLTA endorsement form 116 or 116.2, if applicable will reference a(n) Vacant Land known as , Fresno, California.

3. According to the public records, there has been no conveyance of the land within a period of twenty-four months prior to the date of this report, except as follows:

None

4. We find no open deeds of trust. Escrow please confirm before closing.

The map attached, if any, may or may not be a survey of the land depicted hereon. First American expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of the title insurance policy, if any, to which this map is attached.

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LEGAL DESCRIPTION

Real property in the unincorporated area of the County of Fresno, State of California, described as follows:

LOT 35 OF CENTRAL CALIFORNIA COLONY, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 3

PAGE 1 OF PLATS, FRESNO COUNTY RECORDS;

EXCEPTING THEREFROM THE NORTH 160 FEET OF THE EAST 200 FEET THEREOF;

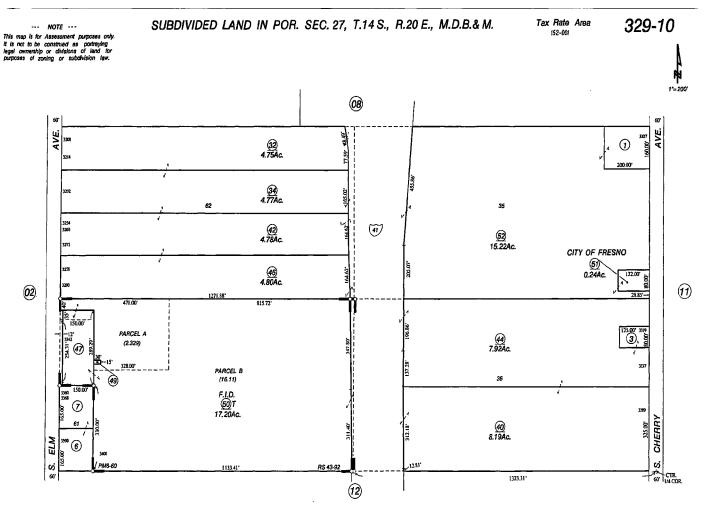
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

COMMENCING FOR REFERENCE AT THE NORTHWEST CORNER OF SECTION 27, TOWNSHIP 14 SOUTH, RANGE 20 EAST, MOUNT DIABLO BASE AND MERIDIAN, SAID NORTHWEST CORNER BEING AT COORDINATES Y = 495 684.30 FEET AND X = 1 768 436.10 FEET; THENCE ALONG THE NORTH LINE OF SAID SECTION, SOUTH 89° 41' 49" EAST 1324.35 FEET TO THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE ALONG SAID WEST LINE, SOUTH 0° 31' 20" WEST 1318.35 FEET TO THE NORTHWEST CORNER OF SAID LOT, LAST SAID NORTHWEST CORNER BEING THE TRUE POINT OF BEGINNING; THENCE ALONG THE NORTH LINE OF SAID LOT, SOUTH 89° 42' 55" EAST 240.10 FEET; THENCE SOUTH 5° 21' 59" WEST, A DISTANCE OF 541.92 FEET; THENCE ALONG A LINE PARALLEL WITH AND 97 FEET EASTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF THE DEPARTMENT OF PUBLIC WORKS SURVEY FROM THE KINGS COUNTY LINE TO "P" STREET IN FRESNO, ROAD VI-FRE-125-B (NOW 06-FRE-41), SOUTH 0° 29' 30" WEST 119.35 FEET TO THE SOUTH LINE OF SAID LOT; THENCE ALONG SAID SOUTH LINE NORTH 89° 43' 28" WEST, 194.40 FEET TO THE WEST LINE OF SAID LOT; THENCE ALONG LAST SAID WEST LINE NORTH 0° 31' 20" EAST 659.18 FEET TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA AS FULLY DESCRIBED IN GRANT DEED RECORDED MARCH 18, 1996 AS INSTRUMENT NO 26-34963 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF FRESNO, A MUNICIPAL CORPORATION AS FULLY DESCRIBED IN GRANT DEED RECORDED APRIL 18, 2007 AS INSTRUMENT NO. 07-77589 OF OFFICIAL RECORDS.

320-100-52



Central California Colony - Plat Bk. 2, Pg. 1 Parcel Map No. 1224 - Bk. 6, Pg. 60 Record of Survey Bk. 43, Pg. 92

Assessor's Map Bk. 329 - Pg. 10

County of Fresno, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses. Assessor's Parcel Numbers Shown in Circles.

05-31-07

Page Number: 8

NOTICE

Section 12413.1 of the California Insurance Code, effective January 1, 1990, requires that any title insurance company, underwritten title company, or controlled escrow company handling funds in an escrow or sub-escrow capacity, wait a specified number of days after depositing funds, before recording any documents in connection with the transaction or disbursing funds. This statute allows for funds deposited by wire transfer to be disbursed the same day as deposit. In the case of cashier's checks or certified checks, funds may be disbursed the next day after deposit. In order to avoid unnecessary delays of three to seven days, or more, please use wire transfer, cashier's checks, or certified checks whenever possible.

Order Number: **1004-5505365**Page Number: 9

INCOMING DOMESTIC WIRE INSTRUCTIONS

Beware of cyber-crime! If you receive an e-mail or any other communication that appears to be generated from a First American Title Company employee that contains new, revised or altered bank wire instructions, consider it suspect and call our office at a number you trust.

** Our Wire Instructions Do Not Change. **

Funds from other than buyer or seller: Other than funds from a designated lender, real estate agent or broker, or the attorney of record, we will only accept incoming wires that are from the buyer or seller on a transaction. Other third party deposits not accompanied by appropriate instructions will be returned to the remitter.

Funds from a U.S. Bank: Funds should be wired from a bank within the United States. Notify our office at (559)221-1968 when you have transmitted your wire.

Funds from a non-U.S. Bank: If your funds are being wired from a non-U.S. bank, additional charges may apply. Contact our office for Incoming International Wiring Instructions.

ACH Transfers are NOT wire transfers: An ACH transfer is not immediately available funds and requires additional time for clearance. An ACH transfer cannot be accepted for an imminent closing. Acceptance of ACH transfers are subject to state law. Contact our office at (559)221-1968 prior to sending funds by ACH transfer.

Contact our office at (559)221-1968 when funds are sent.

PAYABLE TO: First American Title Company BANK: First American Trust, FSB

ADDRESS 5 First American Way, Santa Ana, CA 92707

ACCOUNT NO.: 3007470000 ROUTING NUMBER 122241255

PLEASE REFERENCE THE FOLLOWING: PROPERTY: , Fresno, CA FILE NUMBER: 1004-5505365

FIRST AMERICAN TRUST, FSB CONTACT INFO: Banking Services (877)600-9473

WIRES MAY BE RETURNED IF THE FILE NUMBER AND PROPERTY REFERENCE ARE NOT INCLUDED

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EXHIBIT A LIST OF PRINTED EXCEPTIONS AND EXCLUSIONS (BY POLICY TYPE)

CLTA STANDARD COVERAGE POLICY - 1990

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

- Any law, ordinance or governmental regulation (including but not limited to building or zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien, or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
 - (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
- Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
- 3. Defects, liens, encumbrances, adverse claims or other matters:
 - (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
 - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
 - (c) resulting in no loss or damage to the insured claimant;
 - (d) attaching or created subsequent to Date of Policy; or
 - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
- 4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
- 5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
- Any claim, which arises out of the transaction vesting in the insured the estate of interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

- 1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
 - Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public, records.
- 2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the public records.
- 4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
- 6. Any lien or right to a lien for services, labor or material not shown by the public records.

CLTA/ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (12-02-13)

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

- 1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
 - a. building;
 - b. zoning;
 - c. land use;

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- d. improvements on the Land;
- e. land division; and
- f. environmental protection.

This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.

- 2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
- 3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
- 4. Risks:
 - a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
 - b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
 - c. that result in no loss to You; or
 - d. that first occur after the Policy Date this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
- 5. Failure to pay value for Your Title.
- Lack of a right:
 - a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
 - b. in streets, alleys, or waterways that touch the Land.

This Exclusion does not limit the coverage described in Covered Risk 11 or 21.

- 7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.
- 8. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
- 9. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows: For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A. The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	Your Deductible Amount	Our Maximum Dollar Limit of Liability
Covered Risk 16:	1% of Policy Amount Shown in Schedule A or \$2,500 (whichever is less)	\$10,000
Covered Risk 18:	1% of Policy Amount Shown in Schedule A or \$5,000 (whichever is less)	\$25,000
Covered Risk 19:	1% of Policy Amount Shown in Schedule A or \$5,000 (whichever is less)	\$25,000
Covered Risk 21:	1% of Policy Amount Shown in Schedule A or \$2,500 (whichever is less)	\$5,000

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- 2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

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- (c) resulting in no loss or damage to the Insured Claimant;
- (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
- (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- 4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
- 5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
- 6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
- 7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

[Except as provided in Schedule B - Part II,[t[or T]his policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of:

[PART I

[The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

- 1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- 2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
- 4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
- 6. Any lien or right to a lien for services, labor or material not shown by the public records.

PART II

In addition to the matters set forth in Part I of this Schedule, the Title is subject to the following matters, and the Company insures against loss or damage sustained in the event that they are not subordinate to the lien of the Insured Mortgage:]

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- 1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- 2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

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- (c) resulting in no loss or damage to the Insured Claimant;
- (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 or 10): or
- (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
- 4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
- 5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of: [The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

- 1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- 2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
- 4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
- 6. Any lien or right to a lien for services, labor or material not shown by the Public Records.
- 7. [Variable exceptions such as taxes, easements, CC&R's, etc. shown here.]

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (07-26-10)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
- 2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- 4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
- 5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
- 6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the

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Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.

- 7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
- 8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
- 9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.
- 10. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
- 11 Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

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Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

Information we receive from you on applications, forms and in other communications to us, whether in writing, in the communications to us, whether in writing in the communications to us, whether in writing in the communications to us, whether in writing in the communication where the communication is the communication of the communication where the communication is the communication of the communication of the communication where the communication is the communication of the communication o

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means; Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet. In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First

American uses this information to measure the use of our site and to develop ideas to improve the content of our site.

There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.

FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer

Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.

Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.

Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.

Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.

Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

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Form 50-PRIVACY (9/1/10)

Privacy Information (2001-2010 First American Financial Corporation)



GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING CONSTRUCTION TESTING & INSPECTION

PHASE I ENVIRONMENTAL SITE ASSESSMENT PROPERTY OWNER INTERVIEW QUESTIONNAIRE

Date: December 22, 2022 K	razan Project Manager: Bill Vick
Project No: 014-22174 P	roject Name: Fresno Crown Truck Project
Site Address: 3200 Block of South Cherry Avenue, Fr	esno, California 93706; APN 329-100-52
Interview With:	
Telephone No:	Fax No:
Knowledge of Previous Owner(s) and Phone Number?	WII
How are you associated with the subject property?P	roperty Owner / Property Owner's Representative
How long have you been associated with the subject pro-	operty?
What is the subject property currently used for?	
Are there structures on the subject property?	How Many?
Do you know of any previous structures on the subject	property?
Do you have knowledge of the presence of underground	d storage tanks being located on the subject property either
historically or currently?	
Do you have knowledge of the presence of abovegroun	d storage tanks being located on the subject property either
historically or currently?	
Do you have knowledge of the presence of imported so	il on the subject property? If so, please indicate the origin/location
of the imported soil.	
Do you know of any chemicals, hazardous materials, ar	nd/or environmentally persistent pesticides/herbicides being used,
stored or discharged on the subject property?	
Do you know of any buried materials such as garbage of	lumps or burn pits located on the subject property?
Do you know of any septic systems located on the subjection of the	ect property (current or historical)? Yes Yes, how many historically?
Do you know of any water wells located on the subject If yes, how many currently? If	property (current or historical)? Yes ves, how many historically?
Do you know of any dry wells located on the subject pr	operty (current or historical)? Yes

Do you know of any environmental monitoring wells located on the subject property (current or historical)? Yes
Do you know of any drainage or disposal ponds located on the subject property?
Is the subject property connected to municipal water and sewer systems?
Do you know of obvious indications pointing to the presence or likely presence of contamination of the subject property?
Do you have any concerns about adjacent property usage such as gasoline stations, industrial uses, or USTs/ASTs on adjacent properties?
Are you aware of any environmental cleanup liens against the subject property that are filed or recorded under federal, tribal, state, or local law?
Please list previous commercial and/or industrial (non-residential) tenants/occupants of the subject site/on-site buildings:
Are you aware of any activity use limitations (AULs) such as engineering controls, land use restrictions, or institutional controls that are in place at the subject property and/or have been filed or recorded in a registry under federal, tribal, state, or local law?
Do you have any specialized knowledge or experience related to the subject property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject property or an adjacent property so that you would have specialized knowledge of the chemicals and processes used by this type of business?
Does the purchase price being paid for the subject property reasonably reflect the fair market value of the subject property? No
Do you know the past uses of the subject property? If so, briefly explain.
Do you have knowledge of the current or historical presence of vehicle repair-related features (i.e., sumps, oil/water clarifiers, subsurface hydraulic vehicle hoists, etc.)? If so, briefly explain.
Do you know of specific chemicals that are present or once were present at the subject property? If so, briefly explain.

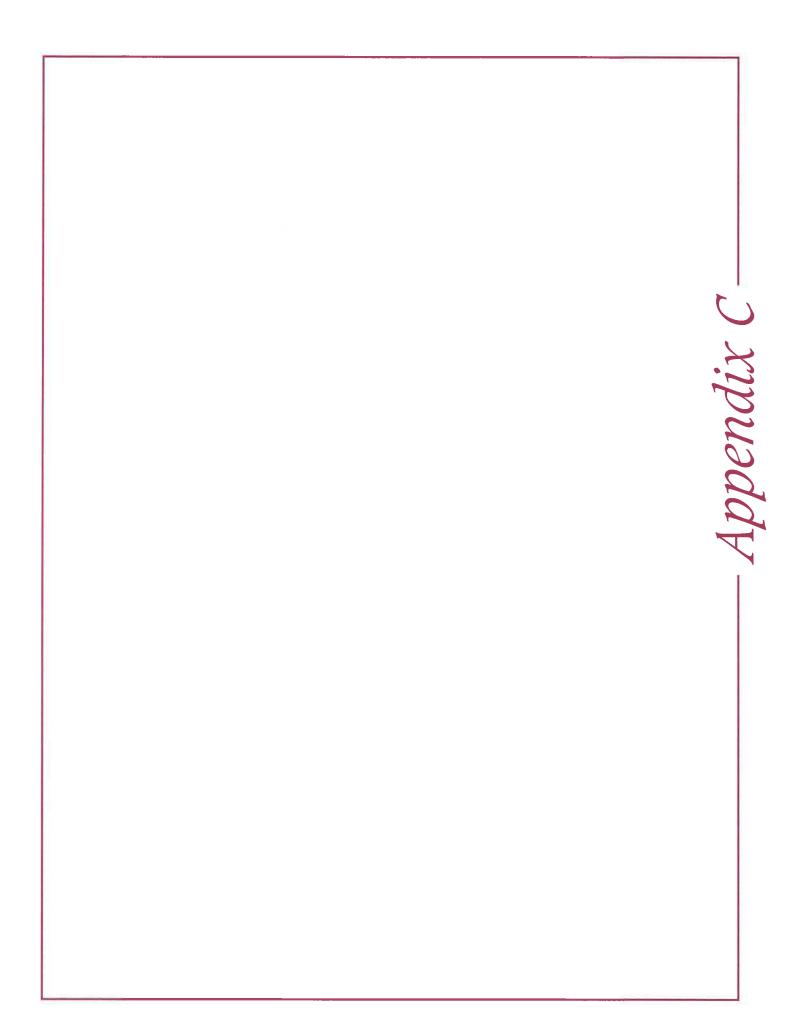
Do you know of spills or other chemical releases that have taken place at a lift so, briefly explain.	
Are you aware of, or have you been notified of, any contamination issues in the vicinity of the subject site? If so, briefly explain.	
What is the reason for preparation of this Phase I ESA? (Property purchase development	se/sale; bank loan; proposed development; etc.)
Name: Falzarano (Flease Frint)	Date:
Signature:	

Phase I ESA User Questionnaire Fresno Crown Truck Project 3200 Block of South Cherry Avenue; APN 329-100-52 Fresno, California 93706

Respondent Information:

Name: Emily Date: 12/22/2		Company: Crawford & Bowen Planning, Inc. Phone: 559-840-4414
Date		Thone.
Liability Romust provide this	elief and Brownfield Revit ide the following informati s information could result in	Introduction downer Liability Protections (LLPs) offered by the Small Business calization Act of 2001 (the 'Brownfields Amendments'), the user ion (if available) to the environmental professional. Failure to n a determination that 'all appropriate inquiry' is not completed"-erials (ASTM) E1527-05 Appendix X3: User Questionnaire
	u aware of any environment ral, tribal, state, or local law?	tal cleanup liens against the subject site that are filed or recorded?
restrictions,		use limitations (AULs) such as engineering controls, land use at are in place at the subject site and/or have been filed or recorded or local law?
knowledge in the same	or experience related to the line of business as the curr	ronmental Site Assessment (ESA), do you have any specialized e subject site or nearby properties? For example, are you involved rent or former occupants of the subject site or an adjacent property knowledge of the chemicals and processes used by this type of
subject site	?Yes No	I for the subject site reasonably reflect the fair market value of the is a difference, have you considered whether the lower purchase
A.		tion is known or believed to be present at the subject site?

would help	aware of commonly known or reasonably ascertainable information about the subject site that the environmental professional to identify conditions indicative of releases or threatened for example:
A.	Do you know the past uses of the subject site? If so, briefly explain. No.
В.	Do you know of specific chemicals that are present or once were present at the subject site? If so, briefly explain. No.
C.	Do you know of spills or other chemical releases that have taken place at the subject site? If so, briefly explain. No.
D.	Do you know of any environmental cleanups that have taken place at the subject site? If so, briefly explain. No.
	ser of the Phase I ESA, based on your knowledge and experience related to the subject site, are byious indicators that point to the presence or likely presence of contamination at the subject
developmen	the reason for preparation of this Phase I ESA? (Property purchase/sale; bank loan; proposed nt; etc.) f an environmental document pursuant to CEQA.
carefully co	of this Phase I ESA (or authorized representative of the User), do hereby attest that I have onsidered the questions herein and have presented answers to the best of my knowledge and d upon the Responsibilities of the User as required within ASTM E1527-05 guidance.
Name Emily	
Signature_	



Fresno Crown Truck Project

South Cherry Avenue Fresno, CA 93706

Inquiry Number: 7210538.2s

December 22, 2022

The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor Shelton, CT 06484 Toll Free: 800.352.0050 www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527-21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

SOUTH CHERRY AVENUE FRESNO, CA 93706

COORDINATES

Latitude (North): 36.6877610 - 36² 41' 15.93" Longitude (West): 119.7837840 - 119² 47' 1.62"

Universal Tranverse Mercator: Zone 11 UTM X (Meters): 251266.5 UTM Y (Meters): 4063645.0

Elevation: 280 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 12012169 FRESNO SOUTH, CA

Version Date: 2018

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20140619, 20140618

Source: USDA

MAPPED SITES SUMMARY

Target Property Address: SOUTH CHERRY AVENUE FRESNO, CA 93706

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS		RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	CECIL HARDY	3264 S CHERRY AVE	CUPA Listings	Higher	49, 0.009, East
2	AKAL ROAD SIDE SERVI	3216 S CHERRY	CUPA Listings	Higher	59, 0.011, ENE
A3	SHE SUPERIOR SYNTHET	3195 S CHERRY AVE	RCRA NonGen / NLR	Higher	225, 0.043, NE
A4	VAUGHN RESIDENCE	3195 S CHERRY	CUPA Listings	Higher	225, 0.043, NE
A5	SHE SUPERIOR SYNTHET	3195 S CHERRY AVE	RCRA NonGen / NLR	Higher	225, 0.043, NE
A6	JONAH BROWN DBA PERF	3195 S CHERRY AVE	RCRA NonGen / NLR	Higher	225, 0.043, NE
7	CARLOS MARTINEZ	3389 S CHERRY AVE	CUPA Listings	Higher	493, 0.093, SSE
B8	VALLEY IRON INC	3114 S CHERRY AVE	RCRA NonGen / NLR	Higher	849, 0.161, NNE
B9	VALLEY IRON	3114 S CHERRY	CERS HAZ WASTE, CUPA Listings, CERS	Higher	849, 0.161, NNE
10	DOLE DRIED FRUIT & N	568 MUSCAT E	LUST, HIST CORTESE	Higher	1009, 0.191, SE
11	GRANETT INVESTMENT T	3014 CHERRY	CUPA Listings	Higher	1173, 0.222, NNE
12	GLEIM-CROWN PUMPS	3087 ELM	LUST, Cortese, HIST CORTESE, CERS	Lower	1784, 0.338, WNW
13	NORTH AND ELM EXCAVA	CORNER OF NORTH AND	CPS-SLIC	Lower	2049, 0.388, NW
14	FAGUNDES DAIRY	3650 S CHERRY AVE	SWF/LF	Higher	2296, 0.435, SSE
15	WESTERN METAL CO	2910 S CHERRY AVE	SWRCY, HAULERS, CERS HAZ WASTE, CUPA Listings,	Higher	2482, 0.470, North
C16	COMMERCIAL ELECTROPL	2940 SOUTH ELM AVENU	HIST Cal-Sites	Lower	2812, 0.533, NW
C17	COMMERCIAL ELECTROPL	2940 SOUTH ELM AVENU	RESPONSE, ENVIROSTOR, CA BOND EXP. PLAN, Corte	ese Lower	2812, 0.533, NW
18	CHEVRON CHEMICAL COM	2882 EAST ANNADALE A	ENVIROSTOR, Notify 65	Higher	4224, 0.800, NNE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

NPL National Priority List Proposed NPL Proposed National Priority List Sites NPL LIENS Federal Superfund Liens Lists of Federal Delisted NPL sites Delisted NPL National Priority List Deletions Lists of Federal sites subject to CERCLA removals and CERCLA orders FEDERAL FACILITY Federal Facility Site Information listing SEMS Superfund Enterprise Management System Lists of Federal CERCLA sites with NFRAP SEMS-ARCHIVE Superfund Enterprise Management System Archive
Lists of Federal Delisted NPL sites Delisted NPL National Priority List Deletions Lists of Federal sites subject to CERCLA removals and CERCLA orders FEDERAL FACILITY Federal Facility Site Information listing SEMS Superfund Enterprise Management System Lists of Federal CERCLA sites with NFRAP
Lists of Federal Delisted NPL sites Delisted NPL National Priority List Deletions Lists of Federal sites subject to CERCLA removals and CERCLA orders FEDERAL FACILITY Federal Facility Site Information listing SEMS Superfund Enterprise Management System Lists of Federal CERCLA sites with NFRAP
Delisted NPL
Lists of Federal sites subject to CERCLA removals and CERCLA orders FEDERAL FACILITY Federal Facility Site Information listing SEMS Superfund Enterprise Management System Lists of Federal CERCLA sites with NFRAP
FEDERAL FACILITY Federal Facility Site Information listing SEMS Superfund Enterprise Management System Lists of Federal CERCLA sites with NFRAP
FEDERAL FACILITY Federal Facility Site Information listing SEMS Superfund Enterprise Management System Lists of Federal CERCLA sites with NFRAP
SEMS
Lists of Federal CERCLA sites with NFRAP
SEMS-ARCHIVE Superfund Enterprise Management System Archive
Lists of Federal RCRA facilities undergoing Corrective Action
CORRACTSCorrective Action Report
Lists of Federal RCRA TSD facilities
RCRA-TSDF RCRA - Treatment, Storage and Disposal
Lists of Federal RCRA generators
RCRA-LQGRCRA - Large Quantity Generators
RCRA-SQG
RCRA-VSQGRCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)
Federal institutional controls / engineering controls registries
LUCISLand Use Control Information System

US ENG CONTROLS...... Engineering Controls Sites List US INST CONTROLS...... Institutional Controls Sites List

Federal ERNS list

ERNS..... Emergency Response Notification System

Lists of state and tribal leaking storage tanks

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

Lists of state and tribal registered storage tanks

FEMA UST...... Underground Storage Tank Listing

UST..... Active UST Facilities

AST...... Aboveground Petroleum Storage Tank Facilities INDIAN UST...... Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

Lists of state and tribal brownfield sites

BROWNFIELDS..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT...... Waste Management Unit Database

DEBRIS REGION 9...... Torres Martinez Reservation Illegal Dump Site Locations

ODI...... Open Dump Inventory

IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register

SCH...... School Property Evaluation Program

US CDL..... National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

SWEEPS UST _____ SWEEPS UST Listing

HIST UST..... Hazardous Substance Storage Container Database

CERS TANKS...... California Environmental Reporting System (CERS) Tanks CA FID UST..... Facility Inventory Database

Local Land Records

LIENS..... Environmental Liens Listing LIENS 2..... CERCLA Lien Information DEED...... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS_____ Hazardous Materials Information Reporting System CHMIRS..... California Hazardous Material Incident Report System

LDS..... Land Disposal Sites Listing MCS..... Military Cleanup Sites Listing SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS..... Formerly Used Defense Sites DOD...... Department of Defense Sites

SCRD DRYCLEANERS...... State Coalition for Remediation of Drycleaners Listing

US FIN ASSUR..... Financial Assurance Information

EPA WATCH LIST..... EPA WATCH LIST

2020 COR ACTION...... 2020 Corrective Action Program List

ROD...... Records Of Decision RMP..... Risk Management Plans

PRP..... Potentially Responsible Parties PADS...... PCB Activity Database System

ICIS...... Integrated Compliance Information System

Act)/TSCA (Toxic Substances Control Act)

MLTS..... Material Licensing Tracking System COAL ASH DOE..... Steam-Electric Plant Operation Data

COAL ASH EPA...... Coal Combustion Residues Surface Impoundments List

PCB TRANSFORMER...... PCB Transformer Registration Database

RADINFO...... Radiation Information Database

HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing

DOT OPS..... Incident and Accident Data

CONSENT..... Superfund (CERCLA) Consent Decrees

INDIAN RESERV..... Indian Reservations

FUSRAP..... Formerly Utilized Sites Remedial Action Program

UMTRA..... Uranium Mill Tailings Sites

LEAD SMELTERS..... Lead Smelter Sites

US AIRS...... Aerometric Information Retrieval System Facility Subsystem

US MINES..... Mines Master Index File ABANDONED MINES..... Abandoned Mines

FINDS......Facility Index System/Facility Registry System DOCKET HWC..... Hazardous Waste Compliance Docket Listing ECHO..... Enforcement & Compliance History Information

UXO...... Unexploded Ordnance Sites

FUELS PROGRAM..... EPA Fuels Program Registered Listing

PFAS NPL.....Superfund Sites with PFAS Detections Information

PFAS FEDERAL SITES..... Federal Sites PFAS Information

PFAS TSCA..... PFAS Manufacture and Imports Information

PFAS RCRA MANIFEST..... PFAS Transfers Identified In the RCRA Database Listing

PFAS ATSDR_ PFAS Contamination Site Location Listing PFAS WQP_ Ambient Environmental Sampling for PFAS

PFAS NPDES...... Clean Water Act Discharge Monitoring Information

PFAS ECHO...... Facilities in Industries that May Be Handling PFAS Listing PFAS ECHO FIRE TRAINING Facilities in Industries that May Be Handling PFAS Listing PFAS PART 139 AIRPORT... All Certified Part 139 Airports PFAS Information Listing

AQUEOUS FOAM..... Former Fire Training Facility Assessments Listing

DRYCLEANERS..... Cleaner Facilities

EMI______ Emissions Inventory Data ENF_____ Enforcement Action Listing

Financial Assurance Information Listing

ICE.....ICE

HWP..... EnviroStor Permitted Facilities Listing

HWT...... Registered Hazardous Waste Transporter Database

HAZNET..... Facility and Manifest Data MINES..... Mines Site Location Listing

MWMP..... Medical Waste Management Program Listing

NPDES Permits Listing

PEST LIC..... Pesticide Regulation Licenses Listing

PROC..... Certified Processors Database

UIC......UIC Listing

UIC GEO GEOTRACKER)
WASTEWATER PITS Oil Wastewater Pits Listing
WDS Waste Discharge System

PROJECT.....PROJECT (GEOTRACKER)

WDR_____ Waste Discharge Requirements Listing CIWQS_____ California Integrated Water Quality System

CERS..... CERS

MINES MRDS..... Mineral Resources Data System
HWTS...... Hazardous Waste Tracking System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants
EDR Hist Auto	EDR Exclusive Historical Auto Stations
EDR Hist Cleaner	EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF...... Recovered Government Archive Solid Waste Facilities List

RGA LUST...... Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in **bold italics** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, has revealed that there is 1 RESPONSE site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
COMMERCIAL ELECTROPL	2940 SOUTH ELM AVENU	NW 1/2 - 1 (0.533 mi.)	C17	38

Database: RESPONSE, Date of Government Version: 07/25/2022

Status: Active Facility Id: 10340074

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/25/2022 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON CHEMICAL COM	2882 EAST ANNADALE A	NNE 1/2 - 1 (0.800 mi.)	18	48

Facility Id: 10280175 Status: Refer: RWQCB

Lower ElevationAddressDirection / DistanceMap IDPageCOMMERCIAL ELECTROPL2940 SOUTH ELM AVENUNW 1/2 - 1 (0.533 mi.)C1738

Facility Id: 10340074 Status: Active

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

Equal/Higher ElevationAddressDirection / DistanceMap IDPageFAGUNDES DAIRY3650 S CHERRY AVE
Database: SWF/LF (SWIS), Date of Government Version: 08/08/2022SSE 1/4 - 1/2 (0.435 mi.)1426

Facility ID: 10-CR-0074 Operational Status: Closed

Regulation Status: TBD (Pending Investigation)

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 2 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DOLE DRIED FRUIT & N	568 MUSCAT E	SE 1/8 - 1/4 (0.191 mi.)	10	23
Database: LUST REG 5, Date of Status: Pollution Characterization	Government Version: 07/01/2008			
Lower Elevation	Address	Direction / Distance	Map ID	Page
GLEIM-CROWN PUMPS	3087 ELM	WNW 1/4 - 1/2 (0.338 mi.) 12	23

Database: LUST REG 5, Date of Government Version: 07/01/2008 Database: LUST, Date of Government Version: 08/31/2022

Status: Completed - Case Closed

Status: Case Closed Global Id: T0601900347

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there is 1 CPS-SLIC site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NORTH AND ELM EXCAVA	CORNER OF NORTH AND	NW 1/4 - 1/2 (0.388 mi.)	13	26
Database: CPS-SLIC, Date of Gove	ernment Version: 08/31/2022			
Facility Status: Completed - Case C	losed			
Global Id: SL0601990145				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 08/31/2022 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WESTERN METAL CO	2910 S CHERRY AVE	N 1/4 - 1/2 (0.470 mi.)	15	27
Cert Id: RC3180				

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
COMMERCIAL ELECTROPL	2940 SOUTH ELM AVENU	NW 1/2 - 1 (0.533 mi.)	C16	33

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 07/18/2022 has revealed that there is 1 CERS HAZ WASTE site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
VALLEY IRON	3114 S CHERRY	NNE 1/8 - 1/4 (0.161 mi.)	B9	20

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 11/21/2022 has revealed that there are 4 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHE SUPERIOR SYNTHET EPA ID:: CAL000447891	3195 S CHERRY AVE	NE 0 - 1/8 (0.043 mi.)	А3	9
SHE SUPERIOR SYNTHET EPA ID:: CAL000447893	3195 S CHERRY AVE	NE 0 - 1/8 (0.043 mi.)	A5	12
JONAH BROWN DBA PERF EPA ID:: CAL000421013	3195 S CHERRY AVE	NE 0 - 1/8 (0.043 mi.)	A6	15
VALLEY IRON INC EPA ID:: CAL000304424	3114 S CHERRY AVE	NNE 1/8 - 1/4 (0.161 mi.)	B8	17

CA BOND EXP. PLAN: Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
COMMERCIAL ELECTROPL	2940 SOUTH ELM AVENU	NW 1/2 - 1 (0.533 mi.)	C17	38

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 09/19/2022 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GLEIM-CROWN PUMPS	3087 ELM	WNW 1/4 - 1/2 (0.338 mi.)	12	23
Cleanup Status: COMPLETED - 0	CASE CLOSED			

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 6 CUPA Listings sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CECIL HARDY Database: CUPA FRESNO, Date of Facility Id: FA0283963	3264 S CHERRY AVE of Government Version: 06/28/2021	E 0 - 1/8 (0.009 mi.)	1	9
AKAL ROAD SIDE SERVI Database: CUPA FRESNO, Date of Facility Id: FA0281386	3216 S CHERRY of Government Version: 06/28/2021	ENE 0 - 1/8 (0.011 mi.)	2	9
VAUGHN RESIDENCE Database: CUPA FRESNO, Date of Facility Id: FA0272908	3195 S CHERRY of Government Version: 06/28/2021	NE 0 - 1/8 (0.043 mi.)	A4	12
CARLOS MARTINEZ Database: CUPA FRESNO, Date of Facility Id: FA0278288	3389 S CHERRY AVE of Government Version: 06/28/2021	SSE 0 - 1/8 (0.093 mi.)	7	17
VALLEY IRON Database: CUPA FRESNO, Date of Facility Id: FA0278333	3114 S CHERRY of Government Version: 06/28/2021	NNE 1/8 - 1/4 (0.161 mi.)	В9	20
GRANETT INVESTMENT T Database: CUPA FRESNO, Date of Facility Id: FA0275273	3014 CHERRY of Government Version: 06/28/2021	NNE 1/8 - 1/4 (0.222 mi.)	11	23

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 2 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page	
DOLE DRIED FRUIT & N Reg ld: 5T10000597	568 MUSCAT E	SE 1/8 - 1/4 (0.191 mi.)	10	23	
Lower Elevation	Address	Direction / Distance	Map ID	Page	
GLEIM-CROWN PUMPS Reg ld: 5T10000354	3087 ELM	WNW 1/4 - 1/2 (0.338 mi.)	12	23	

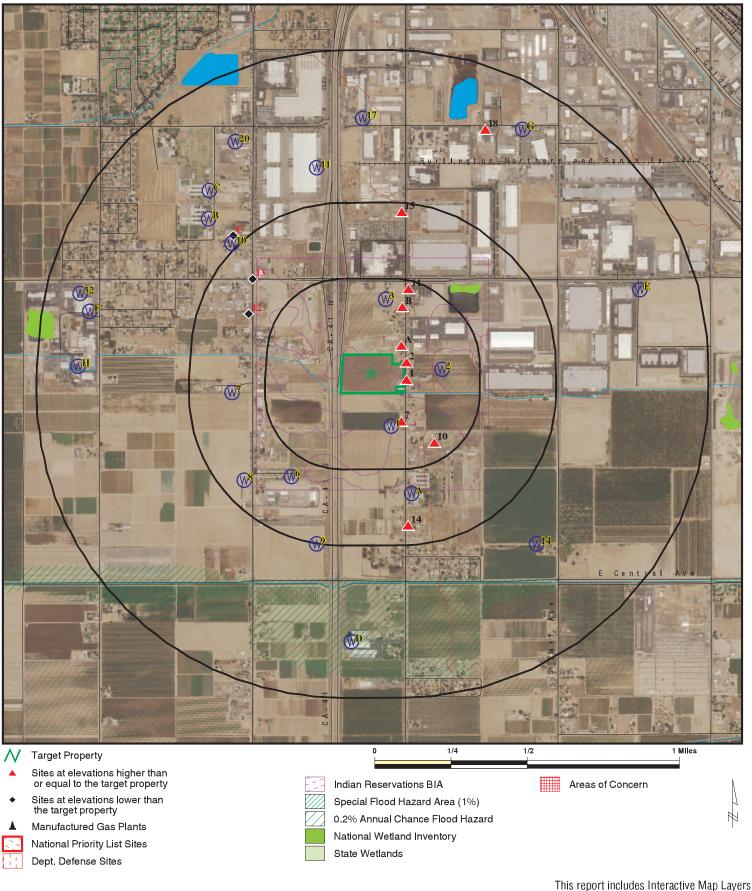
Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 09/07/2022 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON CHEMICAL COM	2882 EAST ANNADALE A	NNE 1/2 - 1 (0.800 mi.)	18	48

There were no unmapped sites in this report.

OVERVIEW MAP - 7210538.2S



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Fresno Crown Truck Project ADDRESS: South Cherry Avenue

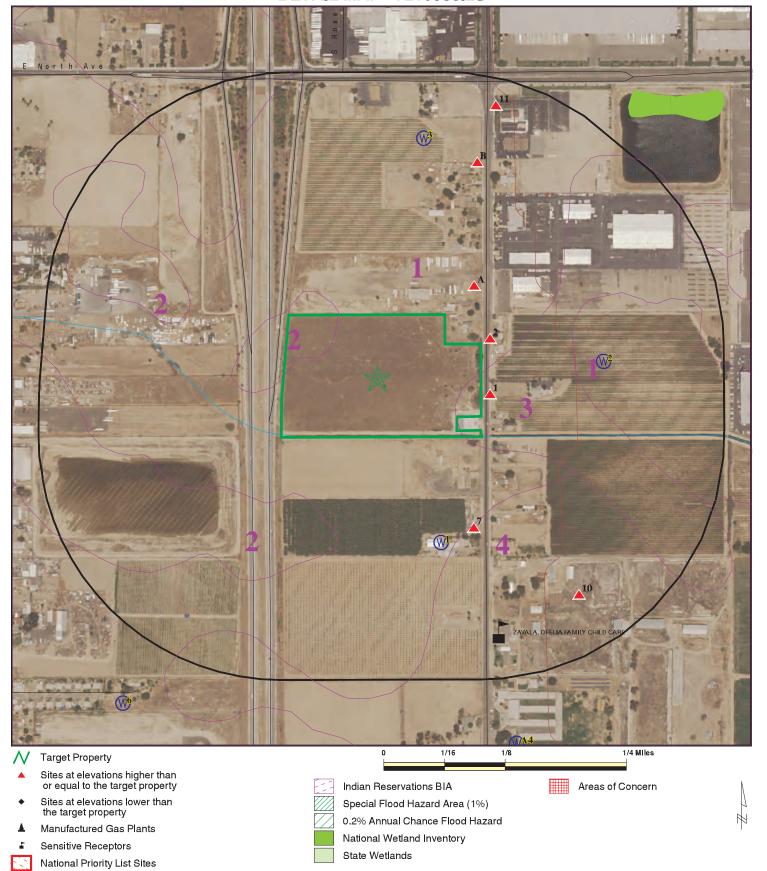
Fresno CA 93706 LAT/LONG: 36.687761 / 119.783784 Krazan & Associates, Inc.

CLIENT: CONTACT: William Vick INQUIRY#: 7210538.2s

DATE: December 22, 2022 11:40 am

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DETAIL MAP - 7210538.2S



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Fresno Crown Truck Project ADDRESS: South Cherry Avenue

Dept. Defense Sites

Fresno CA 93706 LAT/LONG: 36.687761 / 119.783784 Krazan & Associates, Inc.

CLIENT: CONTACT: William Vick INQUIRY#: 7210538.2s

DATE: December 22, 2022 11:41 am

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	>1	Total Plotted
STANDARD ENVIRONMENT	AL RECORDS							
Lists of Federal NPL (Su	perfund) sites	5						
NPL Proposed NPL NPL LIENS	1.000 1.000 1.000		0 0 0	0 0 0	0 0 0	0 0 0	NR NR NR	0 0 0
Lists of Federal Delisted	NPL sites							
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites sul CERCLA removals and C		rs						
FEDERAL FACILITY SEMS	0.500 0.500		0 0	0 0	0 0	NR NR	NR NR	0 0
Lists of Federal CERCLA	sites with N	FRAP						
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA fa undergoing Corrective A								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA To	SD facilities							
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA ge	enerators							
RCRA-LQG RCRA-SQG RCRA-VSQG	0.250 0.250 0.250		0 0 0	0 0 0	NR NR NR	NR NR NR	NR NR NR	0 0 0
Federal institutional con engineering controls reg								
LUCIS US ENG CONTROLS US INST CONTROLS	0.500 0.500 0.500		0 0 0	0 0 0	0 0 0	NR NR NR	NR NR NR	0 0 0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent s	ites							
RESPONSE	1.000		0	0	0	1	NR	1
Lists of state- and tribal hazardous waste facilitie	es							
ENVIROSTOR	1.000		0	0	0	2	NR	2
Lists of state and tribal la and solid waste disposal								
SWF/LF	0.500		0	0	1	NR	NR	1

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted	
Lists of state and tribal leaking storage tanks									
LUST INDIAN LUST CPS-SLIC	0.500 0.500 0.500		0 0 0	1 0 0	1 0 1	NR NR NR	NR NR NR	2 0 1	
Lists of state and tribal r	egistered sto	rage tanks							
FEMA UST UST AST INDIAN UST	0.250 0.250 0.250 0.250		0 0 0 0	0 0 0 0	NR NR NR NR	NR NR NR NR	NR NR NR NR	0 0 0 0	
Lists of state and tribal v	oluntary clea	anup sites							
VCP INDIAN VCP	0.500 0.500		0 0	0 0	0 0	NR NR	NR NR	0 0	
Lists of state and tribal b	prownfield sit	tes							
BROWNFIELDS	0.500		0	0	0	NR	NR	0	
ADDITIONAL ENVIRONMEN	ITAL RECORD	<u>s</u>							
Local Brownfield lists	0.500		0	•	•	ND	ND	•	
US BROWNFIELDS	0.500		0	0	0	NR	NR	0	
Local Lists of Landfill / S Waste Disposal Sites	SOIIa								
WMUDS/SWAT SWRCY HAULERS INDIAN ODI DEBRIS REGION 9 ODI IHS OPEN DUMPS	0.500 0.500 0.001 0.500 0.500 0.500 0.500		0 0 0 0 0 0	0 0 NR 0 0 0	0 1 NR 0 0 0	NR NR NR NR NR NR	NR NR NR NR NR NR	0 1 0 0 0 0	
Local Lists of Hazardous Contaminated Sites	s waste /								
US HIST CDL HIST Cal-Sites SCH CDL Toxic Pits CERS HAZ WASTE US CDL	0.001 1.000 0.250 0.001 1.000 0.250 0.001		0 0 0 0 0 0	NR 0 0 NR 0 1 NR	NR 0 NR NR 0 NR	NR 1 NR NR 0 NR NR	NR NR NR NR NR NR	0 1 0 0 0 1	
Local Lists of Registered	d Storage Tar	ıks							
SWEEPS UST HIST UST CERS TANKS CA FID UST	0.250 0.250 0.250 0.250		0 0 0 0	0 0 0 0	NR NR NR NR	NR NR NR NR	NR NR NR NR	0 0 0 0	
Local Land Records									
LIENS	0.001		0	NR	NR	NR	NR	0	

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2 DEED	0.001 0.500		0	NR 0	NR 0	NR NR	NR NR	0 0
Records of Emergency I	Release Repo	rts						
HMIRS CHMIRS LDS MCS SPILLS 90	0.001 0.001 0.001 0.001 0.001		0 0 0 0	NR NR NR NR NR	NR NR NR NR NR	NR NR NR NR NR	NR NR NR NR NR	0 0 0 0
Other Ascertainable Rec	ords							
RCRA NonGen / NLR FUDS DOD SCRD DRYCLEANERS US FIN ASSUR EPA WATCH LIST 2020 COR ACTION TSCA TRIS SSTS ROD RMP RAATS PRP PADS ICIS FTTS MLTS COAL ASH DOE COAL ASH EPA PCB TRANSFORMER RADINFO HIST FTTS DOT OPS CONSENT INDIAN RESERV FUSRAP UMTRA LEAD SMELTERS US AMNES	0.250 1.000 1.000 0.500 0.001		3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 RR 0 RR 0 RR NR	NROOORRR NRORR NRORR ORRR NROOOORR NROOONR NRONN NRORR NRORR NRORR NROOOONR NRONN NA	NR O O NR NR NR NR O R NR N	NR N	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
US MINES ABANDONED MINES FINDS DOCKET HWC ECHO UXO FUELS PROGRAM PFAS NPL PFAS FEDERAL SITES PFAS TSCA	0.250 0.250 0.001 0.001 0.001 1.000 0.250 0.250 0.250 0.250		0 0 0 0 0 0 0	0 0 NR NR 0 0 0	NR NR NR NR O NR NR NR	NR NR NR NR NR NR NR NR	NR NR NR NR NR NR NR NR	0 0 0 0 0 0 0

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	>1	Total Plotted
DEAG DODA MANUEEGT	0.050				ND.		NID.	
PFAS RCRA MANIFEST	0.250		0	0	NR NR	NR NR	NR	0
PFAS ATSDR	0.250		0	0			NR	0
PFAS WQP	0.250		0 0	0	NR NR	NR NR	NR NR	0
PFAS NPDES PFAS ECHO	0.250 0.250		0	0 0	NR NR	NR NR	NR NR	0 0
PFAS ECHO FIRE TRAINII			0	0	NR	NR	NR	0
PFAS PART 139 AIRPORT			0	0	NR	NR	NR	0
AQUEOUS FOAM NRC	0.250		0	0	NR	NR	NR	0
PFAS	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	1	NR	1
Cortese	0.500		Ö	Ő	1	NR	NR	1
CUPA Listings	0.250		4	2	NR	NR	NR	6
DRYCLEANERS	0.250		0	0	NR	NR	NR	Ö
EMI	0.001		Ō	NR	NR	NR	NR	Ö
ENF	0.001		0	NR	NR	NR	NR	Ö
Financial Assurance	0.001		Ö	NR	NR	NR	NR	Ö
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	1	1	NR	NR	2
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	1	NR	1
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES PROJECT	0.001		0 0	NR	NR NR	NR	NR	0
WDR	0.001		0	NR NR	NR NR	NR NR	NR NR	0 0
CIWQS	0.001 0.001		0	NR	NR NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		Ö	NR	NR	NR	NR	0
SAMPLING POINT	0.001		Ő	NR	NR	NR	NR	Ö
WELL STIM PROJ	0.001		Ő	NR	NR	NR	NR	Ö
MINES MRDS	0.001		Ö	NR	NR	NR	NR	Ö
HWTS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL	RECORDS							
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	<u>1/2 - 1</u>	> 1	Total Plotted
EDR Hist Auto EDR Hist Cleaner	0.125 0.125		0	NR NR	NR NR	NR NR	NR NR	0
EDR RECOVERED GOVE	ERNMENT ARCHIV	<u>VES</u>						
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals		0	7	6	6	6	0	25

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Direction Distance

Distance EDR ID Number EDevation Site EDR ID Number Database(s) EPA ID Number

1 CECIL HARDY CUPA Listings S117399107

3264 S CHERRY AVE N/A

East 3264 S CHERRY AVE < 1/8 FRESNO, CA 93706

0.009 mi. 49 ft.

Relative: CUPA FRESNO:

HigherName:CECIL HARDYActual:Address:3264 S CHERRY AVE280 ft.City,State,Zip:FRESNO, CA 93706

 Region:
 FRESNO

 Cross Street:
 NORTH

 Facility ID:
 FA0283963

 APM Number:
 32911007

Program Element: UST REMOVAL/CLOSURE W/1 TANK

2 AKAL ROAD SIDE SERVICE CUPA Listings S109926703 ENE 3216 S CHERRY N/A

< 1/8 FRESNO, CA 93706

0.011 mi. 59 ft.

Relative: CUPA FRESNO:

Higher Name: AKAL ROAD SIDE SERVICE

 Actual:
 Address:
 3216 S CHERRY

 280 ft.
 City,State,Zip:
 FRESNO, CA 93706

Region: FRESNO
Cross Street: Not reported
Facility ID: FA0281386
APM Number: 32911007

Program Element: WASTE TIRE FACILITY

A3 SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC RCRA Nongen / NLR 1025874759

NE 3195 S CHERRY AVE < 1/8 FRESNO, CA 93706

0.043 mi.

225 ft. Site 1 of 4 in cluster A

Relative: RCRA Listings:

Higher Date Form Received by Agency: 20190801

Actual: Handler Name: SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO 3195 S CHERRY AVE

Handler Address:

Handler City, State, Zip:

EPA ID:

Contact Name:

Handler City, State, Zip:

Contact Name:

State Address:

3195 S CHERRY AVE
FRESNO, CA 93706
CAL000447891

MARK MOWERY

Contact Name: MARK MOWERY
Contact Address: 3195 S CHERRY AVE
Contact City, State, Zip: FRESNO, CA 93706
Contact Telephone: 330-801-3732
Contact Fax: Not reported

Contact Email: MMOWERY@WDIDADO.COM

Contact Title: Not reported

EPA Region: 09

Land Type: Not reported Federal Waste Generator Description: Not a generator, verified

Non-Notifier: Not reported

Biennial Report Cycle:

Accessibility:

Active Site Indicator:

Not reported

Not reported

Not reported

CAL000447891

MAP FINDINGS Map ID Direction

Distance

EDR ID Number Elevation Site **EPA ID Number** Database(s)

SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO (Continued)

1025874759

State District Owner: Not reported State District: Not reported Mailing Address: 21514 IVY RD

Mailing City, State, Zip: WEBB CITY, MO 64870

Owner Name: SHE SUPERIOR SYNTHETICS INC Owner Type: Other

Operator Name: MARK MOWERY

Operator Type: Other Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: Nο Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: No Small Quantity On-Site Burner Exemption: No Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** Nο Off-Site Waste Receipt: No Universal Waste Indicator: No Universal Waste Destination Facility: No Federal Universal Waste: No

Active Site Fed-Reg Treatment Storage and Disposal Facility: Not reported Active Site Converter Treatment storage and Disposal Facility: Not reported Active Site State-Reg Treatment Storage and Disposal Facility: Not reported

Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator: N

Sub-Part K Indicator: Not reported

Commercial TSD Indicator: No

Treatment Storage and Disposal Type: Not reported 2018 GPRA Permit Baseline: Not on the Baseline 2018 GPRA Renewals Baseline: Not on the Baseline Permit Renewals Workload Universe: Not reported Permit Workload Universe: Not reported Permit Progress Universe: Not reported Post-Closure Workload Universe: Not reported Closure Workload Universe: Not reported

202 GPRA Corrective Action Baseline: No Corrective Action Workload Universe: No Subject to Corrective Action Universe: No Non-TSDFs Where RCRA CA has Been Imposed Universe: No TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe: No

TSDFs Only Subject to CA under Discretionary Auth Universe:

Corrective Action Priority Ranking: No NCAPS ranking

Environmental Control Indicator: No Institutional Control Indicator: No Human Exposure Controls Indicator: N/A Groundwater Controls Indicator: N/A

Operating TSDF Universe: Not reported Full Enforcement Universe: Not reported

Significant Non-Complier Universe: No Unaddressed Significant Non-Complier Universe: No Addressed Significant Non-Complier Universe: No Significant Non-Complier With a Compliance Schedule Universe: No Financial Assurance Required: Not reported

20190910 Handler Date of Last Change: Recognized Trader-Importer: No

MAP FINDINGS Map ID

Direction Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO (Continued)

1025874759

Recognized Trader-Exporter: No Importer of Spent Lead Acid Batteries: No Exporter of Spent Lead Acid Batteries: No Recycler Activity Without Storage: No Manifest Broker: No Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Owner Owner/Operator Name: SHE SUPERIOR SYNTHETICS INC Legal Status: Other Date Became Current: Not reported Date Ended Current: Not reported Owner/Operator Address: 21514 IVY RD

Owner/Operator City, State, Zip: WEBB CITY, MO 64870

Owner/Operator Telephone: 417-850-5155 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Operator Owner/Operator Indicator:

Owner/Operator Name: MARK MOWERY

Legal Status: Other Date Became Current: Not reported Date Ended Current: Not reported

Owner/Operator Address: 3195 S CHERRY AVE Owner/Operator City, State, Zip: FRESNO, CA 93706 Owner/Operator Telephone: 330-801-3732 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Historic Generators:

20190801 Receive Date:

SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO Handler Name:

Federal Waste Generator Description: Not a generator, verified

State District Owner: Not reported

Large Quantity Handler of Universal Waste: No Recognized Trader Importer: No Recognized Trader Exporter: No Spent Lead Acid Battery Importer: No Spent Lead Acid Battery Exporter: No Current Record: Yes

Non Storage Recycler Activity: Not reported Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code:

NAICS Description: OTHER PERSONAL AND HOUSEHOLD GOODS REPAIR AND MAINTENANCE

Facility Has Received Notices of Violations:

Violations: No Violations Found

MAP FINDINGS Map ID

Direction Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO (Continued)

1025874759

N/A

Evaluation Action Summary:

Evaluations: No Evaluations Found

VAUGHN RESIDENCE S104868006 Α4 **CUPA Listings**

ΝE 3195 S CHERRY

< 1/8 FRESNO, CA 93706

0.043 mi.

225 ft. Site 2 of 4 in cluster A

CUPA FRESNO: Relative:

Higher Name: VAUGHN RESIDENCE Address: 3195 S CHERRY Actual: 280 ft. City, State, Zip: FRESNO, CA 93706

FRESNO Region: Cross Street: Not reported Facility ID: FA0272908 APM Number: 32908028

Program Element: UST REMOVAL/CLOSURE W/1 TANK

SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC Α5 RCRA NonGen / NLR 1025874761 3195 S CHERRY AVE ΝE CAL000447893

< 1/8 **FRESNO, CA 93706**

0.043 mi.

225 ft. Site 3 of 4 in cluster A

Relative: **RCRA Listings:**

Higher Date Form Received by Agency: 20190801

Handler Name: SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO Actual:

Handler Address: 3195 S CHERRY AVE 280 ft. Handler City, State, Zip: FRESNO, CA 93706

EPA ID: CAL000447893 Contact Name: MARK MOWERY Contact Address: 3195 S CHERRY AVE Contact City, State, Zip: FRESNO, CA 93706 Contact Telephone: 330-801-3732 Contact Fax: Not reported

Contact Email: MMOWERY@WDIDADO.COM

Contact Title: Not reported EPA Region: 09

Land Type: Not reported

Not a generator, verified Federal Waste Generator Description:

Non-Notifier: Not reported Biennial Report Cycle: Not reported Accessibility: Not reported Active Site Indicator: Not reported State District Owner: Not reported State District: Not reported Mailing Address: 21514 IVY RD

Mailing City, State, Zip: WEBB CITY, MO 64870

Owner Name: SHE SUPERIOR SYNTHETICS INC Owner Type: Other

Operator Name: MARK MOWERY

Other Operator Type: Short-Term Generator Activity: No Importer Activity: No

Direction Distance Elevation

Site **EPA ID Number** Database(s)

SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO (Continued)

1025874761

EDR ID Number

Mixed Waste Generator: No Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: No Small Quantity On-Site Burner Exemption: No Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** No Off-Site Waste Receipt: Nο Universal Waste Indicator: No Universal Waste Destination Facility: No Federal Universal Waste: No

Active Site Fed-Reg Treatment Storage and Disposal Facility: Not reported Active Site Converter Treatment storage and Disposal Facility: Not reported Active Site State-Reg Treatment Storage and Disposal Facility: Not reported

Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator: Ν

Sub-Part K Indicator: Not reported

Commercial TSD Indicator: No

Treatment Storage and Disposal Type: Not reported 2018 GPRA Permit Baseline: Not on the Baseline 2018 GPRA Renewals Baseline: Not on the Baseline Permit Renewals Workload Universe: Not reported

Permit Workload Universe: Not reported Permit Progress Universe: Not reported Post-Closure Workload Universe: Not reported Not reported Closure Workload Universe: 202 GPRA Corrective Action Baseline: No

Corrective Action Workload Universe: No Subject to Corrective Action Universe: No Non-TSDFs Where RCRA CA has Been Imposed Universe: No TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe: No TSDFs Only Subject to CA under Discretionary Auth Universe: No

Corrective Action Priority Ranking: No NCAPS ranking

Environmental Control Indicator: No Institutional Control Indicator: No N/A Human Exposure Controls Indicator: Groundwater Controls Indicator: N/A

Operating TSDF Universe: Not reported Full Enforcement Universe: Not reported Significant Non-Complier Universe: No

Unaddressed Significant Non-Complier Universe: No Addressed Significant Non-Complier Universe: No Significant Non-Complier With a Compliance Schedule Universe: No

Financial Assurance Required: Not reported

Handler Date of Last Change: 20190910 Recognized Trader-Importer: Nο Recognized Trader-Exporter: No Importer of Spent Lead Acid Batteries: No Exporter of Spent Lead Acid Batteries: Nο Recycler Activity Without Storage: No

Manifest Broker: No Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Owner

Direction Distance

Elevation Site Database(s) EPA ID Number

SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO (Continued)

1025874761

EDR ID Number

Owner/Operator Name: SHE SUPERIOR SYNTHETICS INC
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 21514 IVY RD

Owner/Operator City, State, Zip: WEBB CITY, MO 64870

Owner/Operator Telephone: 417-850-5155
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator

Owner/Operator Name: MARK MOWERY

Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported

Owner/Operator Address:

Owner/Operator City, State, Zip:

Owner/Operator Telephone:

Owner/Operator Telephone Ext:

Owner/Operator Fax:

Owner/Operator Fax:

Owner/Operator Email:

Owner/Operator Email:

3195 S CHERRY AVE
FRESNO, CA 93706
330-801-3732
Not reported
Not reported
Not reported

Historic Generators:

Receive Date: 20190801

Handler Name: SHE SUPERIOR SYNTHETICS INC FOR JW DIDADO ELECTRIC FRESNO

Federal Waste Generator Description: Not a generator, verified

State District Owner: Not reported

Large Quantity Handler of Universal Waste:

Recognized Trader Importer:

No
Recognized Trader Exporter:

No
Spent Lead Acid Battery Importer:

No
Spent Lead Acid Battery Exporter:

No
Current Record:

Yes

Non Storage Recycler Activity: Not reported Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 811490

NAICS Description: OTHER PERSONAL AND HOUSEHOLD GOODS REPAIR AND MAINTENANCE

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

Direction Distance

Distance EDR ID Number Elevation Site EDR ID Number Database(s) EPA ID Number

A6 JONAH BROWN DBA PERFORMANCE POWER SYSTEMS RCRA NonGen / NLR 1024856743
NE 3195 S CHERRY AVE CAL000421013

NE 3195 S CHERRY AVE < 1/8 FRESNO, CA 93706

0.043 mi.

225 ft. Site 4 of 4 in cluster A

Relative: RCRA Listings:

Higher Date Form Received by Agency: 20190927

Actual: Handler Name: JONAH BROWN DBA PERFORMANCE POWER SYSTEMS 280 ft. JONAH BROWN DBA PERFORMANCE POWER SYSTEMS 3195 S CHERRY AVE

Handler City, State, Zip:
FRESNO, CA 93706
EPA ID:
Contact Name:
JONAH BROWN

Contact Address: 1440 N DEL RAY AVENUE
Contact City, State, Zip: SANGER, CA 93657
Contact Telephone: 559-287-3859

Contact Telephone: 559-287-3859
Contact Fax: Not reported

Contact Email: PPOWERSYSTEMS@YAHOO.COM

Contact Title: Not reported EPA Region: 09

Land Type: Not reported

Federal Waste Generator Description: Not a generator, verified

Non-Notifier:Not reportedBiennial Report Cycle:Not reportedAccessibility:Not reportedActive Site Indicator:Not reportedState District Owner:Not reportedState District:Not reported

Mailing Address: 3195 S CHERRY AVE Mailing City, State, Zip: FRESNO, CA 93706

Owner Name: JONAH BROWN

Owner Type: Other

Operator Name: JONAH BROWN

Operator Type: Other Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: No Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: No Small Quantity On-Site Burner Exemption: No Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** No Off-Site Waste Receipt: No Universal Waste Indicator: No Universal Waste Destination Facility: No Federal Universal Waste: No

Active Site Fed-Reg Treatment Storage and Disposal Facility:
Active Site Converter Treatment storage and Disposal Facility:
Active Site State-Reg Treatment Storage and Disposal Facility:
Not reported
Not reported

Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator: N

Sub-Part K Indicator: Not reported

Commercial TSD Indicator: No

Treatment Storage and Disposal Type:

2018 GPRA Permit Baseline:

2018 GPRA Renewals Baseline:

Not on the Baseline

Permit Renewals Workload Universe:

Not reported

Not reported

Direction Distance Elevation

ce EDR ID Number ion Site Database(s) EPA ID Number

JONAH BROWN DBA PERFORMANCE POWER SYSTEMS (Continued)

1024856743

Permit Workload Universe:

Permit Progress Universe:

Post-Closure Workload Universe:

Closure Workload Universe:

Not reported
Not reported
Not reported

202 GPRA Corrective Action Baseline:

Corrective Action Workload Universe:

No Subject to Corrective Action Universe:

No Non-TSDFs Where RCRA CA has Been Imposed Universe:

TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:

No TSDFs Only Subject to CA under Discretionary Auth Universe:

No

Corrective Action Priority Ranking: No NCAPS ranking

Environmental Control Indicator:

Institutional Control Indicator:

No
Human Exposure Controls Indicator:

N/A
Groundwater Controls Indicator:

N/A

Operating TSDF Universe:

Full Enforcement Universe:

Not reported

Not reported

Significant Non-Complier Universe: No Unaddressed Significant Non-Complier Universe: No Addressed Significant Non-Complier Universe: No Significant Non-Complier With a Compliance Schedule Universe: No

Financial Assurance Required: Not reported

Handler Date of Last Change: 20191003

Recognized Trader-Importer:

Recognized Trader-Exporter:

No
Importer of Spent Lead Acid Batteries:

No
Exporter of Spent Lead Acid Batteries:

No
Recycler Activity Without Storage:

No
Manifest Broker:

No
Sub-Part P Indicator:

No

Handler - Owner Operator:

Owner/Operator Indicator: Owner

Owner/Operator Name: JONAH BROWN

Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported

Owner/Operator Address:

Owner/Operator City, State, Zip:

Owner/Operator Telephone:

Owner/Operator Telephone Ext:

Owner/Operator Fax:

Owner/Operator Email:

S195 S CHERRY AVE
FRESNO, CA 93706

559-287-3859

Not reported

Not reported

Not reported

Owner/Operator Indicator: Operator

Owner/Operator Name: JONAH BROWN

Legal Status:OtherDate Became Current:Not reportedDate Ended Current:Not reported

Owner/Operator Address:1440 N DEL RAY AVENUEOwner/Operator City, State, Zip:SANGER, CA 93657Owner/Operator Telephone:559-287-3859

Owner/Operator Telephone Ext:

Owner/Operator Fax:

Owner/Operator Email:

Not reported

Not reported

MAP FINDINGS Map ID

Direction Distance

Elevation Site Database(s) **EPA ID Number**

JONAH BROWN DBA PERFORMANCE POWER SYSTEMS (Continued)

1024856743

EDR ID Number

Historic Generators:

Receive Date: 20190927

JONAH BROWN DBA PERFORMANCE POWER SYSTEMS Handler Name: Federal Waste Generator Description: Not a generator, verified

State District Owner: Not reported

Large Quantity Handler of Universal Waste: No Recognized Trader Importer: No Recognized Trader Exporter: No Spent Lead Acid Battery Importer: No Spent Lead Acid Battery Exporter: No Current Record: Yes Non Storage Recycler Activity: Nο Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:

NAICS Code: 811111

NAICS Description: GENERAL AUTOMOTIVE REPAIR

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

CARLOS MARTINEZ S107504237 **CUPA Listings** SSE

3389 S CHERRY AVE N/A

< 1/8 FRESNO, CA 93706 0.093 mi.

493 ft.

Relative: **CUPA FRESNO:**

Higher CARLOS MARTINEZ Name: Address: 3389 S CHERRY AVE Actual: 280 ft. City, State, Zip: FRESNO, CA 93706 **FRESNO**

Region: Cross Street: Not reported Facility ID: FA0278288 APM Number: 32910040

Program Element: HAZARDOUS MATERIALS HANDLER FARM EXEMPTION

B8 VALLEY IRON INC RCRA NonGen / NLR 1024813494 **NNE** 3114 S CHERRY AVE CAL000304424

FRESNO, CA 93706 1/8-1/4

0.161 mi.

849 ft. Site 1 of 2 in cluster B

RCRA Listings: Relative:

Higher Date Form Received by Agency: 20060315

VALLEY IRON INC Handler Name: Actual:

Handler Address: 3114 S CHERRY AVE 280 ft.

Handler City, State, Zip: FRESNO, CA 93706 EPA ID: CAL000304424 **THOMAS GRIFFY** Contact Name:

Distance
Elevation Site Database(s)

VALLEY IRON INC (Continued)

1024813494

EDR ID Number

EPA ID Number

Contact Address: PO BOX 12024

Contact City, State, Zip: FRESNO, CA 93776-2024

 Contact Telephone:
 559-485-3900

 Contact Fax:
 559-256-0013

Contact Email: TGRIFFY@VALLEYIRON.COM

Contact Title: Not reported

EPA Region: 09

Land Type: Not reported

Federal Waste Generator Description: Not a generator, verified

Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: PO BOX 12024

Mailing City, State, Zip: FRESNO, CA 93776-2024

Other

Owner Name: VALLEY IRON INC

Owner Type:

Operator Name: THOMAS GRIFFY

Operator Type: Other Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: No Transporter Activity: No Transfer Facility Activity: Nο Recycler Activity with Storage: Nο Small Quantity On-Site Burner Exemption: No Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** No Off-Site Waste Receipt: Nο Universal Waste Indicator: Yes Universal Waste Destination Facility: Yes Federal Universal Waste:

Active Site Fed-Reg Treatment Storage and Disposal Facility:
Active Site Converter Treatment storage and Disposal Facility:
Active Site State-Reg Treatment Storage and Disposal Facility:
Not reported
Not reported

Active Site State-Reg Handler:

Federal Facility Indicator:

Hazardous Secondary Material Indicator:

Not reported
N

Sub-Part K Indicator: Not reported

Commercial TSD Indicator: No

Treatment Storage and Disposal Type:

2018 GPRA Permit Baseline:

Not on the Baseline

2018 GPRA Renewals Baseline:

Not on the Baseline

Permit Renewals Workload Universe:

Permit Workload Universe:

Permit Progress Universe:

Post-Closure Workload Universe:

Closure Workload Universe:

Not reported

Not reported

Not reported

Not reported

Not reported

202 GPRA Corrective Action Baseline:

Corrective Action Workload Universe:

No Subject to Corrective Action Universe:

No Non-TSDFs Where RCRA CA has Been Imposed Universe:

No TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:

No TSDFs Only Subject to CA under Discretionary Auth Universe:

No

Corrective Action Priority Ranking: No NCAPS ranking

Direction Distance Elevation

on Site Database(s) EPA ID Number

VALLEY IRON INC (Continued)

1024813494

EDR ID Number

Environmental Control Indicator:

Institutional Control Indicator:

No
Human Exposure Controls Indicator:

N/A
Groundwater Controls Indicator:

N/A

Operating TSDF Universe:

Full Enforcement Universe:

Not reported

Not reported

Significant Non-Complier Universe: No Unaddressed Significant Non-Complier Universe: No Addressed Significant Non-Complier Universe: No Significant Non-Complier With a Compliance Schedule Universe: No

Financial Assurance Required: Not reported

Handler Date of Last Change: 20180905 Recognized Trader-Importer: No Recognized Trader-Exporter: No Importer of Spent Lead Acid Batteries: No Exporter of Spent Lead Acid Batteries: No Recycler Activity Without Storage: Nο Manifest Broker: No Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Operator

Owner/Operator Name: THOMAS GRIFFY

 Legal Status:
 Other

 Date Became Current:
 Not reported

 Date Ended Current:
 Not reported

 Owner/Operator Address:
 PO BOX 12024

Owner/Operator City, State, Zip: FRESNO, CA 93776-2024

Owner/Operator Telephone: 559-485-3900
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner

Owner/Operator Name: VALLEY IRON INC

Legal Status: Other

Date Became Current: Not reported

Date Ended Current: Not reported

Owner/Operator Address: PO BOX 12024

Owner/Operator City, State, Zip: FRESNO, CA 93776-2024

Owner/Operator Telephone: 559-485-3900
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 20060315

Handler Name: VALLEY IRON INC

Federal Waste Generator Description: Not a generator, verified

State District Owner: Not reported

Large Quantity Handler of Universal Waste:

Recognized Trader Importer:

No
Recognized Trader Exporter:

No
Spent Lead Acid Battery Importer:

No
Spent Lead Acid Battery Exporter:

No

Direction Distance

Elevation Site Database(s) EPA ID Number

VALLEY IRON INC (Continued) 1024813494

Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 42151

NAICS Description: METAL SERVICE CENTERS AND OFFICES

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

B9 VALLEY IRON CERS HAZ WASTE S107619698
NNE 3114 S CHERRY CUPA Listings N/A

1/8-1/4 FRESNO, CA 93706 CERS

0.161 mi.

849 ft. Site 2 of 2 in cluster B

Relative: CERS HAZ WASTE:

HigherName:VALLEY IRONActual:Address:3114 S CHERRY280 ft.City,State,Zip:FRESNO, CA 93706

 Site ID:
 518910

 CERS ID:
 10704220

CERS Description: Hazardous Waste Generator

CUPA FRESNO:

Name: VALLEY IRON
Address: 3114 S CHERRY
City,State,Zip: FRESNO, CA 93706

Region: FRESNO
Cross Street: Not reported
Facility ID: FA0278333
APM Number: 32909001

Program Element: AUTO REPAIR/MAINTENANCE MODEL PLAN

Name: VALLEY IRON
Address: 3114 S CHERRY
City, State, Zip: FRESNO, CA 93706

Region: FRESNO
Cross Street: Not reported
Facility ID: FA0278333
APM Number: 32909001

Program Element: HAZARDOUS WASTE GENERATOR (CESQG)

CERS:

Name: VALLEY IRON
Address: 3114 S CHERRY
City, State, Zip: FRESNO, CA 93706

 Site ID:
 518910

 CERS ID:
 10704220

CERS Description: Chemical Storage Facilities

EDR ID Number

Direction Distance

Elevation Site Database(s) EPA ID Number

VALLEY IRON (Continued) S107619698

Violations:

 Site ID:
 518910

 Site Name:
 VALLEY IRON

 Violation Date:
 01-26-2016

Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(1)

Violation Description: Failure to complete and electronically submit a site map with all

required content.

Violation Notes: Returned to compliance on 04/09/2016.
Violation Division: Fresno County Department of Public Health

Violation Program: HMRRP Violation Source: CERS,

Evaluation:

Eval General Type: Compliance Evaluation Inspection

Eval Date: 01-26-2016

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Fresno County Department of Public Health

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 01-26-2016

Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Fresno County Department of Public Health

Eval Program: HMRRP Eval Source: CERS,

Affiliation:

Affiliation Type Desc: Document Preparer

Entity Name: Tom Griffy
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Affiliation Phone: ,

Affiliation Type Desc: Parent Corporation VALLEY IRON INC. Entity Name: **Entity Title:** Not reported Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Affiliation Zip: Not reported

Affiliation Phone:

Affiliation Type Desc: Legal Owner
Entity Name: VALLEY IRON INC
Entity Title: Not reported

EDR ID Number

MAP FINDINGS Map ID

Direction Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

VALLEY IRON (Continued)

S107619698

3114 SO CHERRY Affiliation Address:

Affiliation City: **FRESNO** Affiliation State: CA

Affiliation Country: **United States** Affiliation Zip: 93706

Affiliation Phone: (559) 485-3900,

Affiliation Type Desc: Operator

Entity Name: VALLEY IRON INC. Entity Title: Not reported Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Affiliation Zip: Not reported (559) 485-3900, Affiliation Phone:

CUPA District Affiliation Type Desc:

Entity Name: Fresno County Community Health Department

Entity Title: Not reported

Affiliation Address: 1221 Fulton St., 3rd FloorP.O. Box 11867

Affiliation City: Fresno Affiliation State: CA Affiliation Country: Not reported Affiliation Zip: 93775 Affiliation Phone: (559) 600-3271,

Affiliation Type Desc: **Environmental Contact**

Entity Name: Tom Griffy Entity Title: Not reported Affiliation Address: PO BOX 12024 Affiliation City: **FRESNO** Affiliation State:

Affiliation Country: Not reported Affiliation Zip: 93776-2024

Affiliation Phone:

Affiliation Type Desc: Facility Mailing Address

Mailing Address **Entity Name:** Entity Title: Not reported Affiliation Address: P O BOX 12024 Affiliation City: **FRESNO** Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: 937762024

Affiliation Phone:

Affiliation Type Desc: Identification Signer

Entity Name: Tom Griffy

Entity Title: Safety & Compliance Specialist

Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Affiliation Zip: Not reported

Affiliation Phone:

Direction Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

10 **DOLE DRIED FRUIT & NUT** LUST S102428863

HIST CORTESE SE **568 MUSCAT E** N/A

1/8-1/4 FRESNO, CA 93727

0.191 mi. 1009 ft.

Relative: LUST REG 5:

Higher **DOLE DRIED FRUIT & NUT** Name:

Address: 568 MUSCAT E Actual: **FRESNO** City: 281 ft.

Region:

Status: Pollution Characterization

5T10000597 Case Number: Undefined Case Type: Substance: DIESEL Staff Initials: **RWW** Lead Agency: Regional Program: LUST MTBE Code: N/A

HIST CORTESE:

DOLE DRIED FRUIT & NUT edr_fname:

edr_fadd1: 568 MUSCAT City,State,Zip: FRESNO, CA 93727

Region: CORTESE Facility County Code: Reg By: **LTNKA** Reg Id: 5T10000597

GRANETT INVESTMENT TRUST S105179909 **CUPA Listings** 11 N/A

NNE **3014 CHERRY**

1/8-1/4 FRESNO, CA 93706

0.222 mi. 1173 ft.

CUPA FRESNO: Relative:

Higher Name: **GRANETT INVESTMENT TRUST**

Address: 3014 CHERRY Actual: FRESNO, CA 93706 280 ft. City, State, Zip:

Region: **FRESNO** Not reported Cross Street: Facility ID: FA0275273 APM Number: 32918012

UST REMOVAL/CLOSURE W/2 TANKS Program Element:

LUST 12 **GLEIM-CROWN PUMPS** S104404116

WNW 3087 ELM Cortese N/A

1/4-1/2 FRESNO, CA 93706 **HIST CORTESE** 0.338 mi. **CERS** 1784 ft.

Relative: LUST: Lower **GLEIM-CROWN PUMPS** Name: Address: 3087 ELM AVE S

Actual: City, State, Zip: FRESNO, CA 93706 277 ft. FRESNO COUNTY Lead Agency:

Case Type: LUST Cleanup Site

Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601900347

Direction Distance

Elevation Site Database(s) EPA ID Number

GLEIM-CROWN PUMPS (Continued)

S104404116

EDR ID Number

Global Id: T0601900347
Latitude: 36.690639
Longitude: -119.792558

Status: Completed - Case Closed

Status Date: 12/27/2005 Case Worker: **EHD** 5T10000354 RB Case Number: FRESNO COUNTY Local Agency: File Location: Not reported Local Case Number: FA0268279 Potential Media Affect: Soil Potential Contaminants of Concern: Gasoline Site History: Not reported

LUST:

Global Id: T0601900347

Contact Type: Local Agency Caseworker

Contact Name: FRESNO COUNTY DPH, ENVIRONMENTAL HEALTH DIV

Organization Name: FRESNO COUNTY Address: 1221 Fulton Street

City: Fresno

Email: environmentalhealth@fresnocountyca.gov

Phone Number: Not reported

LUST:

Global Id: T0601900347
Action Type: ENFORCEMENT
Date: 12/27/2005

Action: Closure/No Further Action Letter

 Global Id:
 T0601900347

 Action Type:
 Other

 Date:
 12/23/1991

 Action:
 Leak Discovery

 Global Id:
 T0601900347

 Action Type:
 Other

 Date:
 12/24/1991

 Action:
 Leak Reported

 Global Id:
 T0601900347

 Action Type:
 Other

 Date:
 12/04/1991

 Action:
 Leak Stopped

LUST:

Global Id: T0601900347

Status: Open - Case Begin Date

Status Date: 12/04/1991

Global Id: T0601900347

Status: Open - Site Assessment

Status Date: 12/23/1991

Global Id: T0601900347

Status: Completed - Case Closed

Status Date: 12/27/2005

Direction Distance

Elevation Site Database(s) EPA ID Number

GLEIM-CROWN PUMPS (Continued)

S104404116

EDR ID Number

LUST REG 5:

Name: GLEIM-CROWN PUMPS

Address: 3087 ELM AVE S City: FRESNO

Region: FRESING

Status: Case Closed
Case Number: 5T10000354
Case Type: Soil only

Substance: UNLEAD GASOLINE

Staff Initials: DAM
Lead Agency: Local
Program: LUST
MTBE Code: N/A

CORTESE:

Name: GLEIM-CROWN PUMPS Address: 3087 ELM AVE S City,State,Zip: FRESNO, CA 93706

Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601900347

Site/Facility Type: LUST CLEANUP SITE

Cleanup Status: COMPLETED - CASE CLOSED

Status Date: Not reported Site Code: Not reported Latitude: Not reported Longitude: Not reported Owner: Not reported Enf Type: Not reported Swat R: Not reported Flag: active Order No: Not reported Waste Discharge System No: Not reported

Effective Date:

Region 2:

WID Id:

Solid Waste Id No:

Waste Management Uit Name:

File Name:

Not reported

Not reported

Not reported

Not reported

Not reported

Active Open

HIST CORTESE:

edr_fname: GLEIM-CROWN PUMPS

edr_fadd1: 3087 ELM

City,State,Zip: FRESNO, CA 93706

Region: CORTESE
Facility County Code: 10
Reg By: LTNKA
Reg Id: 5T10000354

CERS:

Name: GLEIM-CROWN PUMPS
Address: 3087 ELM AVE S
City,State,Zip: FRESNO, CA 93706

Site ID: 190855 CERS ID: T0601900347

MAP FINDINGS Map ID

Direction Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

GLEIM-CROWN PUMPS (Continued)

S104404116

CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker

Entity Name: FRESNO COUNTY DPH, ENVIRONMENTAL HEALTH DIV - FRESNO COUNTY

Entity Title: Not reported 1221 Fulton Street Affiliation Address:

Affiliation City: Fresno Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: Not reported

Affiliation Phone:

NORTH AND ELM EXCAVATION CPS-SLIC S106483536 13 NW **CORNER OF NORTH AND ELM** N/A

1/4-1/2 FRESNO, CA

0.388 mi. 2049 ft.

Relative: CPS-SLIC: Lower Name:

NORTH AND ELM EXCAVATION Address: CORNER OF NORTH AND ELM Actual:

278 ft. City,State,Zip: FRESNO, CA STATE Region:

Facility Status: Completed - Case Closed

Status Date: 08/06/2003 Global Id: SL0601990145

CENTRAL VALLEY RWQCB (REGION 5F) Lead Agency:

Lead Agency Case Number: Not reported Latitude: 36.6921236386862 Longitude: -119.790660525131 Case Type: Cleanup Program Site

Case Worker: Not reported Not reported Local Agency: RB Case Number: Not reported File Location: Not reported Potential Media Affected: Soil

Potential Contaminants of Concern: Benzene

Site History: All files have been uploaded to geotracker

Click here to access the California GeoTracker records for this facility:

14 **FAGUNDES DAIRY** SWF/LF S126983017 N/A

SSE 3650 S CHERRY AVE 1/4-1/2 FRESNO, CA 93706

0.435 mi. 2296 ft.

Relative: SWF/LF (SWIS):

Higher **FAGUNDES DAIRY** Name: Address: 3650 S CHERRY AVE Actual: City,State,Zip: **FRESNO, CA 93706** 280 ft.

Region: STATE Facility ID: 10-CR-0074 SWIS Number: 10-CR-0074

Point of Contact: Abel Martinez-Centeno

MAP FINDINGS Map ID

Direction Distance

15

North

EDR ID Number Elevation Site Database(s) **EPA ID Number**

FAGUNDES DAIRY (Continued)

S126983017

Is Archived: Yes Is Closed Illegal Abandoned: Yes Is Site Inert Debris Engineered Fill: No Is Financial Assurances Responsible: No

Absorbed On: Not reported Operational Status: Closed Absorbed By: Not reported

Closed Illegal Abandoned Category: Α1

EPA Federal Registry ID: Not reported

ARB District: San Joaquin Valley Unified

Central Valley SWRCB Region: Local Government: Fresno

Reporting Agency Legal Name: County of Fresno

Reporting Agency Department: Department of Public Health, Environmental Health Division

Enforcing Agency Legal Name: County of Fresno

Enforcing Agency Department: Department of Public Health, Environmental Health Division

Regulation Status: TBD (Pending Investigation)

Owner:

10-CR-0074 SWIS Number: **Fagundes Dairy** Owner: Owner Address: 27740 Hialeah Dr Owner City: Tehachapi Owner State: CA

Owner Zip: 93561 Site Name: Fagundes Dairy

Site Operational Status: Closed Disposal Only Site Type:

Site Regulatory Status: TBD (Pending Investigation)

Latitude: 36.6817 Longitude: -119.7817 Is Archived: Yes

Started On: Not reported Contact Name: Rose L. Fagundes

Contact Title: Owner Contact Email: Not reported (661) 822-3302 Contact Phone:

WESTERN METAL CO SWRCY S102812929 2910 S CHERRY AVE **HAULERS** N/A

1/4-1/2 FRESNO, CA 93706 **CERS HAZ WASTE** 0.470 mi. **CUPA Listings**

NPDES 2482 ft. **CIWQS** Relative: **CERS** Higher SWRCY:

Actual: WESTERN METAL CO Name: 280 ft. Address: 2910 S CHERRY AVE

City,State,Zip: FRESNO, CA 93706

Reg Id: 27264 Cert Id: RC3180

Mailing Address: 2910 S Cherry Ave

Mailing City: Fresno Mailing State: CA 93706 Mailing Zip Code: Website: Not reported

Direction Distance

Elevation Site Database(s) EPA ID Number

WESTERN METAL CO (Continued)

S102812929

EDR ID Number

Email: westernmetal@aol.com

Phone Number: (559) 264-6246

Rural: N

Operation Begin Date: 06/02/1989

Aluminium: Y
Glass: Y
Plastic: Y
Bimetal: Y

Hours of Operation: Mon - Fri 8:00 am - 4:30 pm, Closed 12:00 pm - 1:00 pm; Sat 8:00 am -

11:30 am; Sun Closed

Organization ID: 18459

Organization Name: Irwin H Greenberg Inc

HAULERS:

Name: TSG RECYCLING DISPOSAL, INC.

Address: 2910 S CHERRY AVE
City, State, Zip: FRESNO, CA 93706-5407

Facility ID: 1562408
Facility Phone: (559) 264-6246
Business Email Address: taragrnbrg@aol.com
Contact Person: Tara Greenberg
Mailing Address: 2910 S Cherry Ave

Mailing City:FresnoMailing State:CAMailing Zip:93706Mailing County:Not reportedMailing Phone:Not reportedCurrent Status:Active

Current Hauler Status: Hauler-Registered

Accepting Tires From Public: Yes

Regulatory Status Last Changed: 2009-01-15 00:00:00

Business Types: Not reported

CERS HAZ WASTE:

Name: WESTERN METAL COMPANY

Address: 2910 S CHERRY AVE City, State, Zip: FRESNO, CA 93706

 Site ID:
 520048

 CERS ID:
 10704682

CERS Description: Hazardous Waste Generator

CUPA FRESNO:

Name: WESTERN METAL COMPANY

Address: 2910 S CHERRY AVE City, State, Zip: FRESNO, CA 93706

Region: FRESNO
Cross Street: Not reported
Facility ID: FA0271619
APM Number: 32821106S

Program Element: AUTO REPAIR/MAINTENANCE MODEL PLAN

Name: WESTERN METAL COMPANY

Address: 2910 S CHERRY AVE City, State, Zip: FRESNO, CA 93706

Region: FRESNO
Cross Street: Not reported

Direction Distance

Elevation Site Database(s) EPA ID Number

WESTERN METAL CO (Continued)

S102812929

EDR ID Number

Facility ID: FA0271619 APM Number: 32821106S

Program Element: HAZARDOUS WASTE GENERATOR (SQG)

NPDES:

Name:WESTERN METAL COAddress:2910 S CHERRY AVECity, State, Zip:FRESNO, CA 93706

Facility Status: Not reported NPDES Number: Not reported Region: Not reported Not reported Agency Number: Regulatory Measure ID: Not reported Place ID: Not reported Order Number: Not reported WDID: 5F10NNA000127 Regulatory Measure Type: Industrial Program Type: Not reported Adoption Date Of Regulatory Measure: Not reported Effective Date Of Regulatory Measure: Not reported Termination Date Of Regulatory Measure: Not reported Not reported Expiration Date Of Regulatory Measure: Discharge Address: Not reported Discharge Name: Not reported Discharge City: Not reported Discharge State: Not reported Discharge Zip: Not reported Status: NONA Submitted Status Date: 01/29/2016 Operator Name: Western Metal Co Operator Address: 2910 S Cherry Ave

Operator City: Fresno
Operator State: California
Operator Zip: 93706

CIWQS:

Name: WESTERN METAL CO
Address: 2910 S CHERRY AVE
City,State,Zip: FRESNO, CA 93706
Agency: Western Metal Co

Agency Address: 2910 S Cherry Ave, Fresno, CA 93706
Place/Project Type: Industrial - Scrap and Waste Materials

SIC/NAICS: 5093
Region: 5F
Program: INDSTW
Regulatory Measure Status: Terminated

Regulatory Measure Type: Storm water industrial Order Number: 2014-0057-DWQ WDID: 5F10I009793 NPDES Number: CAS000001 Adoption Date: Not reported 02/17/1993 Effective Date: Termination Date: 01/29/2016 Expiration/Review Date: Not reported Design Flow: Not reported Major/Minor: Not reported

Direction Distance

EDR ID Number Elevation Site **EPA ID Number** Database(s)

WESTERN METAL CO (Continued)

S102812929

Complexity: Not reported Not reported TTWQ:

Enforcement Actions within 5 years: 0 Violations within 5 years: Latitude: 36.69619 Longitude: -119.78174

CERS:

Name: WESTERN METAL COMPANY

Address: 2910 S CHERRY AVE City, State, Zip: FRESNO, CA 93706

Site ID: 520048 CERS ID: 10704682

CERS Description: Chemical Storage Facilities

Violations:

Site ID: 520048

Site Name: WESTERN METAL COMPANY

Violation Date: 09-28-2015

HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter Citation:

6.95, Section(s) 25508(a)(1)

Violation Description: Failure to complete and electronically submit a site map with all

required content.

Violation Notes: Returned to compliance on 10/28/2015. Violation Division: Fresno County Department of Public Health

Violation Program: **HMRRP** Violation Source: CERS,

Site ID: 520048

WESTERN METAL COMPANY Site Name:

Violation Date: 09-28-2015

Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22,

Chapter 12, Section(s) 66262.34(f)

Violation Description: Failure to properly label hazardous waste accumulation containers with

> the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous

Waste, and starting accumulation date.

Violation Notes: Returned to compliance on 10/28/2015. Violation Division: Fresno County Department of Public Health

Violation Program: HW Violation Source: CERS,

Site ID: 520048

Site Name: WESTERN METAL COMPANY

Violation Date: 09-28-2015

Citation: 22 CCR 15 66265.31 - California Code of Regulations, Title 22, Chapter

15, Section(s) 66265.31

Violation Description: Failure to maintain and operate the facility to minimize the

possibility of a fire, explosion, or any unplanned sudden or

non-sudden release of hazardous waste or hazardous waste constituents to the air, soil, or surface water which could threaten human health

or the environment.

Returned to compliance on 10/28/2015. Violation Notes: Fresno County Department of Public Health Violation Division:

Violation Program: HW Violation Source: CERS.

Direction Distance

Elevation Site Database(s) EPA ID Number

WESTERN METAL CO (Continued)

S102812929

EDR ID Number

Site ID: 520048

Site Name: WESTERN METAL COMPANY

Violation Date: 09-28-2015

Citation: HSC 6.95 25508.1(a)-(e) - California Health and Safety Code, Chapter

6.95, Section(s) 25508.1(a)-(e)

Violation Description: Failure to electronically update business plan within 30 days of any

one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or

business name.

Violation Notes: Returned to compliance on 10/28/2015.
Violation Division: Fresno County Department of Public Health

Violation Program: HMRRP Violation Source: CERS,

Evaluation:

Eval General Type: Compliance Evaluation Inspection

Eval Date: 09-28-2015 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Fresno County Department of Public Health

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-15-2019

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: HMBP inspection.

Eval Division: Fresno County Department of Public Health

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 09-28-2015

Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Fresno County Department of Public Health

Eval Program: HMRRP Eval Source: CERS,

Coordinates:

Site ID: 520048

Facility Name: WESTERN METAL COMPANY

Env Int Type Code: HMBP
Program ID: 10704682
Coord Name: Not reported

Ref Point Type Desc: Entrance point of a facility or station,

Latitude: 36.695500 Longitude: -119.783640

Affiliation:

Affiliation Type Desc: Environmental Contact

Direction Distance

Elevation Site Database(s) EPA ID Number

WESTERN METAL CO (Continued)

S102812929

EDR ID Number

Entity Name: STANLEY GREENBERG

Entity Title: Not reported
Affiliation Address: 2910 S CHERRY
Affiliation City: FRESNO

Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93706

Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported

Affiliation Address: 2910 S CHERRY AVE

Affiliation City: FRESNO
Affiliation State: CA
Affiliation Country: Not reported

Affiliation Country. Not let 93706 Affiliation Phone:

Affiliation Type Desc: Identification Signer Entity Name: STAN GREENBERG

Entity Title: PRESIDENT
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Affiliation Phone: ,

Affiliation Type Desc: Legal Owner

Entity Name: IH GREENBURG INC

Entity Title: Not reported
Affiliation Address: 2910 CHERRY
Affiliation City: FRESNO
Affiliation State: CA

Affiliation Country: United States Affiliation Zip: 93706

Affiliation Phone: (559) 264-6246,

Affiliation Type Desc: CUPA District

Entity Name: Fresno County Community Health Department

Entity Title: Not reported

Affiliation Address: 1221 Fulton St., 3rd FloorP.O. Box 11867

Affiliation City: Fresno Affiliation State: CA

Affiliation Country: Not reported
Affiliation Zip: 93775
Affiliation Phone: (559) 600-3271,

Affiliation Type Desc: Operator

Entity Name: STAN GREENBERG

Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

MAP FINDINGS Map ID

Direction Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

WESTERN METAL CO (Continued)

S102812929

Affiliation Phone: (559) 264-6246,

Document Preparer Affiliation Type Desc: Entity Name: TARA GREENBERG

Entity Title: Not reported Affiliation Address: Not reported Not reported Affiliation City: Affiliation State: Not reported Affiliation Country: Not reported Affiliation Zip: Not reported

Affiliation Phone:

Affiliation Type Desc: Parent Corporation

Entity Name: WESTERN METAL COMPANY

Entity Title: Not reported Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Affiliation Zip: Not reported

Affiliation Phone:

C16 **COMMERCIAL ELECTROPLATERS HIST Cal-Sites** S102860839 N/A

NW 2940 SOUTH ELM AVENUE 1/2-1 **FRESNO, CA 93706**

0.533 mi.

2812 ft. Site 1 of 2 in cluster C

Relative: Calsite:

Lower Name: COMMERCIAL ELECTROPLATERS Address: 2940 SOUTH ELM AVENUE

Actual: 278 ft.

FRESNO City: **SACRAMENTO** Region:

10340074 Facility ID: Facility Type: RP

Type: RESPONSIBLE PARTY

Branch: CC

Branch Name: **CENTRAL CALIFORNIA**

File Name: Not reported State Senate District: 04281993

ANNUAL WORKPLAN (AWP) - ACTIVE SITE Status: Status Name: ANNUAL WORKPLAN - ACTIVE SITE DEPT OF TOXIC SUBSTANCES CONTROL Lead Agency:

NPL: Not Listed SIC Code: 34

MANU - FABRICATED METAL PRODUCTS SIC Name:

Access: Not reported Cortese: Not reported

Hazardous Ranking Score: Not reported Date Site Hazard Ranked: Not reported Groundwater Contamination: Not reported Staff Member Responsible for Site: **MPFISTER** Supervisor Responsible for Site: Not reported Region Water Control Board: Not reported Region Water Control Board Name: Not reported Lat/Long Direction: Not reported Lat/Long (dms): 000/000

Direction Distance Elevation

ation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

\$102860839

EDR ID Number

Lat/long Method: Not reported Lat/Long Description: Not reported

State Assembly District Code: 31
State Senate District Code: 16
Facility ID: 10340074
Activity: DISC
Activity Name: DISCOVERY
AWP Code: Not reported

Proposed Budget: 0

AWP Completion Date: Not reported Revised Due Date: Not reported Comments Date: 03051982

Est Person-Yrs to complete: 0

Estimated Size: Not reported Request to Delete Activity: Not reported Activity Status: AWP

Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Liquids Removed (Gals): 0 Liquids Treated (Gals): 0

Action Included Capping:

Well Decommissioned:

Action Included Fencing:

Removal Action Certification:

Activity Comments:

Not reported

Not reported

Not reported

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 10340074

Activity: 10340074

Activity Name: SITE SCREENING AWP Code: Not reported

Proposed Budget: 0

AWP Completion Date: Not reported Revised Due Date: Not reported Comments Date: 01261987

Est Person-Yrs to complete: 0

Estimated Size: Not reported Request to Delete Activity: Not reported Activity Status: AWP

Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Liquids Removed (Gals): 0 Liquids Treated (Gals): 0

Action Included Capping:

Well Decommissioned:

Action Included Fencing:

Removal Action Certification:

Activity Comments:

Not reported

Not reported

Not reported

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 103400

Facility ID: 10340074 Activity: SS

Activity Name: SITE SCREENING
AWP Code: Not reported

Proposed Budget: 0

Direction Distance Elevation

Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S102860839

EDR ID Number

AWP Completion Date:

Revised Due Date:

Comments Date:

Not reported

Not reported

01161990

Est Person-Yrs to complete:

0

est Person-Yrs to complete: 0

Estimated Size: Not reported Request to Delete Activity: Not reported Activity Status: AWP

Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Liquids Removed (Gals): 0 Liquids Treated (Gals): 0

Action Included Capping:

Well Decommissioned:

Action Included Fencing:

Removal Action Certification:

Activity Comments:

Not reported

Not reported

Not reported

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 1034

Facility ID: 10340074 Activity: PRP

Activity Name: POTENTIAL RESPONSIBLE PARTY SEARCH

AWP Code: Not reported Proposed Budget: 0
AWP Completion Date: Not reported

Revised Due Date:

Comments Date:

Not reported
02232000

Est Person-Yrs to complete:

0

Estimated Size: Not reported Request to Delete Activity: Not reported Activity Status: AWP

Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Liquids Removed (Gals): 0
Liquids Treated (Gals): 0

Action Included Capping:

Well Decommissioned:

Action Included Fencing:

Removal Action Certification:

Activity Comments:

Not reported

Not reported

Not reported

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0

Facility ID: 10340074 Activity: ORDER

Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA

AWP Code: IS&E Proposed Budget: 0

AWP Completion Date:

Revised Due Date:

Comments Date:

Est Person-Yrs to complete:

Not reported
10172001

0

Estimated Size: Not reported Request to Delete Activity: Not reported

Activity Status: AWP

Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Liquids Removed (Gals): 0

Direction Distance Elevation

nce EDR ID Number tition Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S102860839

Liquids Treated (Gals): 0

Action Included Capping:

Well Decommissioned:

Action Included Fencing:

Removal Action Certification:

Activity Comments:

Not reported

Not reported

Not reported

Not reported

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 10340074
Activity: PEA

Activity Name: PRELIMINARY ENDANGERMENT ASSESSMENT

AWP Code: Not reported

Proposed Budget: 0

AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 05122004

Est Person-Yrs to complete: 0

Estimated Size: Not reported Request to Delete Activity: Not reported Activity Status: AWP

Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Liquids Removed (Gals): 0

Liquids Treated (Gals): 0

Action Included Capping:

Well Decommissioned:

Action Included Fencing:

Removal Action Certification:

Activity Comments:

Not reported

Not reported

Not reported

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 10340074
Activity: RIFS

Activity Name: REMEDIAL INVESTIGATION / FEASIBILITY STUDY

AWP Code: Not reported

Proposed Budget: 0
AWP Completion Date: 07312006
Revised Due Date: Not reported
Comments Date: Not reported

Est Person-Yrs to complete: 0

Estimated Size: Not reported Request to Delete Activity: Not reported

Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Liquids Removed (Gals): 0 Liquids Treated (Gals): 0

Action Included Capping:

Well Decommissioned:

Action Included Fencing:

Removal Action Certification:

Activity Comments:

Not reported

Not reported

Not reported

Not reported

For Commercial Reuse: 0 For Industrial Reuse: 0 For Residential Reuse: 0

Direction Distance

Elevation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S102860839

EDR ID Number

Unknown Type: 0

Alternate Address: 2940 SOUTH ELM AVENUE
Alternate City,St,Zip: FRESNO, CA 93706
Alternate Address: 1937 S CHERRY AVENUE
Alternate City,St,Zip: FRESNO, CA 93721

Background Info: This is the site of a former electroplating operation. It

operated from approximately 1956-1971. Waste water was periodically piped to an unlined pit on the property and

sludge was spread over the ground. Surface soil samples collected from site in 1985 contained elevated concentrations of cadmium and lead. An Imminent and Substantial Endangerment Order was

issued in October 2001, and requires that a Preliminary

Endangerment Assessment be conducted.

Comments Date: 01011984

Comments: This is the date the site was first listed AWP pursuant to

Comments Date: 01011984
Comments: Section 25356.
Comments Date: 01161990

Comments: SITE SCREENING DONE. SITE REQUIRES PRELIMINARY ENDANGERMENT

Comments Date: 01161990
Comments: ASSESSMENT.
Comments Date: 01191983

Comments: FINAL STRATEGY IDENTIFIED AS AN ABANDONED SITE.

Comments Date: 01261987

Comments: SITE SCREENING DONE. PA REQUIRED.

Comments Date: 02161996

Comments: A Voluntary Cleanup Program information letter was sent by

Comments Date: 02161996

Comments: DTSC on December 29,1995.

Comments Date: 02232000

Comments: PRP - DTSC conducted a review of the Choice Point database to

Comments Date: 02232000

Comments: determine site ownership (current and historical) and evaluate

Comments Date: 02232000

Comments: the data for use in establishing liability for site cleanup as

Comments Date: 02232000

Comments: a Potentially Responsible Party.

Comments Date: 03051982

Comments: FACILITY IDENTIFIED FROM RWQCB FILES.

Comments Date: 04261982

Comments: FACILITY DRIVE BY. FORMER ACID SUMP ON SITE. MOVED TO

Comments Date: 04261982

Comments: 1937 SOUTH CHERRY ABOUT 1971.

Comments Date: 04281993

Comments: A site screening was completed January 16, 1990,

Comments Date: 04281993

Comments: by DTSC staff. A recommendation of PEA required

Comments Date: 04281993

Comments: high priority was given. Neither DTSC nor RWQCB

Comments Date: 04281993

Comments: were working on the site. Cadmium was detected

Comments Date: 04281993

Comments: at 438 ug/g and chromium at 435 ug/g in soil

Comments Date: 04281993
Comments: samples taken.
Comments Date: 05151991

Comments: NOT ON 90/91 AWP. STATUS NEEDS TO BE DETERMINED.

Direction Distance

EDR ID Number Elevation **EPA ID Number** Site Database(s)

COMMERCIAL ELECTROPLATERS (Continued)

S102860839

Comments Date: 05231969

RWQCB: ZINC 65 MG/L, CADMIUM 7.2 MG/L SAMPLE RESULTS Comments:

Comments Date: 05231969

Comments: CYANIDE 7.0 MG/L

Comments Date: 06131989

SITE IS ON 1989 BOND EXPENDITURE PLAN. Comments:

Comments Date: 06131989 Comments: APN 328-150-28 Comments Date: 06151982

Comments: MAP OF ABANDONED SUMP IN RWQCB FILES

Comments Date: 06151982

DUMPED PLATING WASTE ON SITE 1956-1969 Comments:

Comments Date: 07022004

Comments: PEA (PRELIMINARY ENDANGERMENT ASSESSMENT) -- APPROVAL OF THE

Comments Date: 07022004

Comments: PEA REPORT FOR THE FORMER COMMERCIAL ELECTRO PLATERS FACILITY

Comments Date: 07022004

AT 2940 SOUTH ELM AVENUE, FRESNO, CALIFORNIA. GROUNDWATER Comments:

Comments Date: 07022004

CONTAMINATION WAS IDENTIFIED AND THE APPROVED REPORT NOTES THAT Comments:

Comments Date: 07022004

Comments: ADDITIONAL GROUNDWATER ASSESSMENT WORK IS NEEDED.

Comments Date: 07181985

Comments: HAZARDOUS RANKING SCORE 21.30.

Comments Date: 10182001

An Imminent & Substantial Endangerment Order was issued to Comments:

Comments Date: 10182001

Comments: Commercial Electro Platers to conduct a Preliminary Endangerment

Comments Date: 10182001

Comments: Assessment. The facility is now located at 1937 South Cherry

Comments Date: 10182001

Comments: Avenue, Fresno. The order is for the previous location at

10182001 Comments Date:

Comments: 2940 S. Elm Avenue, Fresno.

Comments Date: 12051985

SAMPLE RESULTS CADMIUM 438 UG/G IN SOIL Comments:

ID Name: CALSTARS CODE

ID Value: 100044

Alternate Name: COMMERCIAL ELECTROPLATERS

Alternate Name: Not reported Special Programs Code: Not reported Special Programs Name: Not reported

C17 **COMMERCIAL ELECTROPLATERS** NW

2940 SOUTH ELM AVENUE

FRESNO, CA 93706

S100833189 RESPONSE **ENVIROSTOR** N/A CA BOND EXP. PLAN Cortese

Site 2 of 2 in cluster C 2812 ft.

Relative: RESPONSE:

1/2-1

0.533 mi.

Lower Name: COMMERCIAL ELECTROPLATERS

Address: 2940 SOUTH ELM AVENUE Actual: FRESNO, CA 93706

City,State,Zip: 278 ft. Facility ID: 10340074

Site Type: State Response Site Type Detail: State Response or NPL

Acres: 2.28 National Priorities List: NO

Direction Distance

Elevation Site Database(s) **EPA ID Number**

COMMERCIAL ELECTROPLATERS (Continued)

Cleanup Oversight Agencies: SMBRP

DTSC - Site Cleanup Program Lead Agency Description:

Project Manager: Melessia Downham Supervisor: Lora Jameson

Division Branch: Northern California Schools & Santa Susana

Site Code: 102259

NONE SPECIFIED Site Mgmt. Req.:

Assembly: 31 Senate: 14

Special Program Status: Not reported Status: Active 04/28/1993 Status Date: Restricted Use: NO

Funding: Responsible Party

Latitude: 36.69436 Longitude: -119.7920

APN: 328-150-028, 32815028

METAL PLATING - CHROME, METAL PLATING - OTHER Past Use: Potential COC: Cadmium and compounds Chromium VI Cyanide (free Confirmed COC: Cadmium and compounds Chromium VI Cyanide (free

Potential Description: AQUI, SOIL

Alias Name: COMMERCIAL ELECTROPLATING

Alternate Name Alias Type: Alias Name: 328-150-028 Alias Type: APN Alias Name: 32815028 Alias Type: APN

Alias Name: CAN000905729

Alias Type: **EPA Identification Number**

Alias Name: 110033613524 Alias Type: EPA (FRS#) Alias Name: SLT5FR074362 Alias Type: GeoTracker Global ID

Alias Name: 100044 **PCode** Alias Type: Alias Name: 100044

Project Code (Site Code) Alias Type:

Alias Name: 102259

Project Code (Site Code) Alias Type:

Alias Name: 10340074

Alias Type: **Envirostor ID Number**

Completed Info:

Completed Area Name: **PROJECT WIDE** Completed Sub Area Name: Not reported Completed Document Type: Fieldwork Completed Date: 11/28/2006

Comments: Field work for characterization work completed in November 2006.

PROJECT WIDE Completed Area Name: Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Workplan

Completed Date:

Workplan for collection of additional soil samples and for Comments:

installation and sampling of two additional monitoring wells was

approved with contingencies.

PROJECT WIDE Completed Area Name:

EDR ID Number

S100833189

Direction Distance

Elevation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/11/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/09/2016

Comments: Final Site Screen and GIS package will be available from US EPA after

US EPA enters it into their database.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Information Request Letter

Completed Date: 07/15/2021

Comments: File reviewed by PM and response to Public Record Request sent to

Requestor on 7/15/2021

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Amendment - Order/Agreement

Completed Date: 01/25/2012

Comments: Order modification was sent on 1/25/2012 to Responsible Party.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Notice
Completed Date: 12/16/2009

Comments: Oversight cost estimate letter is dated 12/16/2009.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Report

Completed Date: 05/12/2004

Comments: PEA indicated presence of cadmium and hexavalent chromium

contamination in surface soils in the former sump area, and also cadmium, hexavalent chromium and cyanide in groundwater. Additional

work was requested by DTSC.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Workplan

Completed Date: 06/05/2012 Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/11/2009

Comments: Groundwater Monitoring Report 3rd. Quarter

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Project Management

Completed Date: 06/30/2021
Comments: Not reported

Direction Distance Elevation

vation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Ompleted Date: 03/20/2020
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Ability To Pay
Completed Date: 08/17/2020
Comments: completed

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Proposed Determination of non-compliance

Completed Date: 11/03/2021 Comments: Not reported

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/10/2021 Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/15/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)

Completed Date: 10/17/2001

Comments: Imminent and Substantial Endangerment Order issued to require RP to

perform a Preliminary Endangerment Assessment for the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/05/1982

Comments: FACILITY IDENTIFIED FROM RWQCB FILES.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/27/2016

Comments: PM CHANGE LETTER

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: O8/30/2017
Comments: PROJECT WIDE
Oorrespondence
O8/30/2017
complete

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Direction Distance

Elevation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Completed Document Type: Ability To Pay Completed Date: 04/02/2020

Comments: Letter completed and sent to RP and RP's attorney

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/16/1990

Comments: SITE SCREENING DONE. SITE REQUIRES PRELIMINARY ENDANGERMENT

ASSESSMENT.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/26/1987

Comments: SITE SCREENING DONE. PA REQUIRED.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Report

Completed Date: 02/22/2017

Comments: update - incomplete

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 09/14/2016
Comments: complete

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/26/2017 Comments: complete

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/18/2018 Comments: Not reported

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 10/02/2019 Comments: completed

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/15/2020 Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 08/10/2012

MAP FINDINGS Map ID

Direction Distance

Elevation Site Database(s) **EPA ID Number**

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Comments: Attempt to collect a deeper discrete groundwater sample was completed

on 8/10/2012. This was last last a activity scheduled for this phase

of field work.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Workplan

Completed Date: 08/15/2018 Comments: Not reported

Future Area Name: Not reported Not reported Future Sub Area Name: Future Document Type: Not reported Future Due Date: Not reported Schedule Area Name: Not reported Schedule Sub Area Name: Not reported Schedule Document Type: Not reported Schedule Due Date: Not reported Schedule Revised Date: Not reported

ENVIROSTOR:

COMMERCIAL ELECTROPLATERS Name:

Address: 2940 SOUTH ELM AVENUE

City,State,Zip: FRESNO, CA 93706

10340074 Facility ID: Status: Active 04/28/1993 Status Date: Site Code: 102259 Site Type: State Response

State Response or NPL

Site Type Detailed: Acres: 2.28

NPL: NO **SMBRP** Regulatory Agencies: Lead Agency: **SMBRP**

Melessia Downham Program Manager: Supervisor: Lora Jameson

Northern California Schools & Santa Susana Division Branch:

Assembly: 31 Senate: 14

Special Program: Not reported

Restricted Use: NO

Site Mgmt Req: NONE SPECIFIED Funding: Responsible Party 36.69436 Latitude:

Longitude: -119.7920

APN: 328-150-028, 32815028

METAL PLATING - CHROME, METAL PLATING - OTHER Past Use: Potential COC: Cadmium and compounds Chromium VI Cyanide (free Confirmed COC: Cadmium and compounds Chromium VI Cyanide (free

Potential Description: AQUI, SOIL

Alias Name: COMMERCIAL ELECTROPLATING

Alias Type: Alternate Name Alias Name: 328-150-028 Alias Type: APN Alias Name: 32815028 Alias Type: APN

CAN000905729 Alias Name:

Direction Distance

Elevation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Alias Type: EPA Identification Number

 Alias Name:
 110033613524

 Alias Type:
 EPA (FRS #)

 Alias Name:
 SLT5FR074362

 Alias Type:
 GeoTracker Global ID

Alias Name: 100044
Alias Type: PCode
Alias Name: 100044

Alias Type: Project Code (Site Code)

Alias Name: 102259

Alias Type: Project Code (Site Code)

Alias Name: 10340074

Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/28/2006

Comments: Field work for characterization work completed in November 2006.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Workplan

Completed Date: 03/02/2006

Comments: Workplan for collection of additional soil samples and for

installation and sampling of two additional monitoring wells was

approved with contingencies.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/11/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/09/2016

Comments: Final Site Screen and GIS package will be available from US EPA after

US EPA enters it into their database.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Information Request Letter

Completed Date: 07/15/2021

Comments: File reviewed by PM and response to Public Record Request sent to

Requestor on 7/15/2021

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Amendment - Order/Agreement

Completed Date: 01/25/2012

Comments: Order modification was sent on 1/25/2012 to Responsible Party.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Notice

Distance

Elevation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Completed Date: 12/16/2009

Comments: Oversight cost estimate letter is dated 12/16/2009.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Report

Completed Date: 05/12/2004

Comments: PEA indicated presence of cadmium and hexavalent chromium

contamination in surface soils in the former sump area, and also cadmium, hexavalent chromium and cyanide in groundwater. Additional

work was requested by DTSC.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Workplan

Completed Date: 06/05/2012 Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/11/2009

Comments: Groundwater Monitoring Report 3rd. Quarter

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Project Management

Completed Date: 06/30/2021 Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
O3/20/2020
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Ability To Pay
Completed Date: 08/17/2020
Comments: completed

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Proposed Determination of non-compliance

Completed Date: 11/03/2021 Comments: Not reported

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/10/2021 Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence

Direction Distance

Elevation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Completed Date: 10/15/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)

Completed Date: 10/17/2001

Comments: Imminent and Substantial Endangerment Order issued to require RP to

perform a Preliminary Endangerment Assessment for the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/05/1982

Comments: FACILITY IDENTIFIED FROM RWQCB FILES.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/27/2016

Comments: PM CHANGE LETTER

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
08/30/2017
Comments: 08/30/2017

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Ability To Pay
Completed Date: 04/02/2020

Comments: Letter completed and sent to RP and RP's attorney

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/16/1990

Comments: SITE SCREENING DONE. SITE REQUIRES PRELIMINARY ENDANGERMENT

ASSESSMENT.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/26/1987

Comments: SITE SCREENING DONE. PA REQUIRED.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Report

Completed Date: 02/22/2017

Comments: update - incomplete

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 09/14/2016

Direction Distance

Elevation Site Database(s) EPA ID Number

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

EDR ID Number

Comments: complete

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/26/2017 Comments: complete

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/18/2018 Comments: Not reported

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 10/02/2019 Comments: completed

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Annual Oversight Cost Estimate

Completed Date: 09/15/2020 Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 08/10/2012

Comments: Attempt to collect a deeper discrete groundwater sample was completed

on 8/10/2012. This was last last a activity scheduled for this phase

of field work.

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Investigation Workplan

Completed Date: 08/15/2018
Comments: Not reported

Future Area Name: Not reported Future Sub Area Name: Not reported Future Document Type: Not reported Future Due Date: Not reported Not reported Schedule Area Name: Schedule Sub Area Name: Not reported Schedule Document Type: Not reported Schedule Due Date: Not reported Schedule Revised Date: Not reported

CA BOND EXP. PLAN:

Reponsible Party: RESPONSIBLE PARTY-LEAD SITE CLEANUP WORKPLAN

Project Revenue Source Company: Not reported Project Revenue Source Addr: Not reported Project Revenue Source City, St, Zip: Not reported

Project Revenue Source Desc: DHS will be issuing a remedial action order or entering into an enforceable

agreement with the responsible parties. DHS has budgeted \$50,000 for

MAP FINDINGS Map ID

Direction Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

COMMERCIAL ELECTROPLATERS (Continued)

S100833189

oversight/monitoring of cleanup efforts. DHS will recover 100 percent of direct costs plus staff costs and overhead related to the project. The responsible parties will pay all costs associated with remedial investigations and cleanup

activities.

Site Description: This site was used by an electroplating company. Liquid waste stored in a

> concrete-walled containment tank and an informal surface impoundment were landfarmed onsite. Seven municipal water wells serving the City of Fresno draw

water from the aquiferbelow the facility.

Hazardous Waste Desc: Cadmium cyanide and zinc cyanide have been found onsite.

Threat To Public Health & Env: Drinking water supplies are threatened by contamination from this site. Ground

water contamination is suspected but not confirmed.

Interim remedial measures have been implemented. The site is pending a Site Activity Status:

preliminary assessment.

CORTESE:

COMMERCIAL ELECTROPLATERS Name:

Address: 2940 SOUTH ELM AVENUE

City, State, Zip: FRESNO, CA 93706

Region: CORTESE 10340074 Envirostor Id: Global ID: Not reported

Site/Facility Type: STATE RESPONSE

Cleanup Status: **ACTIVE** Status Date: 04/28/1993 Site Code: 100044, 102259 Latitude: 36.694369 -119.79200 Lonaitude: Owner: Not reported Enf Type: Not reported Swat R: Not reported Flag: envirostor Order No: Not reported Waste Discharge System No: Not reported Effective Date: Not reported Region 2: Not reported WID Id: Not reported Not reported Solid Waste Id No:

Waste Management Uit Name: Not reported File Name: Haz Waste & Substances Sites

18 **CHEVRON CHEMICAL COMPANY** NNE 2882 EAST ANNADALE AVE

1/2-1 **FRESNO, CA 92028**

0.800 mi. 4224 ft.

Relative: **ENVIROSTOR:**

Higher CHEVRON CHEMICAL, FRESNO Name: 2882 EAST ANNADALE AVENUE Address: Actual:

City,State,Zip: FRESNO, CA 93706 282 ft.

Facility ID: 10280175 Status: Refer: RWQCB Status Date: 08/19/1993 Site Code: Not reported Site Type: Historical Site Type Detailed: * Historical Acres: Not reported

U000049667

N/A

ENVIROSTOR

Notify 65

Direction Distance

Elevation Site Database(s) EPA ID Number

CHEVRON CHEMICAL COMPANY (Continued)

U000049667

EDR ID Number

NPL: NO

Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported

Supervisor: Referred - Not Assigned Division Branch: Cleanup Sacramento

Assembly: 31 Senate: 14

Special Program: Not reported

Restricted Use: NO

Site Mgmt Req: NONE SPECIFIED Funding: Not reported Latitude: 36.69869 Longitude: -119.7770

APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED

Alias Name: CHEVRON CHEMICAL, FRESNO-RA

Alias Type: Alternate Name Alias Name: CAD000625582

Alias Type: EPA Identification Number

Alias Name: 110002626793 Alias Type: EPA (FRS #) Alias Name: CAD000625582

Alias Type: HWTS Identification Code

Alias Name: 10280175

Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: De-Certification
Completed Date: 08/19/1993

Comments: Site referred to RWQCB. Based on this referral, the site is "decertified" and the previous certification is a removal action.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
01/01/1984

Comments: In 1982, an unspecified amount of contaminated soil was removed.

Activity was approved by the Surveillance and Enforcement Program. The Certification year was 1984 (Month and day information was not available. January 1 is used because it represents the earliest statute of limitations date). The surrounding area is under the

oversight of the RWQCB.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/05/1982

Comments: FACILITY IDENTIFIED FROM PHONE BOOK.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening

MAP FINDINGS Map ID Direction

Distance

EDR ID Number Elevation Site Database(s) **EPA ID Number**

CHEVRON CHEMICAL COMPANY (Continued)

U000049667

Completed Date: 09/26/1990

Site Sreeening done; RWQCB is overseeing the cleanup and Comments:

investigation including contaminated soils. They are lead agency and

are not in need of DTSC assistance.

Future Area Name: Not reported Not reported Future Sub Area Name: Not reported Future Document Type: Future Due Date: Not reported Schedule Area Name: Not reported Not reported Schedule Sub Area Name: Not reported Schedule Document Type: Schedule Due Date: Not reported Schedule Revised Date: Not reported

NOTIFY 65:

Name: CHEVRON CHEMICAL COMPANY

Address: 2882 EAST ANNADALE AVE

City,State,Zip: FRESNO, CA 92028

Not reported Date Reported: Staff Initials: Not reported Board File Number: Not reported Facility Type: Not reported Discharge Date: Not reported Issue Date: Not reported Incident Description: Not reported Global ID: Not reported Status: Not reported Count: 0 records. ORPHAN SUMMARY

City EDR ID Site Name Site Address Zip Database(s)

NO SITES FOUND

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/27/2022 Source: EPA Date Data Arrived at EDR: 11/01/2022 Telephone: N/A

Date Made Active in Reports: 11/15/2022 Last EDR Contact: 12/01/2022

Number of Days to Update: 14 Next Scheduled EDR Contact: 01/09/2023 Data Release Frequency: Quarterly

NPL Site Boundaries

EPA's Environmental Photographic Interpretation Center (EPIC)

Telephone: 202-564-7333

EPA Region 1 EPA Region 6

Telephone 617-918-1143 Telephone: 214-655-6659

EPA Region 3 EPA Region 7

Telephone 215-814-5418 Telephone: 913-551-7247

EPA Region 4 **EPA Region 8**

Telephone 404-562-8033 Telephone: 303-312-6774

EPA Region 5 EPA Region 9

Telephone 312-886-6686 Telephone: 415-947-4246

EPA Region 10

Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/27/2022 Source: EPA Date Data Arrived at EDR: 11/01/2022 Telephone: N/A

Date Made Active in Reports: 11/15/2022 Last EDR Contact: 12/01/2022

Number of Days to Update: 14 Next Scheduled EDR Contact: 01/09/2023

Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991 Date Data Arrived at EDR: 02/02/1994 Date Made Active in Reports: 03/30/1994

Number of Days to Update: 56

Source: EPA

Telephone: 202-564-4267 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/27/2022 Date Data Arrived at EDR: 11/01/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 14

Source: EPA Telephone: N/A

Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 01/09/2023 Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 08/25/2022 Date Data Arrived at EDR: 09/06/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 90

Source: Environmental Protection Agency

Telephone: 703-603-8704 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/10/2023 Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/27/2022 Date Data Arrived at EDR: 11/01/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 14

Source: EPA

Telephone: 800-424-9346 Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 01/23/2023 Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/27/2022 Date Data Arrived at EDR: 11/01/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 14

Source: EPA

Telephone: 800-424-9346 Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 01/23/2023 Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 11/21/2022 Date Data Arrived at EDR: 11/21/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 14

Source: EPA

Telephone: 800-424-9346 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 11/21/2022 Date Data Arrived at EDR: 11/21/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 14

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 11/21/2022 Date Data Arrived at EDR: 11/21/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 14

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 11/21/2022 Date Data Arrived at EDR: 11/21/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 14

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation
and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database
includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste
as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate
less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 11/21/2022 Date Data Arrived at EDR: 11/21/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 14

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/16/2022 Date Data Arrived at EDR: 08/22/2022 Date Made Active in Reports: 10/24/2022

Number of Days to Update: 63

Source: Department of the Navy Telephone: 843-820-7326 Last EDR Contact: 11/01/2022

Next Scheduled EDR Contact: 02/20/2023 Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/15/2022 Date Data Arrived at EDR: 08/17/2022 Date Made Active in Reports: 10/24/2022

Number of Days to Update: 68

Source: Environmental Protection Agency

Telephone: 703-603-0695 Last EDR Contact: 11/16/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/15/2022 Date Data Arrived at EDR: 08/17/2022 Date Made Active in Reports: 10/24/2022

Number of Days to Update: 68

Source: Environmental Protection Agency

Telephone: 703-603-0695 Last EDR Contact: 11/16/2022

Next Scheduled EDR Contact: 03/06/2023

Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/12/2022 Date Data Arrived at EDR: 12/14/2022 Date Made Active in Reports: 12/19/2022

Number of Days to Update: 5

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180 Last EDR Contact: 12/14/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity.

These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/25/2022 Date Data Arrived at EDR: 07/25/2022 Date Made Active in Reports: 10/05/2022

Number of Days to Update: 72

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 10/24/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/25/2022 Date Data Arrived at EDR: 07/25/2022 Date Made Active in Reports: 10/05/2022

Number of Days to Update: 72

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 10/24/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/08/2022 Date Data Arrived at EDR: 08/08/2022 Date Made Active in Reports: 10/20/2022

Number of Days to Update: 73

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320 Last EDR Contact: 11/03/2022

Next Scheduled EDR Contact: 02/20/2023 Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001 Date Data Arrived at EDR: 04/23/2001 Date Made Active in Reports: 05/21/2001

Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)

Telephone: 858-637-5595 Last EDR Contact: 09/26/2011

Next Scheduled EDR Contact: 01/09/2012 Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: see region list Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003 Date Data Arrived at EDR: 09/10/2003 Date Made Active in Reports: 10/07/2003

Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)

Telephone: 530-542-5572 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005 Date Data Arrived at EDR: 02/15/2005 Date Made Active in Reports: 03/28/2005

Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)

Telephone: 909-782-4496 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004 Date Data Arrived at EDR: 02/26/2004 Date Made Active in Reports: 03/24/2004

Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)

Telephone: 760-776-8943 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008 Date Data Arrived at EDR: 07/22/2008 Date Made Active in Reports: 07/31/2008

Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)

Telephone: 916-464-4834 Last EDR Contact: 07/01/2011

Next Scheduled EDR Contact: 10/17/2011 Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004 Date Data Arrived at EDR: 09/07/2004 Date Made Active in Reports: 10/12/2004

Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)

Telephone: 213-576-6710 Last EDR Contact: 09/06/2011

Next Scheduled EDR Contact: 12/19/2011 Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003 Date Data Arrived at EDR: 05/19/2003 Date Made Active in Reports: 06/02/2003

Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)

Telephone: 805-542-4786 Last EDR Contact: 07/18/2011

Next Scheduled EDR Contact: 10/31/2011 Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa

Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004 Date Data Arrived at EDR: 10/20/2004 Date Made Active in Reports: 11/19/2004

Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)

Telephone: 510-622-2433 Last EDR Contact: 09/19/2011

Next Scheduled EDR Contact: 01/02/2012 Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information,

please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001 Date Data Arrived at EDR: 02/28/2001 Date Made Active in Reports: 03/29/2001

Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)

Telephone: 707-570-3769 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005 Date Data Arrived at EDR: 06/07/2005 Date Made Active in Reports: 06/29/2005

Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)

Telephone: 760-241-7365 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 06/02/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/31/2022

Number of Days to Update: 79

Source: EPA Region 4 Telephone: 404-562-8677 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/11/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA, Region 5 Telephone: 312-886-7439 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/28/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 6 Telephone: 214-665-6597 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/20/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/20/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 8 Telephone: 303-312-6271 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021 Date Data Arrived at EDR: 06/11/2021 Date Made Active in Reports: 09/07/2021

Number of Days to Update: 88

Source: EPA Region 1 Telephone: 617-918-1313 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/08/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: Environmental Protection Agency

Telephone: 415-972-3372 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/14/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 7 Telephone: 913-551-7003 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003 Date Data Arrived at EDR: 04/07/2003 Date Made Active in Reports: 04/25/2003

Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)

Telephone: 707-576-2220 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004 Date Data Arrived at EDR: 10/20/2004 Date Made Active in Reports: 11/19/2004

Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)

Telephone: 510-286-0457 Last EDR Contact: 09/19/2011

Next Scheduled EDR Contact: 01/02/2012 Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006 Date Data Arrived at EDR: 05/18/2006 Date Made Active in Reports: 06/15/2006

Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)

Telephone: 805-549-3147 Last EDR Contact: 07/18/2011

Next Scheduled EDR Contact: 10/31/2011 Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004 Date Data Arrived at EDR: 11/18/2004 Date Made Active in Reports: 01/04/2005

Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)

Telephone: 213-576-6600 Last EDR Contact: 07/01/2011

Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005 Date Data Arrived at EDR: 04/05/2005 Date Made Active in Reports: 04/21/2005

Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)

Telephone: 916-464-3291 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005 Date Data Arrived at EDR: 05/25/2005 Date Made Active in Reports: 06/16/2005

Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch

Telephone: 619-241-6583 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004 Date Data Arrived at EDR: 09/07/2004 Date Made Active in Reports: 10/12/2004

Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region

Telephone: 530-542-5574 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004 Date Data Arrived at EDR: 11/29/2004 Date Made Active in Reports: 01/04/2005

Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region

Telephone: 760-346-7491 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008 Date Data Arrived at EDR: 04/03/2008 Date Made Active in Reports: 04/14/2008

Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)

Telephone: 951-782-3298 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007 Date Data Arrived at EDR: 09/11/2007 Date Made Active in Reports: 09/28/2007

Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)

Telephone: 858-467-2980 Last EDR Contact: 08/08/2011

Next Scheduled EDR Contact: 11/21/2011 Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 10/14/2021 Date Data Arrived at EDR: 11/05/2021 Date Made Active in Reports: 02/01/2022

Number of Days to Update: 88

Source: FEMA

Telephone: 202-646-5797 Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 08/24/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/21/2022

Number of Days to Update: 82

Source: State Water Resources Control Board

Telephone: 916-327-7844 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/28/2022

Number of Days to Update: 89

Source: SWRCB Telephone: 916-341-5851 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Semi-Annually

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016 Date Data Arrived at EDR: 07/12/2016 Date Made Active in Reports: 09/19/2016

Number of Days to Update: 69

Source: California Environmental Protection Agency

Telephone: 916-327-5092 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 03/27/2023

Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 06/02/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/31/2022

Number of Days to Update: 79

Source: EPA Region 4 Telephone: 404-562-9424 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/20/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/14/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 7 Telephone: 913-551-7003 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/20/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 8 Telephone: 303-312-6137 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/08/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 9 Telephone: 415-972-3368 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/07/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA, Region 1 Telephone: 617-918-1313 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/28/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 6 Telephone: 214-665-7591 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/11/2022 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/16/2022

Number of Days to Update: 64

Source: EPA Region 5 Telephone: 312-886-6136 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 07/25/2022 Date Data Arrived at EDR: 07/25/2022 Date Made Active in Reports: 10/05/2022

Number of Days to Update: 72

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 10/24/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008 Date Data Arrived at EDR: 04/22/2008 Date Made Active in Reports: 05/19/2008

Number of Days to Update: 27

Source: EPA, Region 7 Telephone: 913-551-7365 Last EDR Contact: 07/08/2021

Next Scheduled EDR Contact: 07/20/2009 Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015 Date Data Arrived at EDR: 09/29/2015 Date Made Active in Reports: 02/18/2016

Number of Days to Update: 142

Source: EPA, Region 1 Telephone: 617-918-1102 Last EDR Contact: 12/13/2022

Next Scheduled EDR Contact: 04/03/2023

Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/19/2022 Date Data Arrived at EDR: 09/19/2022 Date Made Active in Reports: 12/07/2022

Number of Days to Update: 79

Source: State Water Resources Control Board

Telephone: 916-323-7905 Last EDR Contact: 12/14/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 02/23/2022 Date Data Arrived at EDR: 03/10/2022 Date Made Active in Reports: 03/10/2022

Number of Days to Update: 0

Source: Environmental Protection Agency

Telephone: 202-566-2777 Last EDR Contact: 12/07/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000 Date Data Arrived at EDR: 04/10/2000 Date Made Active in Reports: 05/10/2000

Number of Days to Update: 30

Source: State Water Resources Control Board

Telephone: 916-227-4448 Last EDR Contact: 10/20/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/18/2022

Number of Days to Update: 79

Source: Department of Conservation

Telephone: 916-323-3836 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing A listing of registered waste tire haulers.

Date of Government Version: 08/12/2022 Date Data Arrived at EDR: 08/16/2022 Date Made Active in Reports: 08/26/2022

Number of Days to Update: 10

Source: Integrated Waste Management Board

Telephone: 916-341-6422 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 02/20/2023 Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998 Date Data Arrived at EDR: 12/03/2007 Date Made Active in Reports: 01/24/2008

Number of Days to Update: 52

Source: Environmental Protection Agency

Telephone: 703-308-8245 Last EDR Contact: 10/20/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985 Date Data Arrived at EDR: 08/09/2004 Date Made Active in Reports: 09/17/2004

Number of Days to Update: 39

Source: Environmental Protection Agency

Telephone: 800-424-9346 Last EDR Contact: 06/09/2004 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009 Date Data Arrived at EDR: 05/07/2009 Date Made Active in Reports: 09/21/2009

Number of Days to Update: 137

Source: EPA, Region 9 Telephone: 415-947-4219 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: No Update Planned

Telephone: 301-443-1452

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014 Date Data Arrived at EDR: 08/06/2014 Date Made Active in Reports: 01/29/2015

e Made Active in Reports: 01/29/2015 Last EDR Contact: 10/28/2022

Number of Days to Update: 176

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Varies

Source: Department of Health & Human Serivces, Indian Health Service

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 07/29/2022 Date Data Arrived at EDR: 08/18/2022 Date Made Active in Reports: 10/24/2022

Number of Days to Update: 67

Source: Drug Enforcement Administration

Telephone: 202-307-1000 Last EDR Contact: 11/16/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005 Date Data Arrived at EDR: 08/03/2006 Date Made Active in Reports: 08/24/2006

Number of Days to Update: 21

Source: Department of Toxic Substance Control

Telephone: 916-323-3400 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 07/25/2022 Date Data Arrived at EDR: 07/25/2022 Date Made Active in Reports: 10/05/2022

Number of Days to Update: 72

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 10/24/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2019 Date Data Arrived at EDR: 01/20/2021 Date Made Active in Reports: 04/08/2021

Number of Days to Update: 78

Source: Department of Toxic Substances Control

Telephone: 916-255-6504 Last EDR Contact: 11/23/2022

Next Scheduled EDR Contact: 02/13/2023

Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995 Date Data Arrived at EDR: 08/30/1995 Date Made Active in Reports: 09/26/1995

Number of Days to Update: 27

Source: State Water Resources Control Board

Telephone: 916-227-4364 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: No Update Planned

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 07/18/2022 Date Data Arrived at EDR: 07/18/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 74

Source: CalEPA Telephone: 916-323-2514 Last EDR Contact: 10/17/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/29/2022 Date Data Arrived at EDR: 08/18/2022 Date Made Active in Reports: 10/24/2022

Number of Days to Update: 67

Source: Drug Enforcement Administration

Telephone: 202-307-1000 Last EDR Contact: 11/16/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994 Date Data Arrived at EDR: 07/07/2005 Date Made Active in Reports: 08/11/2005

Number of Days to Update: 35

Source: State Water Resources Control Board

Telephone: N/A

Last EDR Contact: 06/03/2005 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990 Date Data Arrived at EDR: 01/25/1991 Date Made Active in Reports: 02/12/1991

Number of Days to Update: 18

Source: State Water Resources Control Board

Telephone: 916-341-5851 Last EDR Contact: 07/26/2001 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 08/04/2022 Date Data Arrived at EDR: 08/04/2022 Date Made Active in Reports: 10/20/2022

Number of Days to Update: 77

Source: San Francisco County Department of Public Health

Telephone: 415-252-3896 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/16/2023

Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994 Date Data Arrived at EDR: 09/05/1995 Date Made Active in Reports: 09/29/1995

Number of Days to Update: 24

Source: California Environmental Protection Agency

Telephone: 916-341-5851 Last EDR Contact: 12/28/1998 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 07/18/2022 Date Data Arrived at EDR: 07/18/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 74

Source: California Environmental Protection Agency

Telephone: 916-323-2514 Last EDR Contact: 10/17/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/23/2022 Date Data Arrived at EDR: 08/24/2022 Date Made Active in Reports: 11/14/2022

Number of Days to Update: 82

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 12/19/2022

Next Scheduled EDR Contact: 03/13/2023

Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 10/27/2022 Date Data Arrived at EDR: 11/01/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 14

Source: Environmental Protection Agency

Telephone: 202-564-6023 Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 01/09/2023 Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 08/25/2022 Date Data Arrived at EDR: 08/25/2022 Date Made Active in Reports: 11/14/2022

Number of Days to Update: 81

Source: DTSC and SWRCB Telephone: 916-323-3400 Last EDR Contact: 11/29/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/19/2022 Date Data Arrived at EDR: 09/19/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 11

Source: U.S. Department of Transportation

Telephone: 202-366-4555 Last EDR Contact: 12/14/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material

incidents (accidental releases or spills).

Date of Government Version: 06/30/2022 Date Data Arrived at EDR: 07/18/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 74

Source: Office of Emergency Services

Telephone: 916-845-8400 Last EDR Contact: 10/17/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Quality Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012 Date Data Arrived at EDR: 01/03/2013 Date Made Active in Reports: 02/22/2013

Number of Days to Update: 50

Source: FirstSearch Telephone: N/A

Last EDR Contact: 01/03/2013 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 11/21/2022 Date Data Arrived at EDR: 11/21/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 14

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 08/11/2022 Date Data Arrived at EDR: 08/11/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 50

Source: U.S. Army Corps of Engineers

Telephone: 202-528-4285 Last EDR Contact: 11/10/2022

Next Scheduled EDR Contact: 02/27/2023

Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021 Date Data Arrived at EDR: 07/13/2021 Date Made Active in Reports: 03/09/2022

Number of Days to Update: 239

Source: USGS

Telephone: 888-275-8747 Last EDR Contact: 10/13/2022

Next Scheduled EDR Contact: 01/23/2023

Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018 Date Data Arrived at EDR: 04/11/2018 Date Made Active in Reports: 11/06/2019

Number of Days to Update: 574

Source: U.S. Geological Survey Telephone: 888-275-8747 Last EDR Contact: 10/03/2022

Next Scheduled EDR Contact: 01/16/2023

Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017 Date Data Arrived at EDR: 02/03/2017 Date Made Active in Reports: 04/07/2017

Number of Days to Update: 63

Source: Environmental Protection Agency

Telephone: 615-532-8599 Last EDR Contact: 11/03/2022

Next Scheduled EDR Contact: 02/20/2023 Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/20/2022 Date Data Arrived at EDR: 06/21/2022 Date Made Active in Reports: 08/31/2022

Number of Days to Update: 71

Source: Environmental Protection Agency

Telephone: 202-566-1917 Last EDR Contact: 12/14/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013 Date Data Arrived at EDR: 03/21/2014 Date Made Active in Reports: 06/17/2014

Number of Days to Update: 88

Source: Environmental Protection Agency

Telephone: 617-520-3000 Last EDR Contact: 10/28/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017 Date Data Arrived at EDR: 05/08/2018 Date Made Active in Reports: 07/20/2018

Number of Days to Update: 73

Source: Environmental Protection Agency

Telephone: 703-308-4044 Last EDR Contact: 10/28/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016 Date Data Arrived at EDR: 06/17/2020 Date Made Active in Reports: 09/10/2020

Number of Days to Update: 85

Source: EPA

Telephone: 202-260-5521 Last EDR Contact: 12/12/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018 Date Data Arrived at EDR: 08/14/2020 Date Made Active in Reports: 11/04/2020

Number of Days to Update: 82

Source: EPA

Telephone: 202-566-0250 Last EDR Contact: 11/01/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 07/18/2022 Date Data Arrived at EDR: 07/18/2022 Date Made Active in Reports: 07/29/2022

Number of Days to Update: 11

Source: EPA

Telephone: 202-564-4203 Last EDR Contact: 10/18/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 10/27/2022 Date Data Arrived at EDR: 11/01/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 14

Source: EPA

Telephone: 703-416-0223 Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/27/2022 Date Data Arrived at EDR: 05/04/2022 Date Made Active in Reports: 05/10/2022

Number of Days to Update: 6

Source: Environmental Protection Agency

Telephone: 202-564-8600 Last EDR Contact: 10/27/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995 Date Data Arrived at EDR: 07/03/1995 Date Made Active in Reports: 08/07/1995

Number of Days to Update: 35

Source: EPA

Telephone: 202-564-4104 Last EDR Contact: 06/02/2008

Next Scheduled EDR Contact: 09/01/2008 Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/27/2022 Date Data Arrived at EDR: 11/01/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 14

Source: EPA

Telephone: 202-564-6023 Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2022 Date Data Arrived at EDR: 01/20/2022 Date Made Active in Reports: 03/25/2022

Number of Days to Update: 64

Source: EPA

Telephone: 202-566-0500 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016 Date Data Arrived at EDR: 11/23/2016 Date Made Active in Reports: 02/10/2017

Number of Days to Update: 79

Source: Environmental Protection Agency

Telephone: 202-564-2501 Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009 Date Data Arrived at EDR: 04/16/2009 Date Made Active in Reports: 05/11/2009

Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-566-1667 Last EDR Contact: 08/18/2017

Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009 Date Data Arrived at EDR: 04/16/2009 Date Made Active in Reports: 05/11/2009

Number of Days to Update: 25

Source: EPA Telephone: 202-566-1667

Last EDR Contact: 08/18/2017

Next Scheduled EDR Contact: 12/04/2017 Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/26/2022 Date Data Arrived at EDR: 11/22/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 13

Source: Nuclear Regulatory Commission

Telephone: 301-415-7169 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2020 Date Data Arrived at EDR: 11/30/2021 Date Made Active in Reports: 02/22/2022

Number of Days to Update: 84

Source: Department of Energy Telephone: 202-586-8719 Last EDR Contact: 11/29/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017 Date Data Arrived at EDR: 03/05/2019 Date Made Active in Reports: 11/11/2019

Number of Days to Update: 251

Source: Environmental Protection Agency

Telephone: N/A

Last EDR Contact: 11/23/2022

Next Scheduled EDR Contact: 03/13/2023

Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019 Date Data Arrived at EDR: 11/06/2019 Date Made Active in Reports: 02/10/2020

Number of Days to Update: 96

Source: Environmental Protection Agency

Telephone: 202-566-0517 Last EDR Contact: 11/03/2022

Next Scheduled EDR Contact: 02/13/2023 Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S.

Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019 Date Data Arrived at EDR: 07/01/2019 Date Made Active in Reports: 09/23/2019

Number of Days to Update: 84

Source: Environmental Protection Agency

Telephone: 202-343-9775 Last EDR Contact: 12/20/2022

Next Scheduled EDR Contact: 04/10/2023 Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006 Date Data Arrived at EDR: 03/01/2007 Date Made Active in Reports: 04/10/2007

Number of Days to Update: 40

Source: Environmental Protection Agency

Telephone: 202-564-2501 Last EDR Contact: 12/17/2007

Next Scheduled EDR Contact: 03/17/2008 Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006 Date Data Arrived at EDR: 03/01/2007 Date Made Active in Reports: 04/10/2007

Number of Days to Update: 40

Source: Environmental Protection Agency

Telephone: 202-564-2501 Last EDR Contact: 12/17/2008

Next Scheduled EDR Contact: 03/17/2008 Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020 Date Data Arrived at EDR: 01/28/2020 Date Made Active in Reports: 04/17/2020

Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety

Telephone: 202-366-4595 Last EDR Contact: 10/24/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2022 Date Data Arrived at EDR: 07/21/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 71

Source: Department of Justice, Consent Decree Library

Telephone: Varies

Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2019 Date Data Arrived at EDR: 03/02/2022 Date Made Active in Reports: 03/25/2022

Number of Days to Update: 23

Source: EPA/NTIS Telephone: 800-424-9346 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014 Date Data Arrived at EDR: 07/14/2015 Date Made Active in Reports: 01/10/2017

Number of Days to Update: 546

Source: USGS Telephone: 202-208-3710

Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021 Date Data Arrived at EDR: 07/27/2021 Date Made Active in Reports: 10/22/2021

Number of Days to Update: 87

Source: Department of Energy Telephone: 202-586-3559 Last EDR Contact: 10/27/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019 Date Data Arrived at EDR: 11/15/2019 Date Made Active in Reports: 01/28/2020

Number of Days to Update: 74

Source: Department of Energy Telephone: 505-845-0011 Last EDR Contact: 11/09/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 10/27/2022 Date Data Arrived at EDR: 11/01/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 14

Source: Environmental Protection Agency

Telephone: 703-603-8787 Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 01/09/2023 Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001 Date Data Arrived at EDR: 10/27/2010 Date Made Active in Reports: 12/02/2010

Number of Days to Update: 36

Source: American Journal of Public Health

Telephone: 703-305-6451 Last EDR Contact: 12/02/2009 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016 Date Data Arrived at EDR: 10/26/2016 Date Made Active in Reports: 02/03/2017

Number of Days to Update: 100

Source: EPA

Telephone: 202-564-2496 Last EDR Contact: 09/26/2017

Next Scheduled EDR Contact: 01/08/2018 Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data A listing of minor source facilities.

Date of Government Version: 10/12/2016 Date Data Arrived at EDR: 10/26/2016 Date Made Active in Reports: 02/03/2017

Number of Days to Update: 100

Source: EPA

Telephone: 202-564-2496 Last EDR Contact: 09/26/2017

Next Scheduled EDR Contact: 01/08/2018 Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/03/2022 Date Data Arrived at EDR: 08/17/2022 Date Made Active in Reports: 08/31/2022

Number of Days to Update: 14

Source: Department of Labor, Mine Safety and Health Administration

Telephone: 303-231-5959 Last EDR Contact: 11/17/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 08/01/2022 Date Data Arrived at EDR: 08/02/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 59

Source: DOL, Mine Safety & Health Admi

Telephone: 202-693-9424 Last EDR Contact: 11/28/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020 Date Data Arrived at EDR: 05/27/2020 Date Made Active in Reports: 08/13/2020

Number of Days to Update: 78

Source: USGS

Telephone: 703-648-7709 Last EDR Contact: 11/21/2022

Next Scheduled EDR Contact: 03/06/2023

Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011 Date Data Arrived at EDR: 06/08/2011 Date Made Active in Reports: 09/13/2011

Number of Days to Update: 97

Source: USGS

Telephone: 703-648-7709 Last EDR Contact: 11/21/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/13/2022 Date Data Arrived at EDR: 09/14/2022 Date Made Active in Reports: 12/05/2022

Number of Days to Update: 82

Source: Department of Interior Telephone: 202-208-2609 Last EDR Contact: 12/13/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/03/2022 Date Data Arrived at EDR: 08/25/2022 Date Made Active in Reports: 10/24/2022

Number of Days to Update: 60

Source: EPA Telephone: (415) 947-8000 Last EDR Contact: 11/29/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 06/25/2022 Date Data Arrived at EDR: 07/01/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 91

Source: Environmental Protection Agency

Telephone: 202-564-2280 Last EDR Contact: 09/30/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021 Date Data Arrived at EDR: 05/21/2021 Date Made Active in Reports: 08/11/2021

Number of Days to Update: 82

Source: Environmental Protection Agency

Telephone: 202-564-0527 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2020 Date Data Arrived at EDR: 01/11/2022 Date Made Active in Reports: 02/14/2022

Number of Days to Update: 34

Source: Department of Defense Telephone: 703-704-1564 Last EDR Contact: 10/05/2022

Next Scheduled EDR Contact: 01/23/2023 Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/11/2022 Date Data Arrived at EDR: 08/11/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 50

Source: EPA

Telephone: 800-385-6164 Last EDR Contact: 11/10/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 02/23/2022 Date Data Arrived at EDR: 07/08/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 123

Source: Environmental Protection Agency

Telephone: 703-603-8895 Last EDR Contact: 10/04/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 02/23/2022 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 01/03/2022 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/04/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 01/03/2022 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020 Date Data Arrived at EDR: 03/17/2021 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 601

Source: Department of Health & Human Services

Telephone: 202-741-5770 Last EDR Contact: 10/28/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 01/03/2022 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits.

Date of Government Version: 01/03/2022 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 01/03/2022 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS ECHO FIRE TRAINING: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 08/22/2018 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023

Data Release Frequency: Varies

PFAS PART 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 08/22/2018 Date Data Arrived at EDR: 10/26/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 13

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 02/23/2022 Date Data Arrived at EDR: 03/31/2022 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 222

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 10/31/2022

Number of Days to Update: 61

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 09/06/2022 Date Data Arrived at EDR: 09/06/2022 Date Made Active in Reports: 10/26/2022

Number of Days to Update: 50

Source: State Water Resources Control Board

Telephone: 916-341-5455 Last EDR Contact: 10/09/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989 Date Data Arrived at EDR: 07/27/1994 Date Made Active in Reports: 08/02/1994

Number of Days to Update: 6

Source: Department of Health Services

Telephone: 916-255-2118 Last EDR Contact: 05/31/1994 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste

Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/19/2022 Date Data Arrived at EDR: 09/19/2022 Date Made Active in Reports: 12/07/2022

Number of Days to Update: 79

Source: CAL EPA/Office of Emergency Information

Telephone: 916-323-3400 Last EDR Contact: 12/14/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 12/07/2021 Date Data Arrived at EDR: 05/09/2022 Date Made Active in Reports: 05/17/2022

Number of Days to Update: 8

Source: Livermore-Pleasanton Fire Department

Telephone: 925-454-2361 Last EDR Contact: 11/10/2022

Next Scheduled EDR Contact: 02/20/2023

Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 05/25/2022 Date Data Arrived at EDR: 05/26/2022 Date Made Active in Reports: 08/11/2022

Number of Days to Update: 77

Source: Antelope Valley Air Quality Management District

Telephone: 661-723-8070 Last EDR Contact: 11/14/2022

Next Scheduled EDR Contact: 03/13/2023

Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 08/18/2022 Date Data Arrived at EDR: 08/29/2022 Date Made Active in Reports: 11/14/2022

Number of Days to Update: 77

Source: South Coast Air Quality Management District

Telephone: 909-396-3211 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and carment services.

Date of Government Version: 08/27/2021 Date Data Arrived at EDR: 09/01/2021 Date Made Active in Reports: 11/19/2021

Number of Days to Update: 79

Source: Department of Toxic Substance Control

Telephone: 916-327-4498 Last EDR Contact: 11/07/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2020 Date Data Arrived at EDR: 06/13/2022 Date Made Active in Reports: 08/30/2022

Number of Days to Update: 78

Source: California Air Resources Board

Telephone: 916-322-2990 Last EDR Contact: 12/15/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 07/12/2022 Date Data Arrived at EDR: 07/18/2022 Date Made Active in Reports: 09/29/2022

Number of Days to Update: 73

Source: State Water Resoruces Control Board

Telephone: 916-445-9379 Last EDR Contact: 10/19/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 07/06/2022 Date Data Arrived at EDR: 07/21/2022 Date Made Active in Reports: 10/03/2022

Number of Days to Update: 74

Source: Department of Toxic Substances Control

Telephone: 916-255-3628 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/09/2022 Date Data Arrived at EDR: 08/10/2022 Date Made Active in Reports: 08/30/2022

Number of Days to Update: 20

Source: California Integrated Waste Management Board

Telephone: 916-341-6066 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 02/20/2023

Data Release Frequency: Varies

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/11/2022 Date Data Arrived at EDR: 08/11/2022 Date Made Active in Reports: 10/28/2022

Number of Days to Update: 78

Source: Department of Toxic Subsances Control

Telephone: 877-786-9427 Last EDR Contact: 11/10/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001 Date Data Arrived at EDR: 01/22/2009 Date Made Active in Reports: 04/08/2009

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 01/22/2009 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/11/2022 Date Data Arrived at EDR: 08/11/2022 Date Made Active in Reports: 10/28/2022

Number of Days to Update: 78

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 11/10/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/03/2022 Date Data Arrived at EDR: 10/03/2022 Date Made Active in Reports: 12/15/2022

Number of Days to Update: 73

Source: Department of Toxic Substances Control

Telephone: 916-440-7145 Last EDR Contact: 10/03/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Quarterly

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2021 Date Data Arrived at EDR: 07/05/2022 Date Made Active in Reports: 09/19/2022

Number of Days to Update: 76

Source: California Environmental Protection Agency

Telephone: 916-255-1136 Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Annually

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/18/2022

Number of Days to Update: 79

Source: Department of Conservation Telephone: 916-322-1080 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 08/08/2022 Date Data Arrived at EDR: 08/25/2022 Date Made Active in Reports: 11/14/2022

Number of Days to Update: 81

Source: Department of Public Health Telephone: 916-558-1784 Last EDR Contact: 11/29/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 08/08/2022 Date Data Arrived at EDR: 08/08/2022 Date Made Active in Reports: 10/20/2022

Number of Days to Update: 73

Source: State Water Resources Control Board

Telephone: 916-445-9379 Last EDR Contact: 11/03/2022

Next Scheduled EDR Contact: 02/20/2023 Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 08/25/2022 Date Data Arrived at EDR: 08/25/2022 Date Made Active in Reports: 11/14/2022

Number of Days to Update: 81

Source: Department of Pesticide Regulation

Telephone: 916-445-4038 Last EDR Contact: 11/29/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Quarterly

PROC: Certified Processors Database A listing of certified processors.

> Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/18/2022

Number of Days to Update: 79

Source: Department of Conservation

Telephone: 916-323-3836 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/07/2022 Date Data Arrived at EDR: 09/08/2022 Date Made Active in Reports: 11/29/2022

Number of Days to Update: 82

Source: State Water Resources Control Board

Telephone: 916-445-3846 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/18/2022

Number of Days to Update: 79

Source: Deaprtment of Conservation Telephone: 916-445-2408

Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)

Underground control injection sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resource Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021 Date Data Arrived at EDR: 07/01/2021 Date Made Active in Reports: 09/29/2021

Number of Days to Update: 90

Source: RWQCB, Central Valley Region

Telephone: 559-445-5577 Last EDR Contact: 10/06/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007 Date Data Arrived at EDR: 06/20/2007 Date Made Active in Reports: 06/29/2007

Number of Days to Update: 9

Source: State Water Resources Control Board

Telephone: 916-341-5227 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009 Date Data Arrived at EDR: 07/21/2009 Date Made Active in Reports: 08/03/2009

Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board

Telephone: 213-576-6726 Last EDR Contact: 12/13/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023

Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)

Projects sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023

Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/18/2022

Number of Days to Update: 79

Source: State Water Resources Control Board

Telephone: 916-341-5810 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 08/16/2022 Date Data Arrived at EDR: 08/17/2022 Date Made Active in Reports: 08/18/2022

Number of Days to Update: 1

Source: State Water Resources Control Board

Telephone: 866-794-4977 Last EDR Contact: 11/29/2022

Next Scheduled EDR Contact: 03/13/2023

Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 07/18/2022 Date Data Arrived at EDR: 07/18/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 74

Source: California Environmental Protection Agency

Telephone: 916-323-2514 Last EDR Contact: 10/17/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023

Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023

Data Release Frequency: Varies

SAMPLING POINT: Sampling Point? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 08/31/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/17/2022

Number of Days to Update: 78

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023

Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System

DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 04/05/2022 Date Data Arrived at EDR: 04/05/2022 Date Made Active in Reports: 04/26/2022

Number of Days to Update: 21

Source: Department of Toxic Substances Control

Telephone: 916-324-2444 Last EDR Contact: 10/03/2022

Next Scheduled EDR Contact: 01/16/2023

Data Release Frequency: Varies

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014 Date Data Arrived at EDR: 02/05/2015 Date Made Active in Reports: 03/06/2015

Number of Days to Update: 29

Source: EPA

Telephone: 202-564-2497 Last EDR Contact: 09/28/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011 Date Data Arrived at EDR: 08/05/2011 Date Made Active in Reports: 09/29/2011

Number of Days to Update: 55

Source: EPA, Office of Water Telephone: 202-564-2496 Last EDR Contact: 09/28/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Semi-Annually

PCS INACTIVE: Listing of Inactive PCS Permits

An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015

Number of Days to Update: 120

Source: EPA

Telephone: 202-564-2496 Last EDR Contact: 09/28/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Semi-Annually

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 04/06/2018 Date Data Arrived at EDR: 10/21/2019 Date Made Active in Reports: 10/24/2019

Number of Days to Update: 3

Source: USGS

Telephone: 703-648-6533 Last EDR Contact: 11/22/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A Date Data Arrived at EDR: N/A Date Made Active in Reports: N/A Number of Days to Update: N/A Source: EDR, Inc. Telephone: N/A Last EDR Contact: N/A

Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A Date Data Arrived at EDR: N/A Date Made Active in Reports: N/A Number of Days to Update: N/A Source: EDR, Inc. Telephone: N/A Last EDR Contact: N/A

Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A Source: EDR, Inc.
Date Data Arrived at EDR: N/A Telephone: N/A
Date Made Active in Reports: N/A Last EDR Contact: N/A

Number of Days to Update: N/A Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A Date Data Arrived at EDR: 07/01/2013 Date Made Active in Reports: 01/13/2014 Number of Days to Update: 196 Source: Department of Resources Recycling and Recovery Telephone: N/A

Last EDR Contact: 06/01/2012 Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A Date Data Arrived at EDR: 07/01/2013 Date Made Active in Reports: 12/30/2013 Number of Days to Update: 182 Source: State Water Resources Control Board

Telephone: N/A

Last EDR Contact: 06/01/2012 Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019 Date Data Arrived at EDR: 01/11/2019 Date Made Active in Reports: 03/05/2019 Number of Days to Update: 53 Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 09/28/2022 Date Data Arrived at EDR: 09/29/2022 Date Made Active in Reports: 12/14/2022

Number of Days to Update: 76

Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List

Cupa Facility List

Date of Government Version: 07/22/2022 Date Data Arrived at EDR: 07/27/2022 Date Made Active in Reports: 08/01/2022

Number of Days to Update: 5

Source: Amador County Environmental Health

Telephone: 209-223-6439 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/13/2023

Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing

Cupa facility list.

Date of Government Version: 04/21/2017 Date Data Arrived at EDR: 04/25/2017 Date Made Active in Reports: 08/09/2017

Number of Days to Update: 106

Source: Public Health Department Telephone: 530-538-7149

Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 12/13/2022 Date Data Arrived at EDR: 12/15/2022 Date Made Active in Reports: 12/21/2022

Number of Days to Update: 6

Source: Calveras County Environmental Health

Telephone: 209-754-6399 Last EDR Contact: 12/13/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List

Cupa facility list.

Date of Government Version: 04/06/2020 Date Data Arrived at EDR: 04/23/2020 Date Made Active in Reports: 07/10/2020

Number of Days to Update: 78

Source: Health & Human Services Telephone: 530-458-0396 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 07/20/2022 Date Data Arrived at EDR: 07/20/2022 Date Made Active in Reports: 10/03/2022

Number of Days to Update: 75

Source: Contra Costa Health Services Department

Telephone: 925-646-2286 Last EDR Contact: 10/20/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List

Cupa Facility list

Date of Government Version: 05/04/2022 Date Data Arrived at EDR: 05/06/2022 Date Made Active in Reports: 07/28/2022

Number of Days to Update: 83

Source: Del Norte County Environmental Health Division

Telephone: 707-465-0426 Last EDR Contact: 10/20/2022

Next Scheduled EDR Contact: 02/06/2023

Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List

CUPA facility list.

Date of Government Version: 08/08/2022 Date Data Arrived at EDR: 08/09/2022 Date Made Active in Reports: 09/01/2022

Number of Days to Update: 23

Source: El Dorado County Environmental Management Department

Telephone: 530-621-6623 Last EDR Contact: 10/20/2022

Next Scheduled EDR Contact: 02/06/2023

Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/28/2021 Date Data Arrived at EDR: 12/21/2021 Date Made Active in Reports: 03/03/2022

Number of Days to Update: 72

Source: Dept. of Community Health Telephone: 559-445-3271 Last EDR Contact: 09/30/2022

Next Scheduled EDR Contact: 01/09/2023 Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018 Date Data Arrived at EDR: 01/24/2018 Date Made Active in Reports: 03/14/2018

Number of Days to Update: 49

Source: Glenn County Air Pollution Control District

Telephone: 830-934-6500 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List

CUPA facility list.

Date of Government Version: 08/12/2021 Date Data Arrived at EDR: 08/12/2021 Date Made Active in Reports: 11/08/2021

Number of Days to Update: 88

Source: Humboldt County Environmental Health

Telephone: N/A

Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List

Cupa facility list.

Date of Government Version: 07/13/2022 Date Data Arrived at EDR: 07/14/2022 Date Made Active in Reports: 09/29/2022

Number of Days to Update: 77

Source: San Diego Border Field Office

Telephone: 760-339-2777 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List

Cupa facility list.

Date of Government Version: 04/02/2018 Date Data Arrived at EDR: 04/03/2018 Date Made Active in Reports: 06/14/2018

Number of Days to Update: 72

Source: Inyo County Environmental Health Services

Telephone: 760-878-0238 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023

Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List

A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 10/03/2022 Date Data Arrived at EDR: 10/05/2022 Date Made Active in Reports: 12/16/2022

Number of Days to Update: 72

Source: Kern County Public Health Telephone: 661-321-3000 Last EDR Contact: 10/05/2022

Next Scheduled EDR Contact: 02/16/2023

Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 10/03/2022 Date Data Arrived at EDR: 10/05/2022 Date Made Active in Reports: 12/16/2022

Number of Days to Update: 72

Source: Kern County Environment Health Services Department

Telephone: 661-862-8700 Last EDR Contact: 10/05/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020 Date Data Arrived at EDR: 01/26/2021 Date Made Active in Reports: 04/14/2021

Number of Days to Update: 78

Source: Kings County Department of Public Health

Telephone: 559-584-1411 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List

Cupa facility list

Date of Government Version: 07/22/2022 Date Data Arrived at EDR: 07/25/2022 Date Made Active in Reports: 10/05/2022

Number of Days to Update: 72

Source: Lake County Environmental Health

Telephone: 707-263-1164 Last EDR Contact: 10/04/2022

Next Scheduled EDR Contact: 01/23/2023

Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List

Cupa facility list

Date of Government Version: 07/31/2020 Date Data Arrived at EDR: 08/21/2020 Date Made Active in Reports: 11/09/2020

Number of Days to Update: 80

Source: Lassen County Environmental Health

Telephone: 530-251-8528 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former

Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009 Date Data Arrived at EDR: 03/31/2009 Date Made Active in Reports: 10/23/2009

Number of Days to Update: 206

Source: N/A Telephone: N/A

Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/03/2022 Date Data Arrived at EDR: 10/04/2022 Date Made Active in Reports: 12/15/2022

Number of Days to Update: 72

Source: Department of Public Works Telephone: 626-458-3517

Last EDR Contact: 09/27/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities Solid Waste Facilities in Los Angeles County.

> Date of Government Version: 10/07/2022 Date Data Arrived at EDR: 10/07/2022 Date Made Active in Reports: 12/21/2022

Number of Days to Update: 75

Source: La County Department of Public Works

Telephone: 818-458-5185 Last EDR Contact: 10/07/2022

Next Scheduled EDR Contact: 01/23/2023

Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2022 Date Data Arrived at EDR: 01/21/2022 Date Made Active in Reports: 04/11/2022

Number of Days to Update: 80

Source: Engineering & Construction Division

Telephone: 213-473-7869 Last EDR Contact: 10/04/2022

Next Scheduled EDR Contact: 01/23/2023 Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory

A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los

Angeles.

Date of Government Version: 06/01/2019 Date Data Arrived at EDR: 06/25/2019 Date Made Active in Reports: 08/22/2019

Number of Days to Update: 58

Source: Los Angeles Fire Department

Telephone: 213-978-3800 Last EDR Contact: 12/13/2022

Next Scheduled EDR Contact: 04/03/2023

Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality

Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 01/10/2022 Date Data Arrived at EDR: 01/12/2022 Date Made Active in Reports: 04/04/2022

Number of Days to Update: 82

Source: Los Angeles County Department of Public Works

Telephone: 626-458-6973 Last EDR Contact: 10/04/2022

Next Scheduled EDR Contact: 01/23/2023 Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 08/30/2022 Date Data Arrived at EDR: 09/20/2022 Date Made Active in Reports: 12/07/2022

Number of Days to Update: 78

Source: Los Angeles Fire Department

Telephone: 213-978-3800 Last EDR Contact: 12/14/2022

Next Scheduled EDR Contact: 04/03/2023

Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 08/30/2022 Date Data Arrived at EDR: 09/20/2022 Date Made Active in Reports: 12/08/2022

Number of Days to Update: 79

Source: Los Angeles Fire Department

Telephone: 213-978-3800 Last EDR Contact: 12/14/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/26/2021 Date Data Arrived at EDR: 07/09/2021 Date Made Active in Reports: 09/29/2021

Number of Days to Update: 82

Source: Community Health Services Telephone: 323-890-7806

Last EDR Contact: 10/20/2022 Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017 Date Data Arrived at EDR: 04/19/2017 Date Made Active in Reports: 05/10/2017

Number of Days to Update: 21

Source: City of El Segundo Fire Department

Telephone: 310-524-2236 Last EDR Contact: 10/04/2022

Next Scheduled EDR Contact: 01/23/2023 Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019 Date Data Arrived at EDR: 04/23/2019 Date Made Active in Reports: 06/27/2019

Number of Days to Update: 65

Source: City of Long Beach Fire Department

Telephone: 562-570-2563 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/22/2022 Date Data Arrived at EDR: 07/19/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 73

Source: City of Torrance Fire Department

Telephone: 310-618-2973 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020 Date Data Arrived at EDR: 08/12/2020 Date Made Active in Reports: 10/23/2020

Number of Days to Update: 72

Source: Madera County Environmental Health

Telephone: 559-675-7823 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites Currently permitted USTs in Marin County.

> Date of Government Version: 09/26/2018 Date Data Arrived at EDR: 10/04/2018 Date Made Active in Reports: 11/02/2018

Number of Days to Update: 29

Source: Public Works Department Waste Management

Telephone: 415-473-6647 Last EDR Contact: 12/19/2022

Next Scheduled EDR Contact: 04/10/2023 Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021 Date Data Arrived at EDR: 11/18/2021 Date Made Active in Reports: 11/22/2021

Number of Days to Update: 4

Source: Department of Public Health Telephone: 707-463-4466 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List

CUPA facility list.

Date of Government Version: 02/15/2022 Date Data Arrived at EDR: 02/17/2022 Date Made Active in Reports: 05/11/2022

Number of Days to Update: 83

Source: Merced County Environmental Health

Telephone: 209-381-1094 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023

Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List CUPA Facility List

> Date of Government Version: 02/22/2021 Date Data Arrived at EDR: 03/02/2021 Date Made Active in Reports: 05/19/2021

Number of Days to Update: 78

Source: Mono County Health Department

Telephone: 760-932-5580 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021 Date Data Arrived at EDR: 10/06/2021 Date Made Active in Reports: 12/29/2021

Number of Days to Update: 84

Source: Monterey County Health Department

Telephone: 831-796-1297 Last EDR Contact: 12/19/2022

Next Scheduled EDR Contact: 04/10/2023

Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017 Date Data Arrived at EDR: 01/11/2017 Date Made Active in Reports: 03/02/2017

Number of Days to Update: 50

Source: Napa County Department of Environmental Management

Telephone: 707-253-4269 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019 Date Data Arrived at EDR: 09/09/2019 Date Made Active in Reports: 10/31/2019

Number of Days to Update: 52

Source: Napa County Department of Environmental Management

Telephone: 707-253-4269 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List

CUPA facility list.

Date of Government Version: 07/21/2022 Date Data Arrived at EDR: 07/25/2022 Date Made Active in Reports: 07/28/2022

Number of Days to Update: 3

Source: Community Development Agency

Telephone: 530-265-1467 Last EDR Contact: 10/20/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 05/24/2022 Date Data Arrived at EDR: 08/09/2022 Date Made Active in Reports: 10/28/2022

Number of Days to Update: 80

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 11/03/2022

Next Scheduled EDR Contact: 02/13/2023 Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 04/08/2022 Date Data Arrived at EDR: 05/18/2022 Date Made Active in Reports: 08/03/2022

Number of Days to Update: 77

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 11/03/2022

Next Scheduled EDR Contact: 02/13/2023 Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/24/2022 Date Data Arrived at EDR: 08/01/2022 Date Made Active in Reports: 10/20/2022

Number of Days to Update: 80

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 11/03/2022

Next Scheduled EDR Contact: 02/13/2023 Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 08/26/2022 Date Data Arrived at EDR: 08/29/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 78

Source: Placer County Health and Human Services

Telephone: 530-745-2363 Last EDR Contact: 11/22/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List

Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019 Date Data Arrived at EDR: 04/23/2019 Date Made Active in Reports: 06/26/2019

Number of Days to Update: 64

Source: Plumas County Environmental Health

Telephone: 530-283-6355 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/22/2022 Date Data Arrived at EDR: 09/26/2022 Date Made Active in Reports: 12/09/2022

Number of Days to Update: 74

Source: Department of Environmental Health

Telephone: 951-358-5055 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 09/22/2022 Date Data Arrived at EDR: 09/26/2022 Date Made Active in Reports: 12/09/2022

Number of Days to Update: 74

Source: Department of Environmental Health

Telephone: 951-358-5055 Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 06/18/2021 Date Data Arrived at EDR: 09/28/2021 Date Made Active in Reports: 12/14/2021

Number of Days to Update: 77

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 12/21/2022

Next Scheduled EDR Contact: 04/10/2023 Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/04/2022 Date Data Arrived at EDR: 06/30/2022 Date Made Active in Reports: 07/05/2022

Number of Days to Update: 5

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 12/09/2022

Next Scheduled EDR Contact: 04/10/2023 Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List

Cupa facility list

Date of Government Version: 07/27/2022 Date Data Arrived at EDR: 07/27/2022 Date Made Active in Reports: 10/11/2022

Number of Days to Update: 76

Source: San Benito County Environmental Health

Telephone: N/A

Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/22/2022 Date Data Arrived at EDR: 08/23/2022 Date Made Active in Reports: 11/11/2022

Number of Days to Update: 80

Source: San Bernardino County Fire Department Hazardous Materials Division

Telephone: 909-387-3041 Last EDR Contact: 10/28/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 08/25/2022 Date Data Arrived at EDR: 08/25/2022 Date Made Active in Reports: 11/15/2022

Number of Days to Update: 82

Source: Hazardous Materials Management Division

Telephone: 619-338-2268 Last EDR Contact: 11/29/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/27/2021 Date Data Arrived at EDR: 03/04/2022 Date Made Active in Reports: 05/31/2022

Number of Days to Update: 88

Source: Department of Health Services

Telephone: 619-338-2209 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021 Date Data Arrived at EDR: 10/19/2021 Date Made Active in Reports: 01/13/2022

Number of Days to Update: 86

Source: Department of Environmental Health

Telephone: 858-505-6874 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010 Date Data Arrived at EDR: 06/15/2010 Date Made Active in Reports: 07/09/2010

Number of Days to Update: 24

Source: San Diego County Department of Environmental Health

Telephone: 619-338-2371 Last EDR Contact: 11/22/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing Cupa facilities

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Date of Government Version: 08/04/2022 Date Data Arrived at EDR: 08/04/2022 Date Made Active in Reports: 10/20/2022

Number of Days to Update: 77

Source: San Francisco County Department of Environmental Health

Telephone: 415-252-3896 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008 Date Data Arrived at EDR: 09/19/2008 Date Made Active in Reports: 09/29/2008

Number of Days to Update: 10

Source: Department Of Public Health San Francisco County

Telephone: 415-252-3920 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 08/04/2022 Date Data Arrived at EDR: 08/04/2022 Date Made Active in Reports: 10/20/2022

Number of Days to Update: 77

Source: Department of Public Health

Telephone: 415-252-3920 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/13/2023 Data Release Frequency: Quarterly

SAN FRANCISO COUNTY:

SAN FRANCISCO MAHER: Maher Ordinance Property Listing

a listing of properties that fall within a Maher Ordinance, for all of San Francisco

Date of Government Version: 01/18/2022 Date Data Arrived at EDR: 01/20/2022 Date Made Active in Reports: 04/27/2022

Number of Days to Update: 97

Source: San Francisco Planning Telephone: 628-652-7483 Last EDR Contact: 10/07/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Varies

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018 Date Data Arrived at EDR: 06/26/2018 Date Made Active in Reports: 07/11/2018

Number of Days to Update: 15

Telephone: N/A

Last EDR Contact: 12/06/2022

Next Scheduled EDR Contact: 03/27/2023 Data Release Frequency: Semi-Annually

Source: Environmental Health Department

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List Cupa Facility List.

Date of Government Version: 08/10/2022 Date Data Arrived at EDR: 08/11/2022 Date Made Active in Reports: 10/28/2022

Number of Days to Update: 78

Source: San Luis Obispo County Public Health Department

Telephone: 805-781-5596 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023

Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020 Date Data Arrived at EDR: 02/20/2020 Date Made Active in Reports: 04/24/2020

Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921 Last EDR Contact: 12/09/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019 Date Data Arrived at EDR: 03/29/2019 Date Made Active in Reports: 05/29/2019

Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921 Last EDR Contact: 11/30/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011 Date Data Arrived at EDR: 09/09/2011 Date Made Active in Reports: 10/07/2011

Number of Days to Update: 28

Source: Santa Barbara County Public Health Department

Telephone: 805-686-8167 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List

Cupa facility list

Date of Government Version: 05/16/2022 Date Data Arrived at EDR: 05/18/2022 Date Made Active in Reports: 08/04/2022

Number of Days to Update: 78

Source: Department of Environmental Health

Telephone: 408-918-1973 Last EDR Contact: 10/28/2022

Next Scheduled EDR Contact: 02/27/2023

Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county.

 $\label{lem:leaking} \mbox{Leaking underground storage tanks are now handled by the Department of Environmental Health.}$

Date of Government Version: 03/29/2005 Date Data Arrived at EDR: 03/30/2005 Date Made Active in Reports: 04/21/2005

Number of Days to Update: 22

Source: Santa Clara Valley Water District

Telephone: 408-265-2600 Last EDR Contact: 03/23/2009

Next Scheduled EDR Contact: 06/22/2009 Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014 Date Data Arrived at EDR: 03/05/2014 Date Made Active in Reports: 03/18/2014

Number of Days to Update: 13

Source: Department of Environmental Health

Telephone: 408-918-3417 Last EDR Contact: 11/15/2022

Next Scheduled EDR Contact: 03/06/2023 Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020 Date Data Arrived at EDR: 11/05/2020 Date Made Active in Reports: 01/26/2021

Number of Days to Update: 82

Source: City of San Jose Fire Department

Telephone: 408-535-7694 Last EDR Contact: 10/26/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List

CUPA facility listing.

Date of Government Version: 01/21/2017 Date Data Arrived at EDR: 02/22/2017 Date Made Active in Reports: 05/23/2017

Number of Days to Update: 90

Source: Santa Cruz County Environmental Health

Telephone: 831-464-2761 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023

Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/15/2017 Date Data Arrived at EDR: 06/19/2017 Date Made Active in Reports: 08/09/2017

Number of Days to Update: 51

Source: Shasta County Department of Resource Management

Telephone: 530-225-5789 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/27/2023

Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019 Date Data Arrived at EDR: 06/06/2019 Date Made Active in Reports: 08/13/2019

Number of Days to Update: 68

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 11/22/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021 Date Data Arrived at EDR: 09/16/2021 Date Made Active in Reports: 12/09/2021

Number of Days to Update: 84

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 11/22/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List

Cupa Facility list

Date of Government Version: 07/02/2021 Date Data Arrived at EDR: 07/06/2021 Date Made Active in Reports: 07/14/2021

Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department

Telephone: 707-565-1174 Last EDR Contact: 12/13/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021 Date Data Arrived at EDR: 06/30/2021 Date Made Active in Reports: 09/24/2021

Number of Days to Update: 86

Source: Department of Health Services

Telephone: 707-565-6565 Last EDR Contact: 12/13/2022

Next Scheduled EDR Contact: 04/03/2023 Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List

Cupa facility list

Date of Government Version: 02/08/2022 Date Data Arrived at EDR: 02/10/2022 Date Made Active in Reports: 05/04/2022

Number of Days to Update: 83

Source: Stanislaus County Department of Ennvironmental Protection

Telephone: 209-525-6751 Last EDR Contact: 10/04/2022

Next Scheduled EDR Contact: 01/23/2023

Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 08/03/2022 Date Data Arrived at EDR: 08/25/2022 Date Made Active in Reports: 11/14/2022

Number of Days to Update: 81

Source: Sutter County Environmental Health Services

Telephone: 530-822-7500 Last EDR Contact: 11/23/2022

Next Scheduled EDR Contact: 03/13/2023 Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List

Cupa facilities

Date of Government Version: 07/27/2022 Date Data Arrived at EDR: 07/27/2022 Date Made Active in Reports: 10/11/2022

Number of Days to Update: 76

Source: Tehama County Department of Environmental Health

Telephone: 530-527-8020 Last EDR Contact: 11/08/2022

Next Scheduled EDR Contact: 02/16/2023 Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List

Cupa facility list

Date of Government Version: 07/13/2022 Date Data Arrived at EDR: 07/14/2022 Date Made Active in Reports: 09/29/2022

Number of Days to Update: 77

Source: Department of Toxic Substances Control

Telephone: 760-352-0381 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List Cupa program facilities

Date of Government Version: 10/07/2022 Date Data Arrived at EDR: 10/07/2022 Date Made Active in Reports: 12/21/2022

Number of Days to Update: 75

Source: Tulare County Environmental Health Services Division

Telephone: 559-624-7400 Last EDR Contact: 10/05/2022

Next Scheduled EDR Contact: 02/16/2023

Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List

Cupa facility list

Date of Government Version: 04/23/2018 Date Data Arrived at EDR: 04/25/2018 Date Made Active in Reports: 06/25/2018

Number of Days to Update: 61

Source: Divison of Environmental Health

Telephone: 209-533-5633 Last EDR Contact: 10/11/2022

Next Scheduled EDR Contact: 01/30/2023

Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste

Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 05/26/2022 Date Data Arrived at EDR: 07/21/2022 Date Made Active in Reports: 09/30/2022

Number of Days to Update: 71

Source: Ventura County Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 10/17/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011 Date Data Arrived at EDR: 12/01/2011 Date Made Active in Reports: 01/19/2012

Number of Days to Update: 49

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 12/19/2022

Next Scheduled EDR Contact: 04/10/2023 Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008 Date Data Arrived at EDR: 06/24/2008 Date Made Active in Reports: 07/31/2008

Number of Days to Update: 37

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 11/01/2022

Next Scheduled EDR Contact: 02/20/2023 Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 05/26/2022 Date Data Arrived at EDR: 07/25/2022 Date Made Active in Reports: 10/05/2022

Number of Days to Update: 72

Source: Ventura County Resource Management Agency

Telephone: 805-654-2813 Last EDR Contact: 10/17/2022

Next Scheduled EDR Contact: 01/30/2023 Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/29/2022 Date Data Arrived at EDR: 08/31/2022 Date Made Active in Reports: 11/21/2022

Number of Days to Update: 82

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 12/02/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report Underground storage tank sites located in Yolo county.

Date of Government Version: 09/21/2022 Date Data Arrived at EDR: 09/30/2022 Date Made Active in Reports: 12/14/2022

Number of Days to Update: 75

Source: Yolo County Department of Health

Telephone: 530-666-8646 Last EDR Contact: 12/19/2022

Next Scheduled EDR Contact: 04/10/2023 Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 10/25/2022 Date Data Arrived at EDR: 10/26/2022 Date Made Active in Reports: 10/31/2022

Number of Days to Update: 5

Source: Yuba County Environmental Health Department

Telephone: 530-749-7523 Last EDR Contact: 10/20/2022

Next Scheduled EDR Contact: 02/06/2023

Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 08/08/2022 Date Data Arrived at EDR: 08/08/2022 Date Made Active in Reports: 10/21/2022

Number of Days to Update: 74

Source: Department of Energy & Environmental Protection

Telephone: 860-424-3375 Last EDR Contact: 11/16/2022

Next Scheduled EDR Contact: 02/20/2023 Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018 Date Data Arrived at EDR: 04/10/2019 Date Made Active in Reports: 05/16/2019

Number of Days to Update: 36

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 10/03/2022

Next Scheduled EDR Contact: 01/16/2023 Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD

Date of Government Version: 01/01/2019 Date Data Arrived at EDR: 10/29/2021 Date Made Active in Reports: 01/19/2022

Number of Days to Update: 82

Source: Department of Environmental Conservation

Telephone: 518-402-8651 Last EDR Contact: 10/28/2022

Next Scheduled EDR Contact: 02/06/2023 Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information Hazardous waste manifest information.

> Date of Government Version: 06/30/2018 Date Data Arrived at EDR: 07/19/2019 Date Made Active in Reports: 09/10/2019

Number of Days to Update: 53

Source: Department of Environmental Protection

Telephone: 717-783-8990 Last EDR Contact: 10/05/2022

Next Scheduled EDR Contact: 01/23/2023 Data Release Frequency: Annually

RI MANIFEST: Manifest information Hazardous waste manifest information

> Date of Government Version: 12/31/2020 Date Data Arrived at EDR: 11/30/2021 Date Made Active in Reports: 02/18/2022

Number of Days to Update: 80

Source: Department of Environmental Management

Telephone: 401-222-2797 Last EDR Contact: 12/20/2022

Next Scheduled EDR Contact: 02/27/2023 Data Release Frequency: Annually

WI MANIFEST: Manifest Information Hazardous waste manifest information.

> Date of Government Version: 05/31/2018 Date Data Arrived at EDR: 06/19/2019 Date Made Active in Reports: 09/03/2019

Number of Days to Update: 76

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 12/01/2022

Next Scheduled EDR Contact: 03/20/2023 Data Release Frequency: Annually

Oil/Gas Pipelines

Source: Endeavor Business Media

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data

Source: Endeavor Business Media

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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services,

a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary

and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are

comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife

Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK®-PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

FRESNO CROWN TRUCK PROJECT SOUTH CHERRY AVENUE FRESNO, CA 93706

TARGET PROPERTY COORDINATES

Latitude (North): 36.687761 - 36[°] 41' 15.94" Longitude (West): 119.783784 - 119[°] 47' 1.62"

Universal Tranverse Mercator: Zone 11 UTM X (Meters): 251266.5 UTM Y (Meters): 4063645.0

Elevation: 280 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map: 12012169 FRESNO SOUTH, CA

Version Date: 2018

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

- 1. Groundwater flow direction, and
- 2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

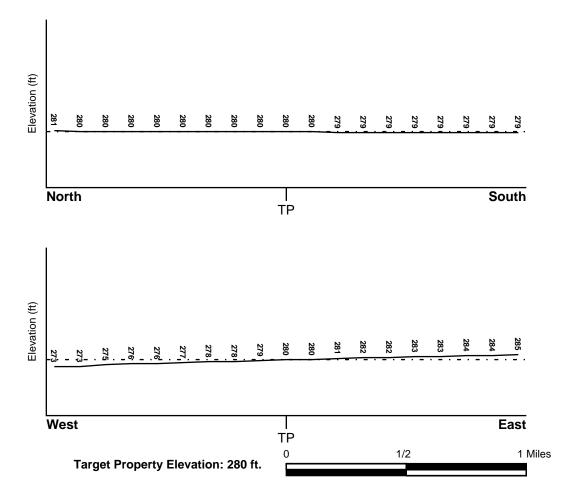
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property FEMA Source Type

06019C2110H FEMA FIRM Flood data

Additional Panels in search area: FEMA Source Type

06019C2125H FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property Data Coverage

FRESNO SOUTH YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius: 1.25 miles Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

LOCATION GENERAL DIRECTION
MAP ID FROM TP GROUNDWATER FLOW
Not Reported

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

GEOLOGIC AGE IDENTIFICATION

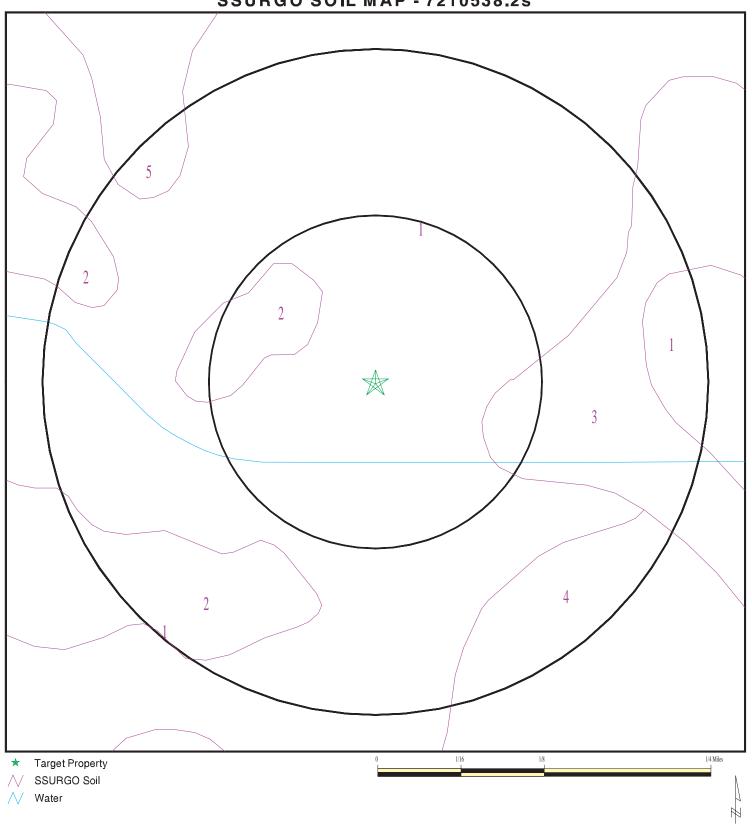
Era: Cenozoic Category: Stratifed Sequence

System: Quaternary Series: Quaternary

Code: Q (decoded above as Era, System & Series)

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 7210538.2s



SITE NAME: Fresno Crown Truck Project
ADDRESS: South Cherry Avenue
Fresno CA 93706
LAT/LONG: 36.687761 / 119.783784

CLIENT: Krazan & Associates, Inc. CONTACT: William Vick INQUIRY #: 7210538.2s

DATE: December 22, 2022 11:41 am

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DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: HESPERIA

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep,

moderately well and well drained soils with moderately coarse

textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Bou	ındary		Classification		Saturated hydraulic	
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Oon Roadion
1	0 inches	11 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 7.4
2	11 inches	31 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 7.4
3	31 inches	42 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 7.4

	Soil Layer Information							
	Boundary			Classification		Saturated hydraulic		
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Soil Reaction (pH)	
4	42 inches	59 inches	silt	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 7.4	

Soil Map ID: 2

Soil Component Name: HESPERIA

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep,

moderately well and well drained soils with moderately coarse

textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic	
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	
1	0 inches	11 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 9 Min: 7.9
2	11 inches	31 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 9 Min: 7.9

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic	
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Oon Reaction
3	31 inches	42 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 9 Min: 7.9
4	42 inches	59 inches	silt	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 1.4 Min: 0.42	Max: 9 Min: 7.9

Soil Map ID: 3

Soil Component Name: HANFORD

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep,

moderately well and well drained soils with moderately coarse

textures.

> 0 inches

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Depth to Watertable Min:

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

			Soil Layer	Information			
	Boundary			Classification		Saturated hydraulic	
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Soil Reaction (pH)
1	0 inches	16 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1

	Soil Layer Information						
	Boundary			Classification		Saturated hydraulic	
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity S	
2	16 inches	72 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1

Soil Map ID: 4

Soil Component Name: **HANFORD**

Soil Surface Texture: fine sandy loam

Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse Hydrologic Group:

textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches Depth to Watertable Min: > 0 inches

			Soil Layer	r Information			
	Boundary			Classification		Saturated hydraulic	
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	
1	0 inches	16 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1
2	16 inches	72 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1

Soil Map ID: 5

Soil Component Name: HANFORD

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep,

moderately well and well drained soils with moderately coarse

textures.

> 0 inches

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Depth to Watertable Min:

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Soil Layer Information Saturated **Boundary** Classification hydraulic conductivity Layer Upper Lower Soil Texture Class **AASHTO Group Unified Soil Soil Reaction** micro m/sec (pH) 1 0 inches 16 inches fine sandy loam Silt-Clay FINE-GRAINED Max: 1.4 Max: 7.3 SOILS, Silts and Materials (more Min: 0.42 Min: 6.1 than 35 pct. Clays (liquid limit less than passing No. 200), Silty 50%), silt. Soils. FINE-GRAINED 2 16 inches 40 inches Max: 1.4 Max: 7.3 fine sandy loam Silt-Clay Materials (more SOILS, Silts and Min: 0.42 Min: 6.1 than 35 pct. Clays (liquid passing No. limit less than 200), Silty 50%), silt. Soils. 3 FINE-GRAINED 40 inches 59 inches Silt-Clay Max: 1.4 Max: 7.3 silty clay loam SOILS, Silts and Materials (more Min: 0.42 Min: 6.1 than 35 pct. Clays (liquid passing No. limit less than 200), Silty 50%), silt. Soils.

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE SEARCH DISTANCE (miles)

Federal USGS 1.000

Federal FRDS PWS Nearest PWS within 1 mile

State Database 1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
2	USGS40000176451	1/8 - 1/4 Mile East
3	USGS40000176508	1/4 - 1/2 Mile North
20	USGS40000176607	1/2 - 1 Mile NNW
32	USGS40000176524	1/2 - 1 Mile WNW

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID WELL ID FROM TP

No PWS System Found

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

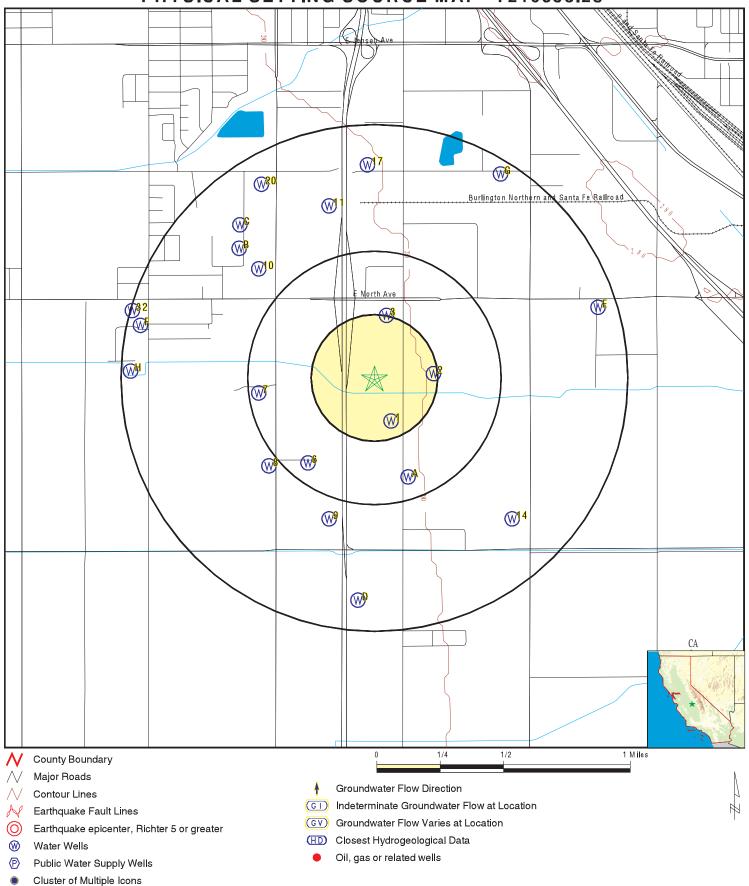
MAP ID	WELL ID	LOCATION FROM TP
1	CAEDF0000025214	1/8 - 1/4 Mile SSE
A4	CADDW000006844	1/4 - 1/2 Mile SSE
A5	12187	1/4 - 1/2 Mile SSE
6	CADDW000001477	1/4 - 1/2 Mile SW
7	CADWR0000018105	1/4 - 1/2 Mile West
8	12188	1/2 - 1 Mile SW
9	CADWR0000031341	1/2 - 1 Mile SSW
10	CADWR0000010583	1/2 - 1 Mile NW
11	CADWR0000023801	1/2 - 1 Mile NNW
B12	12177	1/2 - 1 Mile NW
B13	CADDW0000018593	1/2 - 1 Mile NW
14	CADWR0000015383	1/2 - 1 Mile SE
C15	12175	1/2 - 1 Mile NW
C16	CADDW000005237	1/2 - 1 Mile NW
17	11718	1/2 - 1 Mile North
D18	CADDW0000019108	1/2 - 1 Mile South
D19	CADDW0000019963	1/2 - 1 Mile South
E21	CAEDF0000134964	1/2 - 1 Mile ENE
E22	CAEDF0000119514	1/2 - 1 Mile ENE
E23	CAEDF0000044153	1/2 - 1 Mile ENE
F24	CADDW0000019278	1/2 - 1 Mile WNW
F25	CADDW0000004177	1/2 - 1 Mile WNW

GEOCHECK[®] - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
G26	CADDW0000016636	1/2 - 1 Mile NNE
G27	CADWR9000029529	1/2 - 1 Mile NNE
H28	CADDW0000021928	1/2 - 1 Mile West
G29	12178	1/2 - 1 Mile NNE
F30	CADWR0000015718	1/2 - 1 Mile West
H31	CADDW0000015335	1/2 - 1 Mile West

PHYSICAL SETTING SOURCE MAP - 7210538.2s



SITE NAME: Fresno Crown Truck Project

ADDRESS: South Cherry Avenue

Fresno CA 93706 LAT/LONG: 36.687761 / 119.783784 Krazan & Associates, Inc.

CLIENT: Krazan & As CONTACT: William Vick

INQUIRY#: 7210538.2s

DATE: December 22, 2022 11:41 am

Map ID Direction Distance

Elevation Database EDR ID Number

SSE

CA WELLS CAEDF0000025214

1/8 - 1/4 Mile Higher

Well ID: AGW080011681-HOUSE #1 Well Type: MONITORING Source: Agricultural Lands Other Name: HOUSE #1

GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&sa

mp_date=&global_id=AGW080011681&assigned_name=HOUSE #1&store_num=

GeoTracker Data: Not Reported

2 East FED USGS USGS40000176451

1/8 - 1/4 Mile Higher

Organization ID: USGS-CA

Organization Name: USGS California Water Science Center Monitor Location: 014S020E27F001M Well Type: Description: Not Reported HUC: 18030012 Drainage Area: Not Reported Drainage Area Units: Not Reported Contrib Drainage Area: Not Reported Contrib Drainage Area Unts: Not Reported

Aquifer: Central Valley aquifer system

Formation Type: Not Reported Aquifer Type: Not Reported

Construction Date: 19510130 Well Depth: 90 Well Depth Units: ft Well Hole Depth: 93

Well Hole Depth Units: ft

Ground water levels, Number of Measurements: 1 Level reading date: 1963-10-22 Feet below surface: 45.15 Feet to sea level: Not Reported

Note: Not Reported

3 North FED USGS USGS40000176508

1/4 - 1/2 Mile Higher

Organization ID: USGS-CA

Organization Name: USGS California Water Science Center Monitor Location: 014S020E27C001M Type:

Description: Not Reported HUC: 18030012
Drainage Area: Not Reported Drainage Area Units: Not Reported
Contrib Drainage Area: Not Reported Contrib Drainage Area Units: Not Reported

Aquifer: Central Valley aquifer system

Formation Type: Not Reported Aquifer Type: Not Reported

Construction Date: 19510816 Well Depth: 79
Well Depth Units: ft Well Hole Depth: 93

Well Hole Depth Units: ft

Ground water levels, Number of Measurements: 1 Level reading date: 1963-04-23 Feet below surface: 49.00 Feet to sea level: Not Reported

Note: Not Reported

Well

Map ID Direction Distance

Elevation Database EDR ID Number

A4 SSE 1/4 - 1/2 Mile

1/4 - 1/2 Mile Higher

Well ID: 1000276-001 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 01 - RAW GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000276-001&store_num=

GeoTracker Data: Not Reported

A5 SSE CA WELLS 12187

SSE 1/4 - 1/2 Mile Higher

DIr:

Seq: 12187 Prim sta c: 14S/20E-27K01 M

 Frds no:
 1000276001
 County:
 10

 District:
 40
 User id:
 10C

 System no:
 1000276
 Water type:
 G

Source nam: SCHOOL WELL Station ty: WELL/AMBNT/MUN/INTAKE

 Latitude:
 364055.0
 Longitude:
 1194650.0

 Precision:
 3
 Status:
 AR

Comment 1: Not Reported Comment 2: Not Reported Comment 3: Not Reported Comment 4: Not Reported Comment 5: Not Reported Comment 6: Not Reported

Comment 7: Not Reported

0.4

System no: 1000276 System nam: Orange Center School

Hqname:Not ReportedAddress:Not ReportedCity:Not ReportedState:Not ReportedZip:Not ReportedZip ext:Not Reported

Pop serv: 0 Connection: 0 Area serve: Not Reported

Sample date: 17-JAN-18 Finding: 3.3

Chemical: NITRATE (AS N) Report units: MG/L DIr: 0.4

Sample date: 18-OCT-17 Finding: 2.9

Chemical: NITRATE (AS N) Report units: MG/L

Sample date: 19-JUL-17 Finding: 3.1

Sample date: 19-JUL-17 Finding: 3.1 Chemical: NITRATE (AS N) Report units: MG/L

Dlr: 0.4

Sample date: 19-JUL-17 Finding: 370.
Chemical: SPECIFIC CONDUCTANCE Report units: US

Sample date: 19-APR-17 Finding: 3.4

Chemical: NITRATE (AS N) Report units: MG/L DIr: 0.4

Sample date: 18-JAN-17 Finding: 3.4

Chemical: NITRATE (AS N) Report units: MG/L

Dlr: 0.4

Sample date: 19-OCT-16 Finding: 3.5 Chemical: NITRATE (AS N) Report units: MG/L

Dlr: 0.4

Sample date: 20-JUL-16 Finding: 3.6 Chemical: NITRATE (AS N) Report units: MG/L

DIr: 0.4

20-APR-16 Sample date: Finding: 3.4 Chemical: NITRATE (AS N) Report units: MG/L

DIr: 0.4

Sample date: 21-JAN-16 180. Finding:

HARDNESS (TOTAL) AS CACO3 Chemical: Report units: MG/L DIr:

21-JAN-16 Sample date: Finding: 12.

AGGRSSIVE INDEX (CORROSIVITY) Chemical: Report units: Not Reported

DIr:

21-JAN-16 Sample date: Finding: 0.25

Chemical: TURBIDITY, LABORATORY Report units: NTU DIr:

0.1

21-JAN-16 Sample date: Finding: 0.3

LANGELIER INDEX @ 60 C Chemical: Report units: Not Reported DIr:

Sample date: 21-JAN-16 Finding: 290.

Chemical: TOTAL DISSOLVED SOLIDS Report units: MG/L

DIr:

0.

Sample date: 21-JAN-16 Finding: 3.2 Chemical: **ARSENIC** Report units: UG/L

DIr:

21-JAN-16 Finding: Sample date: 8.2 Chemical: **SULFATE** Report units: MG/L

DIr: 0.5

Sample date: 21-JAN-16 Finding: 25. **CHLORIDE** Report units: MG/L Chemical: DIr:

21-JAN-16 Sample date: Finding: 3.7

Chemical: **POTASSIUM** Report units: MG/L DIr:

Sample date: 21-JAN-16 Finding: 24.

Chemical: SODIUM Report units: MG/L DIr: 0.

Sample date: 21-JAN-16 Finding: 19.

Chemical: MAGNESIUM Report units: MG/L DIr: 0.

Sample date: 21-JAN-16 Finding: 40.

CALCIUM Chemical: Report units: MG/L DIr: 0.

Sample date: 21-JAN-16 Finding: 3.8 Chemical: NITRATE (AS N) Report units: MG/L

Dlr: 0.4

Sample date: 21-JAN-16 Finding: 210. Chemical: BICARBONATE ALKALINITY Report units: MG/L

Dlr: 0.

Sample date: 21-JAN-16 Finding: 460. Chemical: SPECIFIC CONDUCTANCE Report units: US

Dlr: 0.

Sample date: 21-JAN-16 Finding: 8.

Chemical: PH, LABORATORY Report units: Not Reported

Dlr: 0.

Sample date: 21-JAN-16 Finding: 170.

Chemical: ALKALINITY (TOTAL) AS CACO3 Report units: MG/L

Dlr: 0

Sample date: 20-MAY-15 Finding: 0.348

Chemical: GROSS ALPHA COUNTING ERROR Report units: PCI/L

DIr: 0.

Sample date: 20-MAY-15 Finding: 1.07

Chemical: GROSS ALPHA MDA95 Report units: PCI/L

Dlr: 0

Sample date: 20-MAY-15 Finding: 4.6 Chemical: GROSS ALPHA Report units: PCI/L

Dlr: 3.

Sample date: 09-DEC-14 Finding: 3.1

Chemical: CHROMIUM, HEXAVALENT Report units: UG/L

Dlr: 1.

Sample date: 21-JAN-14 Finding: 26.5 Chemical: NITRATE (AS NO3) Report units: MG/L

Dlr: 2.

Sample date: 17-JAN-13 Finding: 5.5 Chemical: LEAD Report units: UG/L

Dlr: 5.

Sample date: 11-JAN-12 Finding: 20.4 Chemical: NITRATE (AS NO3) Report units: MG/L

Dlr: 2.

CA WELLS CADDW000001477

1/4 - 1/2 Mile Lower

Well ID: 1000277-001 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 01-RAW GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000277-001&store_num=

GeoTracker Data: Not Reported

Map ID Direction Distance

Database EDR ID Number Elevation

West 1/4 - 1/2 Mile **CA WELLS** CADWR0000018105

Lower

Well ID: 14S20E27C001M Well Type: UNK

Department of Water Resources Source:

14S20E27C001M GAMA PFAS Testing: Not Reported Other Name:

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_

date=&global_id=&assigned_name=14S20E27C001M&store_num=

GeoTracker Data: Not Reported

SW **CA WELLS** 12188

1/2 - 1 Mile Lower

> 12188 Prim sta c: 14S/20E-28J01 M Seq: Frds no: 1000277001 County: 10

District: 40 User id: 10C Water type: System no: 1000277 G

Source nam: 3502 S ELM Station ty: WELL/AMBNT/MUN/INTAKE

Latitude: 364058.0 Longitude: 1194725.0 Precision: Status: AR

Comment 1: Not Reported Comment 2: Not Reported Not Reported Comment 3: Comment 4: Not Reported Not Reported Not Reported Comment 5: Comment 6:

Comment 7: Not Reported

1000277 Elm Court System nam: System no: Hqname: Not Reported Address: Not Reported City: Not Reported State: Not Reported Zip: Not Reported Zip ext: Not Reported

Pop serv: 0 Connection: Area serve: Not Reported

Sample date: 10-DEC-15 Finding: 1.4

Report units: Chemical: NITRATE (AS N) MG/L

Dlr: 0.4

Sample date: 15-JAN-14 Finding: 11. MG/L

Chemical: **SODIUM** Report units: DIr: 0.

Sample date: 15-JAN-14 0.13 Finding:

Chemical: TURBIDITY, LABORATORY Report units: NTU

DIr: 0.1

Sample date: 15-JAN-14 Finding: 94. TOTAL DISSOLVED SOLIDS Report units: MG/L Chemical:

110. 15-JAN-14 Finding:

Sample date: Chemical: SPECIFIC CONDUCTANCE Report units: US

Sample date: 15-JAN-14 Finding: 7.6

Chemical: PH, LABORATORY Report units: Not Reported

Dlr: 0. Sample date: 15-JAN-14 Finding: 43. ALKALINITY (TOTAL) AS CACO3 MG/L Chemical: Report units: Dlr: 0. Sample date: 15-JAN-14 Finding: 53. Chemical: **BICARBONATE ALKALINITY** Report units: MG/L DIr: 15-JAN-14 770. Sample date: Finding: Chemical: NITRITE (AS N) Report units: MG/L DIr: 0.4 Sample date: 15-JAN-14 28. Finding: HARDNESS (TOTAL) AS CACO3 Chemical: Report units: MG/L DIr: 15-JAN-14 Sample date: Finding: 5.9 **CALCIUM** Chemical: Report units: MG/L DIr: 15-JAN-14 Sample date: Finding: 3.2 **MAGNESIUM** Report units: Chemical: MG/L DIr: 0. 15-JAN-14 2.1 Sample date: Finding: CHLORIDE Chemical: Report units: MG/L DIr: Sample date: 15-JAN-14 Finding: 3.1 Chemical: SULFATE Report units: MG/L DIr: 0.5 Sample date: 15-JAN-14 Finding: 0.19 FLUORIDE (F) (NATURAL-SOURCE) Chemical: Report units: MG/L DIr: 0.1 15-JAN-14 Finding: Sample date: 8.7 Chemical: **ARSENIC** Report units: UG/L DIr: 15-JAN-14 Sample date: Finding: 11. **BARIUM** Report units: UG/L Chemical: DIr: 100. Sample date: 15-JAN-14 Finding: 9.7 Chemical: ZINC Report units: UG/L DIr: 50. Sample date: 15-JAN-14 Finding: 7.4 Chemical: **ALUMINUM** Report units: UG/L DIr: 50. Sample date: 17-MAY-13 Finding: 0.5 **RADIUM 228 COUNTING ERROR** Chemical: Report units: PCI/L DIr: 0. Sample date: 17-MAY-13 Finding: 0.64 RADIUM 228 MDA95 Chemical: Report units: PCI/L 0. DIr:

Map ID Direction Distance

Elevation Database EDR ID Number

Lower

Well ID: 14S20E27K001M Well Type: UNK

Source: Department of Water Resources

Other Name: 14S20E27K001M GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_

date=&global_id=&assigned_name=14S20E27K001M&store_num=

GeoTracker Data: Not Reported

1/2 - 1 Mile Lower

Well ID: 14S20E22L001M Well Type: UNK

Source: Department of Water Resources

Other Name: 14S20E22L001M GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_

date=&global_id=&assigned_name=14S20E22L001M&store_num=

GeoTracker Data: Not Reported

11 NNW CA WELLS CADWR0000023801

1/2 - 1 Mile

Well ID: 14S20E22G001M Well Type: UNK

Source: Department of Water Resources

Other Name: 14S20E22G001M GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_

 $date = \&global_id = \&assigned_name = 14S20E22G001M\&store_num = 14S20$

GeoTracker Data: Not Reported

B12 NW CA WELLS 12177

1/2 - 1 Mile Lower

Seq: 12177 Prim sta c: 14S/20E-21R01 M

 Frds no:
 1000218001
 County:
 10

 District:
 40
 User id:
 10C

 System no:
 1000218
 Water type:
 G

Source nam: SCHOOL WELL Station ty: WELL/AMBNT/MUN/INTAKE

 Latitude:
 364142.0
 Longitude:
 1194732.0

 Precision:
 3
 Status:
 AR

Comment 1: Not Reported Comment 2: Not Reported Comment 3: Not Reported Comment 4: Not Reported Comment 5: Not Reported Comment 6: Not Reported

Comment 7: Not Reported

System no: 1000218 System nam: John H Johnson School

Hqname:Not ReportedAddress:Not ReportedCity:Not ReportedState:Not ReportedZip:Not ReportedZip ext:Not Reported

Pop serv: 0

Area serve: Not Reported

1/2 - 1 Mile Lower

Well ID: 1000218-001 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 01 - INACTIVE GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

Connection:

date=&global_id=&assigned_name=1000218-001&store_num=

GeoTracker Data: Not Reported

14 SE CA WELLS CADWR0000015383 1/2 - 1 Mile

Higher

Well ID: 14S20E26L001M Well Type: UNK

Source: Department of Water Resources

Other Name: 14S20E26L001M GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_

date=&global_id=&assigned_name=14S20E26L001M&store_num=

GeoTracker Data: Not Reported

Lower

Seq: 12175 Prim sta c: 14S/20E-21J01 M

 Frds no:
 1000219001
 County:
 10

 District:
 40
 User id:
 10C

 System no:
 1000219
 Water type:
 G

Source nam: 2888 S IVY Station ty: WELL/AMBNT/MUN/INTAKE

Latitude: 364147.0 Longitude: 1194733.0 Precision: 3 Status: AR

Comment 1: Not Reported Comment 2: Not Reported Comment 3: Not Reported Comment 4: Not Reported Comment 5: Not Reported Comment 6: Not Reported

Comment 7: Not Reported

System no: 1000219 System nam: West Fresno Middle School

Connection:

Hqname:Not ReportedAddress:Not ReportedCity:Not ReportedState:Not ReportedZip:Not ReportedZip ext:Not Reported

Pop serv: 0

Area serve: Not Reported

Map ID Direction Distance

Elevation Database EDR ID Number

C16 NW

CA WELLS CADDW000005237

1/2 - 1 Mile Lower

Well ID: 1000219-001 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 01 GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000219-001&store_num=

GeoTracker Data: Not Reported

17
North CA WELLS 11718

1/2 - 1 Mile Higher

Seq: 11718 Prim sta c: 13S/20E-22L01 M

 Frds no:
 1010007185
 County:
 10

 District:
 11
 User id:
 AGE

 System no:
 1010007
 Water type:
 G

Source nam: WELL 051 Station ty: WELL/AMBNT/MUN/INTAKE/SUPPLY

 Latitude:
 364200.0
 Longitude:
 1194700.0

 Precision:
 8
 Status:
 AR

Comment 1: Not Reported Comment 2: Not Reported Comment 3: Not Reported Comment 4: Not Reported Comment 5: Not Reported Comment 6: Not Reported

Comment 7: Not Reported

System no: 1010007 System nam: Fresno, City Of

Hqname: Not Reported Address: 2326 FRESNO STREET

 City:
 FRESNO
 State:
 CA

 Zip:
 93721
 Zip ext:
 2988

 Pop serv:
 390350
 Connection:
 99005

Area serve: CITY OF FRESNO

Sample date: 26-FEB-18 Finding: 3.2 Chemical: NITRATE (AS N) Report units: MG/L

Dlr: 0.4

Sample date: 31-JAN-18 Finding: 3.1
Chemical: NITRATE (AS N) Report units: MG/L

Dlr: 0.4

Sample date: 14-FEB-17 Finding: 340.

Chemical: SPECIFIC CONDUCTANCE Report units: US

Dlr: 0.

Sample date: 14-FEB-17 Finding: 3.5 Chemical: NITRATE + NITRITE (AS N) Report units: MG/L

DIr: 0.4

Sample date: 14-FEB-17 Finding: 12.

Chemical: AGGRSSIVE INDEX (CORROSIVITY) Report units: Not Reported

Dlr: 0.

Sample date: 14-FEB-17 Finding: 0.24 Chemical: TURBIDITY, LABORATORY Report units: NTU

Dlr: 0.1

Sample date: 14-FEB-17 Finding: 240. TOTAL DISSOLVED SOLIDS Chemical: Report units: MG/L

Dlr: 0.

Sample date: 14-FEB-17 Finding: 8.0 Chemical: DICHLORODIFLUOROMETHANE (FREON 1929) port units: UG/L

DIr: 0.5

2.3 Sample date: 14-FEB-17 Finding: Chemical: CHROMIUM, HEXAVALENT Report units: UG/L

DIr:

Sample date: 14-FEB-17 17. Finding: Report units: MG/L

SULFATE Chemical: DIr: 0.5

14-FEB-17 Sample date: Finding: 9.2 Chemical: **CHLORIDE** Report units: MG/L

DIr: 0.

14-FEB-17 Sample date: Finding: 5.3 Report units: MG/L

POTASSIUM Chemical: DIr:

0.

14-FEB-17 Sample date: Finding: 17. Chemical: SODIUM Report units: MG/L

DIr:

Sample date: 14-FEB-17 Finding: 17. Chemical: MAGNESIUM Report units: MG/L

DIr: 0.

Sample date: 14-FEB-17 Finding: 26. Report units: MG/L

Chemical: **CALCIUM** DIr: 0.

Finding: Sample date: 14-FEB-17 140. Chemical: HARDNESS (TOTAL) AS CACO3 Report units: MG/L

DIr:

Sample date: 14-FEB-17 Finding: 3.5

Report units: MG/L Chemical: NITRATE (AS N)

DIr: 0.4

Sample date: 14-FEB-17 Finding: 160.

Chemical: **BICARBONATE ALKALINITY** Report units: MG/L

DIr:

Sample date: 14-FEB-17 Finding: 130. Chemical: ALKALINITY (TOTAL) AS CACO3 Report units: MG/L

DIr:

Sample date: 14-FEB-17 Finding: 7.7

Chemical: PH, LABORATORY Report units: Not Reported

DIr: 0.

Sample date: 03-MAR-16 Finding: 2.5 Chemical: NITRATE (AS N) Report units: MG/L

DIr: 0.4

17-NOV-14 Sample date: Finding: 2.1 Chemical: CHROMIUM, HEXAVALENT Report units: UG/L DIr: 17-APR-14 Sample date: Finding: 7.8 **CHLORIDE** Chemical: Report units: MG/L DIr: Finding: Sample date: 17-APR-14 310. SPECIFIC CONDUCTANCE Chemical: Report units: US DIr: Sample date: 17-APR-14 Finding: Chemical: PH, LABORATORY Report units: Not Reported DIr: Sample date: 17-APR-14 Finding: 12. AGGRSSIVE INDEX (CORROSIVITY) Report units: Not Reported Chemical: DIr: Sample date: 17-APR-14 Finding: 240. Chemical: TOTAL DISSOLVED SOLIDS Report units: MG/L DIr: Finding: Sample date: 17-APR-14 0.12 Chemical: FLUORIDE (F) (NATURAL-SOURCE) Report units: MG/L DIr: Sample date: 17-APR-14 Finding: 15. Chemical: **SULFATE** Report units: MG/L DIr: 0.5 17-APR-14 Sample date: 5. Finding: Chemical: **POTASSIUM** Report units: MG/L DIr: 0. Sample date: 17-APR-14 Finding: 15. SODIUM Report units: Chemical: MG/L DIr: 0. Sample date: 17-APR-14 Finding: 15. Chemical: **MAGNESIUM** Report units: MG/L DIr: 0. Sample date: 17-APR-14 Finding: 23. Chemical: **CALCIUM** Report units: MG/L DIr: Sample date: 17-APR-14 120. Finding: Chemical: HARDNESS (TOTAL) AS CACO3 Report units: MG/L DIr: Sample date: 17-APR-14 Finding: 150. Chemical: **BICARBONATE ALKALINITY** Report units: MG/L 17-APR-14 Sample date: Finding: 120. ALKALINITY (TOTAL) AS CACO3 Chemical: Report units: MG/L DIr:

Map ID Direction Distance

EDR ID Number Elevation Database

D18 South

CA WELLS CADDW0000019108

1/2 - 1 Mile Lower

> Well ID: 1000515-002 Well Type: MUNICIPAL

Source: Department of Health Services

GAMA PFAS Testing: Other Name: WELL 02 Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000515-002&store_num=

GeoTracker Data: Not Reported

D19 **CA WELLS** CADDW0000019963 South

1/2 - 1 Mile Lower

> Well ID: 1000515-001 Well Type: **MUNICIPAL**

Source: Department of Health Services

Other Name: WELL 01 **GAMA PFAS Testing:** Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000515-001&store_num=

GeoTracker Data: Not Reported

FED USGS

NNW 1/2 - 1 Mile

USGS40000176607

Organization ID: USGS-CA

Organization Name: **USGS** California Water Science Center Monitor Location: 014S020E21J001M Type:

Description: Not Reported HUC: 18030012 Drainage Area: Not Reported Drainage Area Units: Not Reported Contrib Drainage Area: Not Reported Contrib Drainage Area Unts: Not Reported

Aquifer: Central Valley aquifer system

Formation Type: Not Reported Aquifer Type: Not Reported

Construction Date: 19771216 Well Depth: 125 Well Depth Units: ft Well Hole Depth: 125

Well Hole Depth Units: ft

Ground water levels, Number of Measurements: Level reading date: 1987-04-08 1 Feet below surface: 45.47 Feet to sea level: Not Reported

Note: Not Reported

CA WELLS CAEDF0000134964

1/2 - 1 Mile Higher

> Well ID: L10003318525-CMT-7-I Well Type: MONITORING Source: **EDF** Other Name: CMT-7-I

GAMA PFAS Testing: Not Reported

 $https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp? dataset = EDF\&samp_theres.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp? dataset = EDF\&samp_theres.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/gamap/gamap/gamamap/ga$ Groundwater Quality Data:

date=&global_id=L10003318525&assigned_name=CMT-7-I&store_num=

Well

GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10003318525&ass

igned name=CMT-7-I

ENE CA WELLS CAEDF0000119514

1/2 - 1 Mile Higher

> **MONITORING** Well ID: L10003318525-CMT-7-S Well Type: Source: **EDF** Other Name: CMT-7-S

GAMA PFAS Testing: Not Reported

 $https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp? dataset = EDF\&samp_theres.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp? dataset = EDF\&samp_theres.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/public/GamaDataDisplay.asp. dataset = EDF\&samp_theres.waterboards.co.gov/gama/gamamap/gamap/gamap/gamamap/ga$ Groundwater Quality Data:

date=&global_id=L10003318525&assigned_name=CMT-7-S&store_num=

GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10003318525&ass

igned_name=CMT-7-S

CA WELLS CAEDF0000044153 1/2 - 1 Mile

Higher

Well ID: L10003318525-CMT-7-D Well Type: MONITORING Source: **EDF** Other Name: CMT-7-D

GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_

date=&global_id=L10003318525&assigned_name=CMT-7-D&store_num=

GeoTracker Data: https://geotracker.waterboards.ca.gov/profile report.asp?cmd=MWEDFResults&global id=L10003318525&ass

igned_name=CMT-7-D

F24 WNW **CA WELLS** CADDW0000019278

1/2 - 1 Mile Lower

1/2 - 1 Mile

Well ID: 1000461-002 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 02 - RAW GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000461-002&store_num=

GeoTracker Data: Not Reported

WNW **CA WELLS** CADDW0000004177

Lower

Well ID: 1000461-001 Source: Department of Health Services

Other Name: WELL 01 - RAW **GAMA PFAS Testing:** Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

Well Type:

date=&global_id=&assigned_name=1000461-001&store_num=

GeoTracker Data: Not Reported MUNICIPAL

Map ID Direction Distance

Elevation Database EDR ID Number

G26 NNE

CA WELLS CADDW0000016636

1/2 - 1 Mile Higher

Well ID: 1010007-173 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 040A - RAW GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1010007-173&store_num=

GeoTracker Data: Not Reported

G27
NNE

CA WELLS

CADWR9000029529

1/2 - 1 Mile Higher

State Well #:Not ReportedStation ID:54384Well Name:14S20E22J001MXBasin Name:KingsWell Use:Public SupplyWell Type:Single WellWell Depth:0Well Completion Rpt #:Not Reported

H28
West CA WELLS CADDW0000021928

1/2 - 1 Mile Lower

Well ID: 1000461-003 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 04 - RAW GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000461-003&store_num=

GeoTracker Data: Not Reported

G29

NNE 1/2 - 1 Mile Higher

Seq: 12178 Prim sta c: 14S/20E-22J02 M

 Frds no:
 1010007173
 County:
 10

 District:
 11
 User id:
 AGE

 System no:
 1010007
 Water type:
 G

Source nam: WELL 040A Station ty: WELL/AMBNT/MUN/INTAKE

 Latitude:
 364158.0
 Longitude:
 1194625.0

 Precision:
 2
 Status:
 AU

Comment 1: Not Reported Comment 2: Not Reported Comment 3: Not Reported Comment 4: Not Reported Comment 5: Not Reported Comment 6: Not Reported

Comment 7: Not Reported

System no: 1010007 System nam: Fresno, City Of

Hqname: Not Reported Address: 2326 FRESNO STREET

City: FRESNO State: CA

CA WELLS

12178

93721 2988 Zip: Zip ext: Pop serv: 390350 Connection: 99005

Area serve: CITY OF FRESNO

Sample date: 09-OCT-17 Finding: 12. AGGRSSIVE INDEX (CORROSIVITY) Chemical: Report units: Not Reported

DIr:

Finding: Sample date: 09-OCT-17 7.6 Chemical: NITRATE + NITRITE (AS N) Report units: MG/L

DIr: 0.4

Sample date: 09-OCT-17 Finding: 0.38 Chemical: LANGELIER INDEX @ 60 C Report units: Not Reported

DIr:

09-OCT-17 Sample date: Finding: 380.

TOTAL DISSOLVED SOLIDS MG/L Chemical: Report units:

DIr:

Sample date: 09-OCT-17 0.6 Finding:

Chemical: TRICHLOROETHYLENE Report units: UG/L DIr: 0.5

09-OCT-17 430.

Sample date: Finding: Chemical: **IRON** Report units: UG/L

DIr: 100.

Sample date: 09-OCT-17 Finding: 0.17

Chemical: FLUORIDE (F) (NATURAL-SOURCE) Report units: MG/L DIr:

09-OCT-17 Sample date: Finding: 17.

SULFATE Report units: Chemical: MG/L DIr: 0.5

09-OCT-17 Sample date: Finding: 31.

Chemical: CHLORIDE Report units: MG/L DIr: 0.

Sample date: 09-OCT-17 Finding: 5.8

Chemical: **POTASSIUM** Report units: MG/L DIr: 0.

Sample date: 09-OCT-17 Finding: 32.

Chemical: **SODIUM** Report units: MG/L 0. DIr:

09-OCT-17 Sample date: 28. Finding:

Chemical: MAGNESIUM Report units: MG/L DIr:

09-OCT-17 Sample date: Finding: 48. Chemical: **CALCIUM** Report units: MG/L

09-OCT-17 230. Sample date: Finding:

Chemical: HARDNESS (TOTAL) AS CACO3 Report units: MG/L

09-OCT-17 Sample date: Finding: 7.6 NITRATE (AS N) Chemical: Report units: MG/L

DIr: 0.4

Sample date: 09-OCT-17 Finding: 270. Chemical: BICARBONATE ALKALINITY Report units: MG/L

Dlr: 0.

Sample date: 09-OCT-17 Finding: 220. Chemical: ALKALINITY (TOTAL) AS CACO3 Report units: MG/L

Dlr: 0.

Sample date: 09-OCT-17 Finding: 7.9

Chemical: PH, LABORATORY Report units: Not Reported

Dlr: 0.

Sample date: 09-OCT-17 Finding: 580.

Chemical: SPECIFIC CONDUCTANCE Report units: US DIr: 0.

Sample date: 09-OCT-17 Finding: 5.

Chemical: COLOR Report units: UNITS DIr: 0.

Sample date: 09-OCT-17 Finding: 1.9

Chemical: TURBIDITY, LABORATORY Report units: NTU

Dir: 0.1

Sample date: 22-OCT-15 Finding: 22.

Chemical: NITRATE (AS NO3) Report units: MG/L DIr: 2.

Sample date: 23-JUN-15 Finding: 28.

Chemical: NITRATE (AS NO3) Report units: MG/L

DIr: 2.

Sample date: 23-SEP-14 Finding: 23.
Chemical: NITRATE (AS NO3) Report units: MG/L

Dir: 2.

Sample date: 09-JUN-14 Finding: 320.

Chemical: TOTAL DISSOLVED SOLIDS Report units: MG/L DIr: 0.

 Sample date:
 09-JUN-14
 Finding:
 13.

 Chemical:
 SULFATE
 Report units:
 MG/L

 DIr:
 0.5

Sample date: 09-JUN-14 Finding: 25.

Chemical: CHLORIDE Report units: MG/L DIr: 0.

Sample date: 09-JUN-14 Finding: 4.7

Chemical: POTASSIUM Report units: MG/L DIr: 0.

Sample date: 09-JUN-14 Finding: 28.
Chemical: SODIUM Report units: MG/L

Dir: 0.

Sample date: 09-JUN-14 Finding: 24.
Chemical: MAGNESIUM Report units: MG/L

Chemical: MAGNESIUM Report units: MG.
Dir: 0.

Sample date: 09-JUN-14 Finding: 45. Chemical: CALCIUM Report units: MG/L

Dlr: 0.

Sample date: 09-JUN-14 Finding: 210. Chemical: HARDNESS (TOTAL) AS CACO3 Report units: MG/L

Dlr: 0.

Sample date: 09-JUN-14 Finding: 250. Chemical: BICARBONATE ALKALINITY Report units: MG/L

Dlr: 0.

Sample date: 09-JUN-14 Finding: 210. Chemical: ALKALINITY (TOTAL) AS CACO3 Report units: MG/L

DIr: 0.

Sample date: 09-JUN-14 Finding: 8.1

Chemical: PH, LABORATORY Report units: Not Reported

Dlr: 0.

Sample date: 09-JUN-14 Finding: 520.
Chemical: SPECIFIC CONDUCTANCE Report units: US

Chemical: SPECIFIC CONDUCTANCE Report units: US

Dir: 0.

Sample date: 09-JUN-14 Finding: 0.53

Chemical: LANGELIER INDEX @ 60 C Report units: Not Reported

Dlr: 0

 Sample date:
 09-JUN-14
 Finding:
 32.

 Chemical:
 NITRATE (AS NO3)
 Report units:
 MG/L

DIr: 2.

Sample date: 09-JUN-14 Finding: 12.

Chemical: AGGRSSIVE INDEX (CORROSIVITY) Report units: Not Reported

DIr: 0.

Sample date: 21-OCT-13 Finding: 25. Chemical: NITRATE (AS NO3) Report units: MG/L

Dlr: 2.

Sample date: 23-MAY-13 Finding: 36. Chemical: NITRATE (AS NO3) Report units: MG/L

Dlr: 2.

Sample date: 25-SEP-12 Finding: 25.
Chemical: NITRATE (AS NO3) Report units: MG/L

Dlr: 2.

F30
West CA WELLS CADWR0000015718
1/2 - 1 Mile

Lower

Well ID: 14S20E21R001M Well Type: UNK

Source: Department of Water Resources

Other Name: 14S20E21R001M GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_

date=&global_id=&assigned_name=14S20E21R001M&store_num=

GeoTracker Data: Not Reported

GEOCHECK®- PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance

Elevation _____ Database EDR ID Number

H31 West

CA WELLS CADDW0000015335

Not Reported

1/2 - 1 Mile Lower

Well ID: 1000461-033 Well Type: MUNICIPAL

Source: Department of Health Services

Other Name: WELL 03 - RAW - INACTIVE GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_

date=&global_id=&assigned_name=1000461-033&store_num=

GeoTracker Data: Not Reported

32 WNW FED USGS USGS40000176524 1/2 - 1 Mile

Lower

Organization ID: USGS-CA

Organization Name: USGS California Water Science Center

Monitor Location: 014S020E28D001M Type: Well 18030012 Description: Not Reported HUC: Drainage Area: Not Reported Drainage Area Units: Not Reported Contrib Drainage Area: Not Reported Contrib Drainage Area Unts: Not Reported

Aquifer: Central Valley aquifer system

Formation Type: Not Reported Aquifer Type: Not Reported

Construction Date: Not Reported Well Depth: 75

Well Depth Units: ft Well Hole Depth:

Well Hole Depth Units: Not Reported

Ground water levels, Number of Measurements: 1 Level reading date: 1963-02-13 Feet below surface: 48.46 Feet to sea level: Not Reported

Note: Not Reported

GEOCHECK®-PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
		
93706	29	8

Federal EPA Radon Zone for FRESNO County: 2

Note: Zone 1 indoor average level > 4 pCi/L.

: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.

: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 93706

Number of sites tested: 2

Area Average Activity % <4 pCi/L % 4-20 pCi/L % >20 pCi/L Living Area - 1st Floor 1.150 pCi/L 100% 0% 0% Living Area - 2nd Floor Not Reported Not Reported Not Reported Not Reported

0%

2.300 pCi/L Basement 100% 0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Fish and Wildlife

Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program

State Water Resources Control Board

Telephone: 916-341-5577

The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations

Source: Dept of Conservation, Geologic Energy Management Division

Telephone: 916-323-1779

Oil and Gas well locations in the state.

California Earthquake Fault Lines

Source: California Division of Mines and Geology

The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon

Source: Department of Public Health

Telephone: 916-210-8558 Radon Database for California

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency

(USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at

private sources such as universities and research institutions.

EPA Radon Zones Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor

radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities

Source: Federal Aviation Administration, 800-457-6656

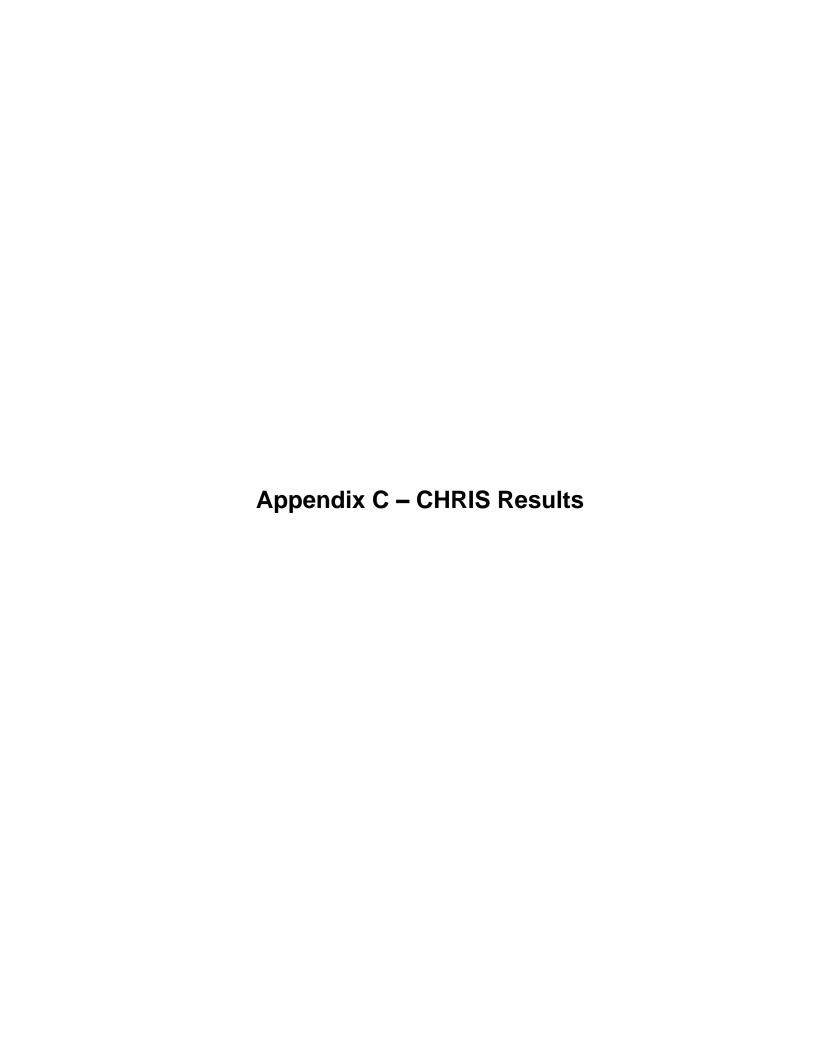
Epicenters: World earthquake epicenters, Richter 5 or greater

Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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California
Historical
Resources
Information
System



Fresno Kern Kings Madera Tulare Southern San Joaquin Valley Information Center

Record Search 23-029

California State University, Bakersfield

Mail Stop: 72 DOB 9001 Stockdale Highway Bakersfield, California 93311-1022

(661) 654-2289 E-mail: ssjvic@csub.edu Website: www.csub.edu/ssjvic

To: Emily Bowen

Crawford & Bowen Planning, Inc. 113 N. Church Street, Suite 310

Visalia, CA 93291

Date: February 6, 2023

Re: Crown Truck Center Project

County: Fresno

Map(s): Fresno South 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies completed within the project area. There have been four cultural resource studies conducted within the one-half mile radius: FR-00053, 00151, 01738, and 01739.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there are no recorded resources within the project area. There have been 26 recorded resources within the one-half mile radius: P-10-004648, 004649, 004651, 004677, 006761, 006763, 006764, 006765, 006766, 006767, 006768, 006769, 006770, 006775, 006776, 006777, 006778, 006779, 006780, 006781, 006782, 006783, 006784, 006785, 006786, and 006787. These resources consist of historic era buildings and structures, most of which are single family homes.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consist of construction of a long-term regional facility for the purpose of providing less-than-truckload (LTL) freight services, which will include administrative offices, cross-dock transfer platform, fleet maintenance shop, parking, a diesel fuel system, lighting, and landscaping. Additionally, we understand the project area is currently vacant and has not been previously developed. Because a cultural resource study has not been previously conducted on this project area, it is unknown if any cultural resources are present. Therefore, prior to ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if any cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

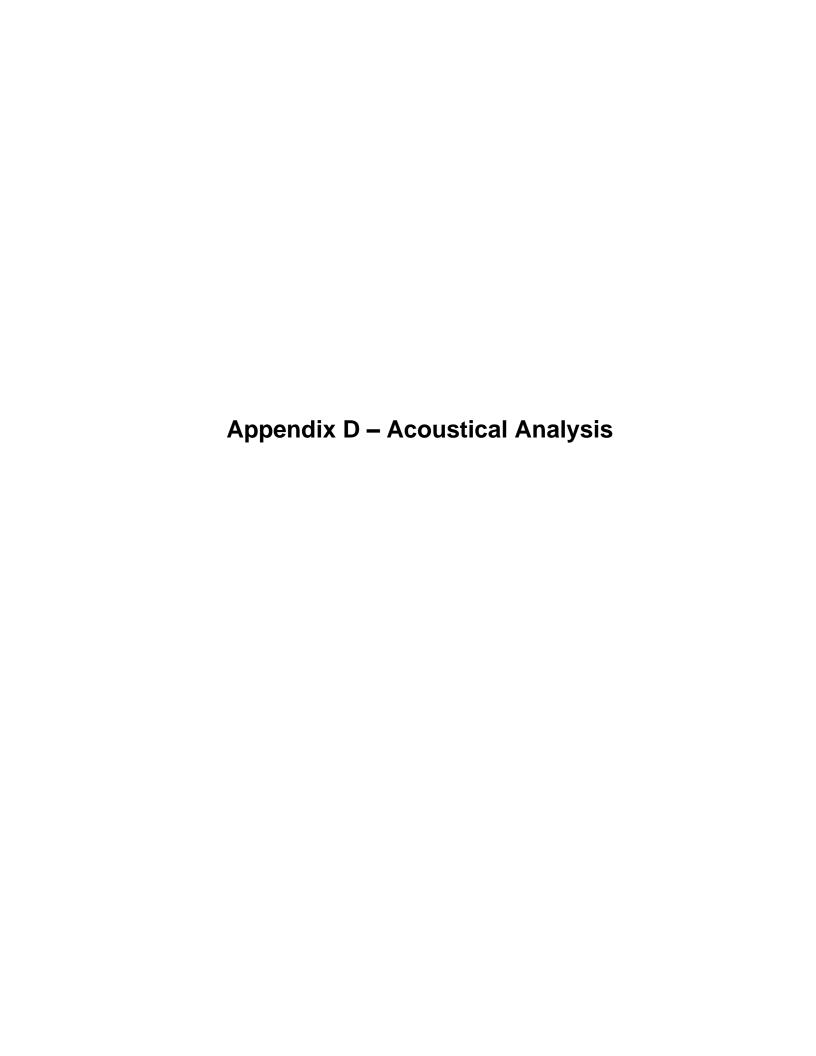
We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator

Date: February 6, 2023

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.



ACOUSTICAL ANALYSIS

CENTRAL TRANSPORT REGIONAL FACILITY CROWN ENTERPRISES, INC. FRESNO, CALIFORNIA

WJVA Project No. 22-61

PREPARED FOR

CRAWFORD & BOWEN PLANNING, INC. 113 N. CHURCH STREET, SUITE 310 FRESNO, CALIFORNIA 93727

PREPARED BY

WJV ACOUSTICS, INC. VISALIA, CALIFORNIA



AUGUST 25, 2023

INTRODUCTION

The project is a development of a long-term regional facility for Central Transport (Tenant) that will provide for less-than-truckload (LTL) freight services for local and nationally based businesses. This development is needed to replace a facility previously occupied by Central Transport and owned by Crown Enterprises that was vacated to make way for the high-speed rail project (E Muscat Avenue and S Cedar Avenue). The proposed scope of the development will include an administrative office, cross-dock transfer platform, fleet maintenance shop, and a diesel fuel system for fleet equipment.

The development will consist of approximately 3,294 sf. administrative office, 68,570 sf. cross-dock transfer platform, 11,880 sf. fleet maintenance shop, parking for fleet tractors (26), fleet trailers (137), and automobiles (84), and a diesel fuel system for fleet equipment. Access to and from the site for fleet tractors and trailers will be provided via one (1) ingress/egress location on Cherry Avenue; a separate parking lot for automobiles will be provided with a separate ingress/egress location with access to Cherry Avenue.

Central Transport will operate 24 hours per day, Monday through Friday, and Saturday mornings, and will consist of 70 to 80 employees. In order to facilitate the proposed Project, an annexation and Prezone application will be required. The annexation area has been determined to include 19 parcels total and +/- 80.91 acres, inclusive of the proposed development permit project. The uses included in the annexation area of the Project include single family residential, a diesel engine repair business, a truck repair shop, a window tinting business, a church, vacant land, as well as the future development of the Central Transport Regional facility.

This report is based upon the project site plan prepared by Precision Engineering (dated 10/25/22) operations data provided by the applicant, as well as reference and on-site ambient noise measurements obtained by WJV Acoustics, Inc. (WJVA). Revisions to the site plan, operations data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report. The Project Site Plan is provided as Figure 1.

Appendix A provides a description of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects. Appendix B provides typical A-weighted sound levels for common noise sources.

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

General Plan

The City of Fresno General Plan Noise Element provides noise level criteria for land use compatibility for both transportation and non-transportation noise sources. The General Plan sets noise compatibility standards for transportation noise sources in terms of the Day-Night Average Level (Ldn). The Ldn represents the time-weighted energy average noise level for a 24hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and are therefore calculated based upon annual average conditions. Table I provides the General Plan noise level standards for transportation noise sources.

TABLE I			
CITY OF FRESNO GENERAL PLAN NOISE LEVEL STANDARDS TRANSPORTATION (NON-AIRCRAFT) NOISE SOURCES			
Noise-Sensitive Land Use	Outdoor Activity Areas ¹	Interior Spaces	
	L _{dn} /CNEL, dB	L _{dn} /CNEL, dB	L _{eq} dB ²
Residential	65	45	
Transient Lodging	65	45	
Hospitals, Nursing Homes	65	45	
heaters, Auditoriums, Music Halls			35
Minnewawaes, Meeting Halls	65		45

45

Source: City of Fresno General Plan

Office Buildings

Schools, Libraries, Museums

Theaters

Implementation Policy NS-1-a of the General Plan provides guidance in regards to the development of new noise sensitive land uses (including residential developments).

Desirable and Generally Acceptable Exterior Noise Environment. Establish 65 dBA L_{dn} or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but designate 60 dBA L_{dn} or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise- sensitive uses. Maintain 65 dBA L_{dn} or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses, and maintain 70 dBA L_{dn} or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties.

¹ Where the location of the outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

² As determined for a typical worst-case hour during periods of use.

The General Plan also provides noise level standards for non-transportation (stationary) noise sources. The General Plan noise level standards for non-transportation noise sources are identical to those provided in the City's Municipal code, provided below in Table II.

Implementation Policy NS-1-i of the General Plan Noise Element provides guidance in regards to mitigation for new developments and projects that have potential to result in a noise-related impact at existing noise-sensitive land uses.

Mitigation by New Development. Require an acoustical analysis where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by [Table I] and [Table II] to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9-2 and 9-3 as a condition of permit approval through appropriate means.

Noise mitigation measures may include:

- The screening of noise sources such as parking and loading facilities, outdoor activities, and mechanical equipment;
- Providing increased setbacks for noise sources from adjacent dwellings;
- Installation of walls and landscaping that serve as noise buffers;
- Installation of soundproofing materials and double-glazed windows; and
- Regulating operations, such as hours of operation, including deliveries and trash pickup.

Alternative acoustical designs that achieve the prescribed noise level reduction may be approved by the City, provided a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along roadways when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.

Implementation Policy NS-1-j of the General Plan Noise Element provides guidance in regards to the establishment of a significance threshold when determining an increase in noise levels over existing ambient noise levels.

Significance Threshold. Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is

assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.

Commentary: When an increase in noise would result in a "significant" impact (increase of three dBA or more) to residents or businesses, then noise mitigation would be required to reduce noise exposure. If the increase in noise is less than three dBA, then the noise impact is considered insignificant and no noise mitigation is needed. By setting a specific threshold of significance in the General Plan, this policy facilitates making a determination of environmental impact, as required by the California Environmental Quality Act. It helps the City determine whether (1) the potential impact of a development project on the noise environment warrants mitigation, or (2) a statement of overriding considerations will be required.

Municipal Code

Section 15-2506 of the City of Fresno Municipal code establishes hourly acoustical performance standards for non-transportation noise sources. The standards, provided in Table II, are made more restrictive during the nighttime hours of 10:00 p.m. to 7:00 a.m. Additionally, the municipal code states that when ambient noise levels exceed or equal the levels described in Table II, mitigation shall only be required to limit noise to the existing ambient noise levels, plus five (5) dB. Section 15-2506 of the Municipal Code is consistent with Implementing Policy NS-1-I of the Noise Element of the City of Fresno General Plan (adopted 12/18/14).

TABLE II			
NON-TRANSPORTATION NOISE LEVEL STANDARDS, dBA CITY OF FRESNO MUNICIPAL CODE, SECTION 15-2506			
Daytime (7 a.m10 p.m.) Nighttime (10		l0 p.m7 a.m.)	
L _{eq}	L _{max}	L _{eq}	L _{max}
50	70	45	60
Source: City of Fresno	Municipal Code		

Additional guidance is provided in Section 10-102(b) of the City's Municipal Code. Section 10 provides existing ambient noise levels to be applied to various districts, further divided into various hours of the day. Table III describes the assumed minimum ambient noise levels by district and time. Section 10-102(b) states "For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of fifteen minutes, without inclusion of the offending noise, at the location and time of day at which a comparison with the offending noise is to be made. Where the ambient noise level is less than that designated in this section, however, the noise level specified herein shall be deemed to be the ambient noise level for that location".

TABLE III ASSUMED MINIMUM AMBIENT NOISE LEVEL, dBA CITY OF FRESNO MUNICIPAL CODE, SECTION 10-102(B)

DISTRICT	TIME	SOUND LEVEL, dB L _{eq}
RESIDENTIAL	10 PM TO 7 AM	50
RESIDENTIAL	7 PM TO 10 PM	55
RESIDENTIAL	7 AM TO 7 PM	60
COMMERCIAL	10 PM TO 7 AM	60
COMMERCIAL	7 AM TO 10 PM	65
INDUSTRIAL	ANYTIME	70
Source: City of Fresno Municipal Co	ode	

Section 10-106 (Prima Facie Violation) States "Any noise or sound exceeding the ambient noise level at the properly line of any person offended thereby, or, if a condominium or apartment house, within any adjoining living unit, by more than five decibels shall be deemed to prima facie evidence of a violation of Section 8-305."

For noise sources that are not transportation related, which usually includes commercial or industrial activities and other stationary noise sources (such as amplified music), it is common to assume that a 3-5 dB increase in noise levels represents a substantial increase in ambient noise levels. This is based on laboratory tests that indicate that a 3 dB increase is the minimum change perceptible to most people, and a 5 dB increase is perceived as a "definitely noticeable change."

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

EXISTING NOISE ENVIRONMENT

The project site is located along the west side of S. Cherry Avenue, approximately 1,500 feet south of E. North Avenue, in Fresno, California. The project site is generally bound by an existing trucking facility to the north, industrial and rural residential land uses to the east, agricultural, industrial, and rural residential land uses to the south, and State Route 41 (SR 41) to the west.

Existing sources of noise within and adjacent to the project site are dominated by traffic noise associated with vehicles on S. Cherry Avenue, E. North Avenue and SR 41. Additional sources of noise observed during a site visit include noise associated with existing industrial agricultural activities, and occasional aircraft overflights.

Ambient noise level measurements were conducted on January 18, 2023 at one (1) location (site LT-1). Noise levels were measured for a continuous period of 24 hours at site LT-1. The ambient noise monitoring site and project vicinity are provided as Figure 2.

Noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL-820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 51.5 dB between 1:00 a.m. and 2:00 a.m. to a high of 67.5 dB between 8:00 a.m. and 9:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 73.2 to 89.3 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 41.5 to 56.6 dB. The L_{90} is a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured L_{dn} value at site LT-1 during the 24-hour noise measurement period was 67.3 dB.

Table IV provides the measured hourly noise levels at site LT-1, in terms of the applicable City of Fresno non-transportation noise standard metrics (as provided above in Table II). Figure 3 graphically depicts hourly variations in ambient noise levels at long-term noise monitoring site LT-1. Figure 4 provides a photograph of site LT-1.

Reference to Table IV indicates that existing noise levels in the vicinity the project vicinity (along S Cherry Avenue) exceed applicable City of Fresno noise level standards in every statistical category during every hour of the 24-hour measurement period. Table IV also provides the average daytime (7:00 a.m. to 10:00 p.m.) and average nighttime (10:00 p.m. to 7:00 a.m.) noise levels, as measured at site LT-1.

TABLE IV

SUMMARY OF 24-HOUR NOISE LEVEL MEASUREMENTS, LT-1 CROWN ENTERPRISE LOGISTICS FACILITY, FRESNO JANUARY 18, 2023

	A-Weighted Decibels, d	B, L _{eq} (one-hour average)
Time	Ľ	T-1
	L _{eq}	L _{max}
12:00 a.m.	54.0	76.4
1:00 a.m.	51.5	75.3
2:00 a.m.	56.3	76.8
3:00 a.m.	57.7	83.7
4:00 a.m.	58.0	79.8
5:00 a.m.	62.9	81.8
6:00 a.m.	65.0	80.5
7:00 a.m.	67.3	82.8
8:00 a.m.	67.5	89.3
9:00 a.m.	64.8	86.9
10:00 a.m.	64.7	81.4
11:00 a.m.	65.3	82.4
12:00 p.m.	65.2	81.7
1:00 p.m.	65.0	82.2
2:00 p.m.	65.3	81.1
3:00 p.m.	65.4	81.8
4:00 p.m.	67.0	88.6
5:00 p.m.	65.8	83.1
6:00 p.m.	64.3	82.9
7:00 p.m.	62.9	84.3
8:00 p.m.	61.8	80.2
9:00 p.m.	60.3	81.2
10:00 p.m.	56.9	77.5
11:00 p.m.	53.1	73.2
Average Daytime	65.2	84.3
Average Nighttime	59.4	79.5

PROJECT-RELATED NOISE LEVELS

The project is the development of a long-term regional facility for Central Transport that will provide for less-than-truckload (LTL) freight services for local and nationally based businesses. This development is needed to replace a facility previously occupied by Central Transport and owned by Crown Enterprises that was vacated to make way for the high-speed rail project (E Muscat Avenue and S Cedar Avenue). The proposed scope of the development will include an administrative office, cross-dock transfer platform, fleet maintenance shop, and a diesel fuel system for fleet equipment.

The development will consist of approximately 3,294 sf. administrative office, 68,570 sf. cross-dock transfer platform, 11,880 sf. fleet maintenance shop, parking for fleet tractors (26), fleet trailers (137), and automobiles (84), and a diesel fuel system for fleet equipment. Access to and from the site for fleet tractors and trailers will be provided via one (1) ingress/egress location on Cherry Avenue; a separate parking lot for automobiles will be provided with a separate ingress/egress location with access to Cherry Avenue.

Central Transport will operate 24 hours per day, Monday through Friday, and Saturday mornings, and will consist of 70 to 80 employees. In order to facilitate the proposed Project, an annexation and Prezone application will be required.

Project-Related Increases in Traffic Noise Exposure-

WJVA utilized the FHWA Traffic Noise Model to quantify expected project-related increases in traffic noise exposure along roadways in the project vicinity. The FHWA Model is a standard analytical method used by state and local agencies for roadway traffic noise prediction. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ± 1.5 dB. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Traffic volumes for the analyzed receptor locations were provided by the project traffic engineer, Ruettgers & Schuler Civil Engineers. Truck percentages and the day/night distribution of traffic were estimated by WJVA, based upon previous studies conducted in the project vicinity since project-specific data were not available from government sources. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Traffic noise exposure levels for Existing, Existing Plus Project, 2043 Cumulative No Project and 2043 Cumulative Plus Project traffic scenarios were calculated based upon the FHWA Model and the above-described model inputs and assumptions. Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For

the purpose of this analysis a significant impact was also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear.

The City's exterior noise level standard for residential land uses is 65 dB L_{dn}. Traffic noise was modeled at seven (7) receptor locations. The seven modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below and provided graphically on Figure 5.

- R-1: Residential land use located approximately 125 feet from S. Elm Ave.
- R-2: Residential land use located approximately 125 feet from W. North Ave.
- R-3: Residential land use located approximately 150 feet from S. Elm Ave.
- R-4: Residential land use located approximately 120 feet from W. North Ave.
- R-5: Residential land use located approximately 130 feet from S. Cherry Ave.
- R-6: Residential land use located approximately 110 feet from S. Cherry Ave.
- R-7: Residential land use located approximately 120 feet from E. Central Ave.

Existing Conditions

Table V provides existing traffic noise exposure levels at the seven analyzed representative receptor locations, and provides what the project contribution would be to existing traffic conditions.

TABLE V

PROJECT CONTRIBUTION TO FUTURE TRAFFIC NOISE, dB, Ldn CROWN ENTERPRISES LOGISTICS FACILITY, FRESNO EXISTING TRAFFIC CONDITIONS

Modeled Receptor	Existing Without Project Contribution	Existing Plus Project	Project Contribution	Significant Impact?
R-1	56	56	0	No
R-2	58	58	0	No
R-3	55	58	0	No
R-4	59	59	0	No
R-5	55	56	+1	No
R-6	54	54	0	No
R-7	58	58	0	No

Source: WJV Acoustics, Inc. Ruettgers & Schuler

2043 Cumulative Conditions

Table VI provides 2043 Cumulative traffic noise exposure levels at the seven analyzed representative receptor locations, and provides what the project contribution would be to 2043 Cumulative traffic conditions.

TABLE VI

PROJECT CONTRIBUTION TO FUTURE TRAFFIC NOISE, dB, Ldn CROWN ENTERPRISE LOGISTICS FACILITY, FRESNO 2043 CUMULATIVE TRAFFIC CONDITIONS

Modeled Receptor	2043 Conditions Without Project Contribution	2043 Conditions Plus Project	Project Contribution	Significant Impact?
R-1	59	59	0	No
R-2	62	62	0	No
R-3	59	59	0	No
R-4	63	63	0	No
R-5	57	58	+1	No
R-6	56	56	0	No
R-7	59	59	0	No

Source: WJV Acoustics, Inc.
JLB Traffic Engineering, Inc.

Reference to Table V and Table VI indicate that the project's contribution would not result in an increase in traffic noise exposure at six of the seven modeled receptor locations, and would result in an increase of approximately 1 dB at receptor location R-5, for both existing and 2043 traffic conditions. The project would not result in traffic noise levels that exceed the City's 65 dB L_{dn} exterior noise level standard at any of the seven modeled traffic noise receptors. As such, project-related increases in traffic noise exposure would not be considered a significant impact at any nearby sensitive receptor location.

FLEET MAINTENANCE SHOP-

The project would include a fleet maintenance facility, to be located along the northern portion of the project site. The exact hours of operation for the fleet maintenance facility were not known at the time this analysis was prepared. In order to asses potential noise levels associated with the fleet maintenance shop, WJVA reviewed noise levels measured at an existing truck repair facility, obtained during a previous project.

WJVA previously conducted noise level measurements at an existing truck repair facility, located at 2120 S. Union Avenue, in Bakersfield. The reference noise level measurements were conducted on June 14, 2017. Sources of noise associated with truck repair operations are generally limited to air compressors and pneumatic tools. WJVA conducted noise level measurements of multiple pneumatic tools, while in operation. The loudest tool measured was

a pneumatic impact wrench, used to remove and replace lug nuts for tire removal. Noise levels associated with the impact wrench were measured to be approximately 80 dB at a distance of 25 feet. Additionally, noise levels associated with a shop air compressor were measured to be approximately 72 dB at a distance of 20 feet. The closest existing sensitive receptor to the proposed fleet maintenance shop is located approximately 600 feet to the north.

The City's maximum daytime noise level standard is 70 dB and maximum nighttime noise level standard is 60 dB. Taking into account the standard rate of attenuation of noise with increased distance from a point source (-6 dB/doubling of distance), noise levels would not exceed 60 dB at setback distances of 250 feet or greater from the source. The proposed fleet maintenance shop would not be located within 250 feet of any noise-sensitive receptor locations, as such, noise levels associated with the proposed fleet maintenance would not be expected to result in noise levels exceeding any City of Fresno noise level standards. It should be noted, the above-described noise levels were measured outdoors, with no acoustic shielding. Fleet maintenance activities would likely occur indoor, where noise would be attenuated by the building itself. Therefore, the above-described noise levels should be considered a worst-case assessment of noise levels associated with the fleet maintenance shop.

TRUCK MOVEMENTS-

The project would include a cross-dock transfer platform for loading/unloading, as well truck and trailer parking. Trucks would enter and exit the project site via S. Cherry Avenue, as needed. The facility is accessible 24 hours per day, Monday through Friday as well as Saturday mornings.

Noise associated with truck movements are generally limited to noise associated with on-site vehicle movements as well as the release of air brakes. WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 61-77 dBA at a distance of 50 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by. Maximum noise levels produced by the truck as it released the air brakes were measured to be in the range of 78-80 dB at the reference distance of 50 feet from the truck. This is a brief noise which lasts approximately three to four seconds after the truck comes to a complete stop.

The closest sensitive receptor (residential land uses) to the proposed truck storage and parking areas are located at a setback distance of approximately 350 feet to the south/southeast. At this setback distance noise levels associated with truck movements would be in the range of approximately 44-60 dB and noise levels associated with the release of air brakes would be in the range of approximately 61-63 dB.

The City of Fresno maximum (L_{max}) noise level standard is 70 dB during the daytime hours (7:00 a.m. to 10:00 p.m.) and 60 dB during the nighttime hours (10:00 p.m. to 7:00 a.m.). However, the City of Fresno Municipal Code states that the standards of the noise ordinance may be adjusted upward (made less restrictive) if existing ambient noise levels without the source of concern already exceed the noise ordinance standards. The municipal code states that, in such siutations, the applicable noise standard becomes the existing ambient noise level, plus 5 dB. Reference to

measured noise levels in the project vicinity (Table IV above) indicate that maximum nighttime noise levels averaged approximately 80 dB. Therefore, noise levels associated with truck movement activities would not exceed City of Fresno daytime or nighttime noise level standards.

LOADING DOCK ACTIVITIES:

The project would include cross-dock loading platforms, where various materials would be unloaded and loaded into truck trailers for transport. Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, fork lifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees. Truck engines and/or refrigeration units are typically turned off while trucks are in loading dock areas to reduce noise and save energy.

Based upon noise level measurements conducted by WJVA for other studies, loading dock noise levels would be expected to be in the range of approximately 65 to 83 dBA at a distance of 50 feet. The closest existing sensitive receptors (residential land uses) to the proposed dock facility are located at distances of approximately 700 feet to the south/southeast. At such distances noise levels associated with loading dock activities would be in the range of approximately 42-60 dB. Such levels do not exceed applicable City of Fresno daytime or nighttime noise level standards.

CONCLUSIONS AND RECOMMENDATIONS

Ambient noise levels measured in the project vicinity indicate that existing ambient noise levels are already relatively high, as a result of vehicle traffic along S. Cherry Avenue, E. North Avenue, SR 41 as well as existing industrial land uses in the project vicinity. The noise level measurement data (described in detail above) demonstrate that the project would not be expected to exceed any applicable daytime or nighttime City of Fresno noise level standards at nearby sensitive receptor locations (residential land uses). This determination considers the existing elevated ambient noise levels measured near these residential land uses. Noise levels associated with all project operations would be below existing ambient noise levels measured in the project vicinity, and mitigation measures are therefore not required for project noise compliance.

Traffic noise modeling indicated that the project would generally not result in any increases in traffic noise along roadways in the project vicinity, with the exception of S. Cherry Avenue, where the project would result in an increase of approximately 1 dB. However, project-related traffic would not result in traffic noise levels to exceed any City of Fresno noise standards at any sensitive receptor locations in the project vicinity.

The foregoing conclusions and recommendations are based upon the best information known to WJV Acoustics, Inc. (WJVA) at the time the study was prepared concerning the proposed site plan and proposed operational activities. Any significant changes to the information used for this analysis will require a reevaluation of the findings of this report. Additionally, any significant future changes in noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,

Walter J. Van Groningen

Mult Vans

President

WJV:wjv

FIGURE 1: SITE PLAN

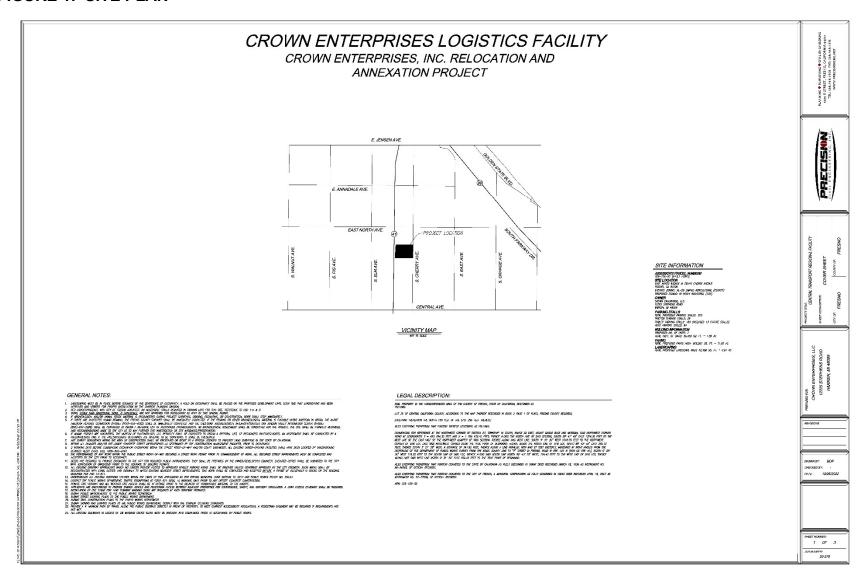


FIGURE 1: SITE PLAN (Continued)

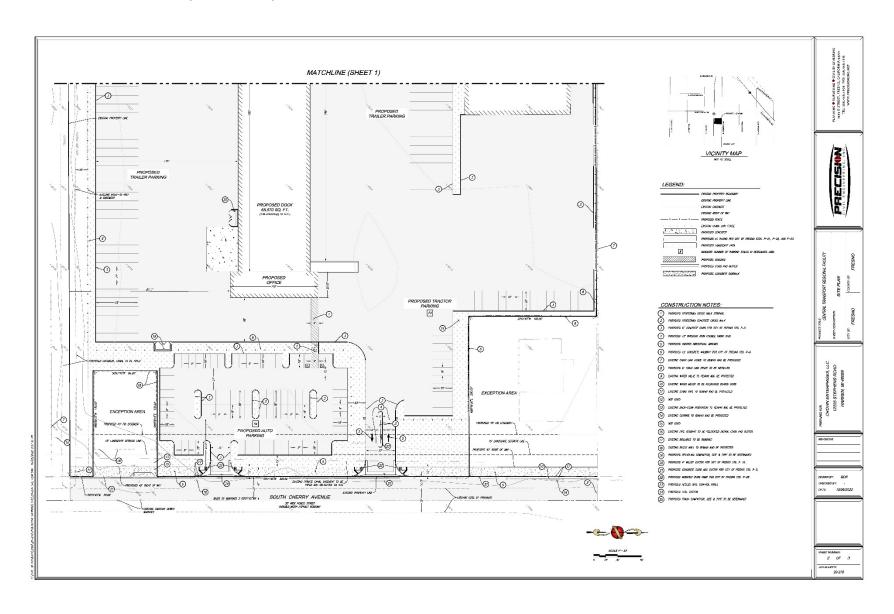


FIGURE 1: SITE PLAN (Concluded)

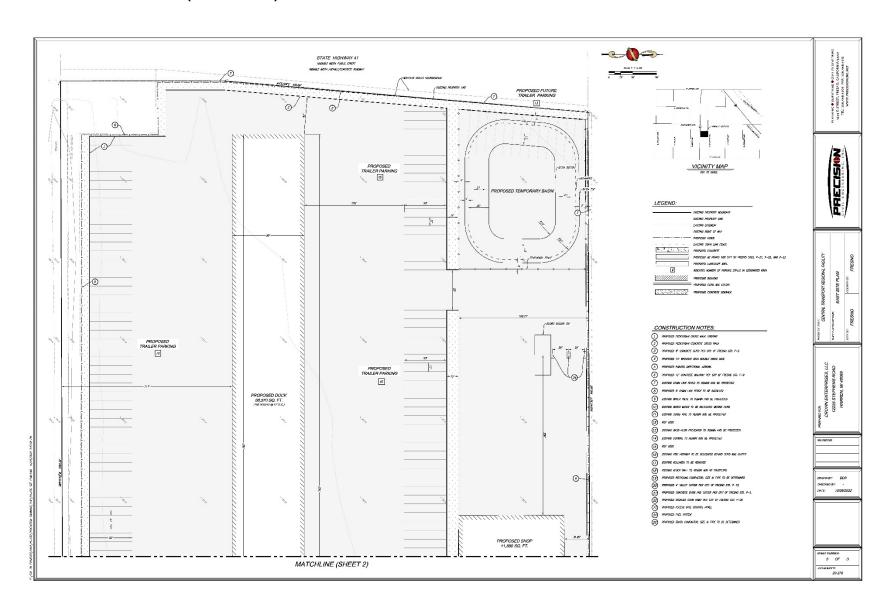


FIGURE 2: PROJECT SITE VICINITY AND NOISE MEASUREMENT LOCATION



FIGURE 3: NOISE LEVELS AT SITE LT-1

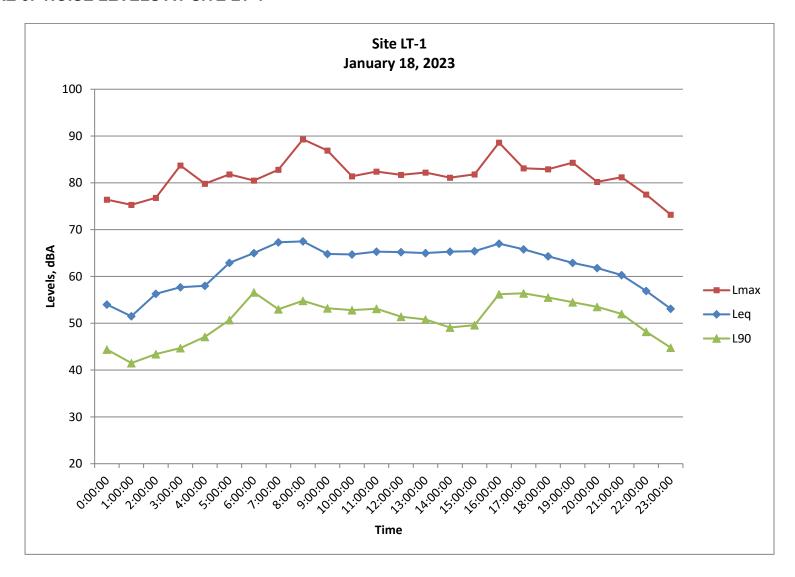


FIGURE 4: NOISE MEASUREMENT SITE LT-1

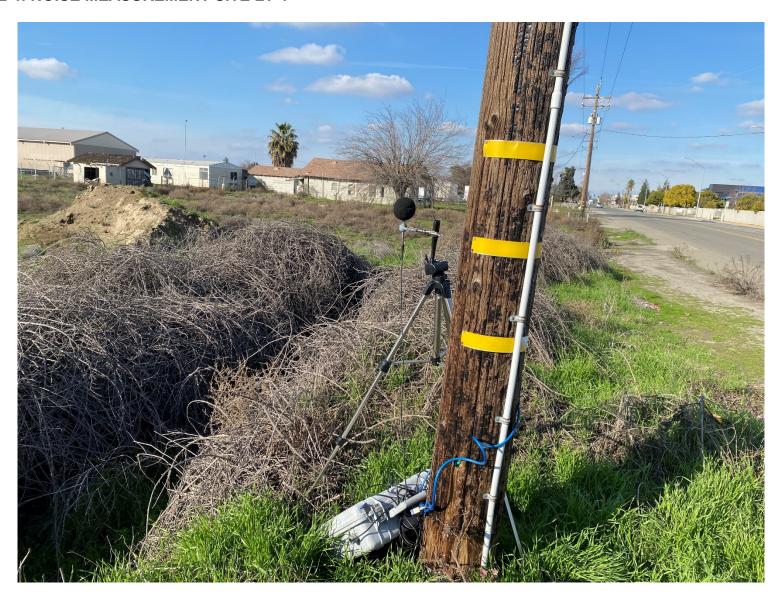


FIGURE 5: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS



APPENDIX A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location. CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. **DECIBEL, dB:** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter). DNL/L_{dn}: Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m. L_{eq}: Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods. NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while Leg represents the average noise exposure for a shorter time period, typically one hour. The maximum noise level recorded during a noise event. L_{max}: L_n: The sound level exceeded "n" percent of the time during a sample interval (L₉₀, L₅₀, L₁₀, etc.). For example, L₁₀ equals the level

exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS:

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

NOISE LEVEL REDUCTION (NLR):

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL:

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL:

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC):

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B EXAMPLES OF SOUND LEVELS

SUBJECTIVE NOISE SOURCE SOUND LEVEL **DESCRIPTION** 120 dB AMPLIFIED ROCK 'N ROLL > **DEAFENING** JET TAKEOFF @ 200 FT ▶ 100 dB **VERY LOUD** BUSY URBAN STREET > 80 dB **LOUD** FREEWAY TRAFFIC @ 50 FT > CONVERSATION @ 6 FT ▶ 60 dB **MODERATE** TYPICAL OFFICE INTERIOR > 40 dB SOFT RADIO MUSIC > **FAINT** RESIDENTIAL INTERIOR > WHISPER @ 6 FT ▶ 20 dB **VERY FAINT** HUMAN BREATHING > 0 dB

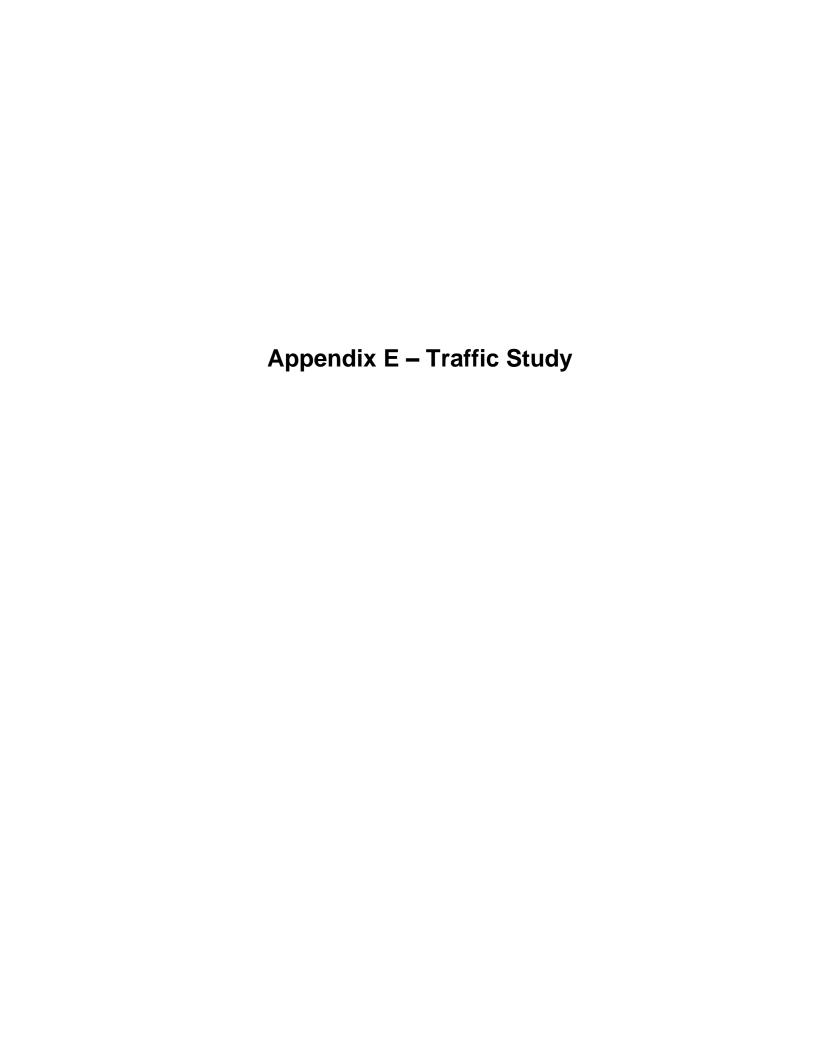
APPENDIX C TRAFFIC NOISE MODELING CALCULATIONS

WJV Acoustics, Inc FHWA-RD-77-108 Calculation Sheets August 25, 2023 22-61 Contour Levels (dB) 65 70 Project #: 75 Description: Existing Ldn/Cnel: Ldn Site Type: Soft Segment Roadway Name ADT %Evening %Night **Segment Description** %Med %Heavy Speed Distance Offset S Elm Ave R-1 2940 90 45 125 45 2 W. North Ave R-2 4590 90 10 125 S Elm Ave R-3 3190 90 2 45 150 10 45 W. North Ave R-4 6160 90 120 S. Cherry Ave R-5 2500 90 10 2 45 130 90 45 S. Cherry Ave R-6 1740 10 110 2 E. Central Ave R-7 4780 90 45 120

WJV Acoustics, Inc FHWA-RD-77-108 Calculation Sheets August 25, 2023 22-61 Contour Levels (dB) 65 70 Project #: 75 Description: Existing + Project Ldn/Cnel: Site Type: Soft Segment Roadway Name ADT %Evening %Night Offset **Segment Description** %Med %Heavy Speed Distance S Elm Ave R-1 2940 90 45 125 45 2 W. North Ave R-2 4610 90 10 125 S Elm Ave R-3 3190 90 2 45 150 10 45 W. North Ave R-4 6180 90 120 S. Cherry Ave R-5 3020 90 10 2 45 130 90 45 S. Cherry Ave R-6 1820 10 110 2 E. Central Ave R-7 4900 90 45 120

WJV Acoustics, Inc FHWA-RD-77-108 Calculation Sheets August 25, 2023 Contour Levels (dB) 65 70 Project #: 22-61 75 Description: 2043 Ldn/Cnel: Ldn Site Type: Soft Segment Roadway Name ADT %Evening %Night **Segment Description** %Med %Heavy Speed Distance Offset S Elm Ave R-1 6850 90 45 125 45 2 W. North Ave R-2 14230 90 10 125 S Elm Ave R-3 7810 90 2 45 150 10 45 W. North Ave 16670 R-4 90 120 S. Cherry Ave R-5 4420 90 10 2 45 130 90 45 S. Cherry Ave R-6 2350 10 110 2 E. Central Ave R-7 5960 90 45 120

WJV Acoustics, Inc FHWA-RD-77-108 Calculation Sheets August 25, 2023 22-61 Contour Levels (dB) 65 70 Project #: 75 Description: 2043 + Project Ldn/Cnel: Ldn Site Type: Soft Segment Roadway Name ADT %Evening %Night **Segment Description** %Med %Heavy Speed Distance Offset S Elm Ave R-1 6850 90 45 125 45 2 W. North Ave R-2 14250 90 10 125 S Elm Ave R-3 7810 90 2 45 150 10 45 W. North Ave 16690 R-4 90 120 S. Cherry Ave R-5 4940 90 10 2 45 130 90 45 S. Cherry Ave R-6 2440 10 110 2 E. Central Ave R-7 5980 90 45 120



Project No: 524-30

No. C58155 Exp. 6-30-24

TRAFFIC STUDY

Crown Central Transport Regional Facility Fresno, CA

Prepared for:

Crawford & Bowen Planning, Inc.

August 2023

Prepared by:



1800 30TH STREET, SUITE 260 BAKERSFIELD, CA 93301

Ian J. Parks, RCE 58155

Accela/FAASTER No. P23-00149 – Development Permit Application

P21-05778 – Annexation Application

P21-05870 – Plan Amendment – Rezone

Planner: John George

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EXECUTIVE SUMMARY

The proposed long-term truck transfer facility is located west of Cherry Avenue between North Avenue and Central Avenue in Fresno, CA. Site access is proposed along Cherry Avenue.

The list of proposed study intersections, roadway segments, and scenarios are as follows:

Study Intersections:

- Elm Avenue & North Avenue
- SR 41 Southbound Ramps & North Avenue
- SR 41 Northbound Ramps & North Avenue
- Cherry Avenue & North Avenue
- East Avenue & North Avenue
- Cherry Avenue & Central Avenue

Roadway Segments:

- North Avenue from Elm Avenue to SR 41 Southbound Ramps
- North Avenue from SR 41 Southbound Ramps to SR 41 Northbound Ramps
- North Avenue from SR 41 Northbound Ramps to Cherry Avenue
- North Avenue from Cherry Avenue to East Avenue

Scenarios:

- 2023
- 2023 + Project
- 2023 with Cumulative Projects + Project
- Future (2043) with Cumulative Projects
- Future (2043) with Cumulative Projects + Project



Level of Service Analysis

AM Peak Hour Intersection Analysis

#	Intersection	Control Type	2023	2023+ Project	2023+ Project Cumulative	2043 Cumulative	2043+ Project Cumulative	2043+ Project Cumulative Mitigation
1	Elm Ave & North Ave	Signal	C (33.4)	C (31.9)	C (32.2)	F (84.2)	F (88.0)	E (76.4)
2	SR 41 SB Ramps & North Ave	Signal	C (29.8)	C (34.9)	C (34.9)	F (94.8)	F (95.1)	D (50.0)
3	SR 41 NB Ramps & North Ave	Signal	A (5.2)	A (6.0)	B (10.6)	E (58.7)	E (63.6)	A (10.0)
4	Cherry Ave & North Ave	Signal	C (21.4)	C (30.2)	C (32.5)	C (33.7)	C (33.9)	-
5	East Ave & North Ave	Signal	B (18.2)	B (18.2)	B (18.8)	B (18.5)	C (23.5)	-
6	Cherry Ave & Central Ave	AWSC	A (8.3)	A (8.4)	A (8.4)	A (9.0)	A (9.0)	-

PM Peak Hour Intersection Analysis

#	Intersection	Control Type	2023	2023+ Project	2023+ Project Cumulative	2043 Cumulative	2043+ Project Cumulative	2043+ Project Cumulative Mitigation
1	Elm Ave & North Ave	Signal	C (25.0)	C (27.5)	C (27.6)	D (52.6)	D (52.7)	D (42.0)
2	SR 41 SB Ramps & North Ave	Signal	C (22.2)	C (22.4)	C (22.6)	F (85.5)	F (87.8)	E (66.4)
3	SR 41 NB Ramps & North Ave	Signal	A (2.5)	A (3.3)	A (4.8)	A (7.6)	A (10.0)	A (9.6)
4	Cherry Ave & North Ave	Signal	C (33.2)	C (34.1)	C (34.3)	D (44.7)	D (46.1)	-
5	East Ave & North Ave	Signal	C (31.7)	C (32.2)	C (33.2)	D (37.8)	D (37.9)	-
6	Cherry Ave & Central Ave	AWSC	B (2.6)	B (2.7)	B (2.7)	C (18.3)	C (18.4)	-

Roadway Analysis

AM Roadway Level of Service

Street	2023 Two-Way LOS		2023+Project Two-Way LOS		2023+Project Cumulative Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
North Avenue: Elm Avenue to SR 41 Southbound Ramps	660	C	680	C	860	C
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	842	C	910	C	1028	С
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	908	С	1021	C	1173	С
North Avenue: Cherry Avenue to East Avenue	766	C	810	C	996	С

Street	Cumı	43 Ilative ay LOS	2043+Project Cumulative Two-Way LOS		
	VOL	LOS	VOL	LOS	
North Avenue: Elm Avenue to SR 41 Southbound Ramps	1822	D	1882	D	
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	2152	D	2169	D	
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	2372	С	2373	С	
North Avenue: Cherry Avenue to East Avenue	1942	С	1996	С	

PM Roadway Level of Service

Street	2023 Two-Way LOS			Project ay LOS	2023+Project Cumulative Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
North Avenue: Elm Avenue to SR 41 Southbound Ramps	671	С	638	C	798	C
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	732	С	746	С	824	С
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	907	С	954	С	1070	С
North Avenue: Cherry Avenue to East Avenue	746	С	751	С	878	С

Street	20 Two-W	43 ay LOS	2043+Project Cumulative Two-Way LOS		
	VOL	LOS	VOL	LOS	
North Avenue: Elm Avenue to SR 41 Southbound Ramps	1943	D	1980	D	
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	2051	D	2054	D	
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	2087	С	2114	С	
North Avenue: Cherry Avenue to East Avenue	1844	С	1872	С	

Improvements & Recommendations

Based on the results of the Level of Service (LOS) analysis, it was determined that the following intersections needed to be improved:

- Elm Avenue & North Avenue
- SR 41 Southbound Ramps and North Avenue
- SR 41 Northbound Ramps & North Avenue



INTRODUCTION

The purpose of this study is to evaluate the potential traffic impact of a proposed long-term regional truck transfer facility in the City of Fresno. The proposed development will include a 68,570 square foot cross-dock transfer platform, a 3,294 square foot administrative office, an 11,880 square foot fleet maintenance shop, and parking for fleet tractors, fleet trailers, and automobiles along with a diesel fuel system. A vicinity map is presented in Figure 1 and a location map is presented in Figure 2. The site plan is shown in Figure 3.

A. Study Area

The study area is generally bounded by Cherry Avenue and State Route 41.

A total of six intersections are included in the study, two which are stop controlled and two which are signalized. The scope of the study was developed in association with the City of Fresno. The scope is based on the guidelines contained in the City of Fresno's "Traffic Impact Study Guidelines Update 2-2-2009 for Fresno." The scoping memo is included in the appendix.

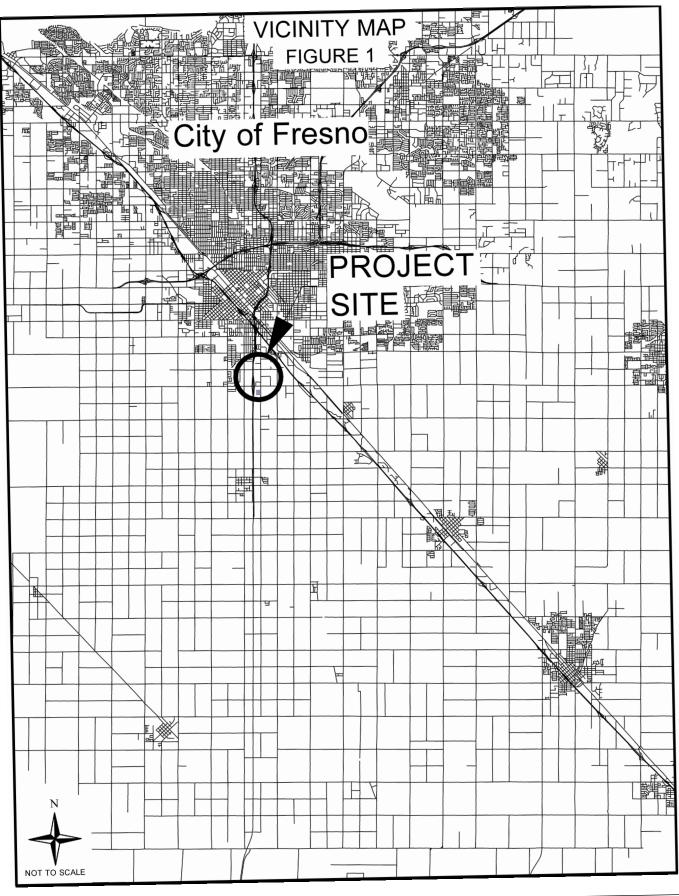
B. Existing Site Uses and Site Access

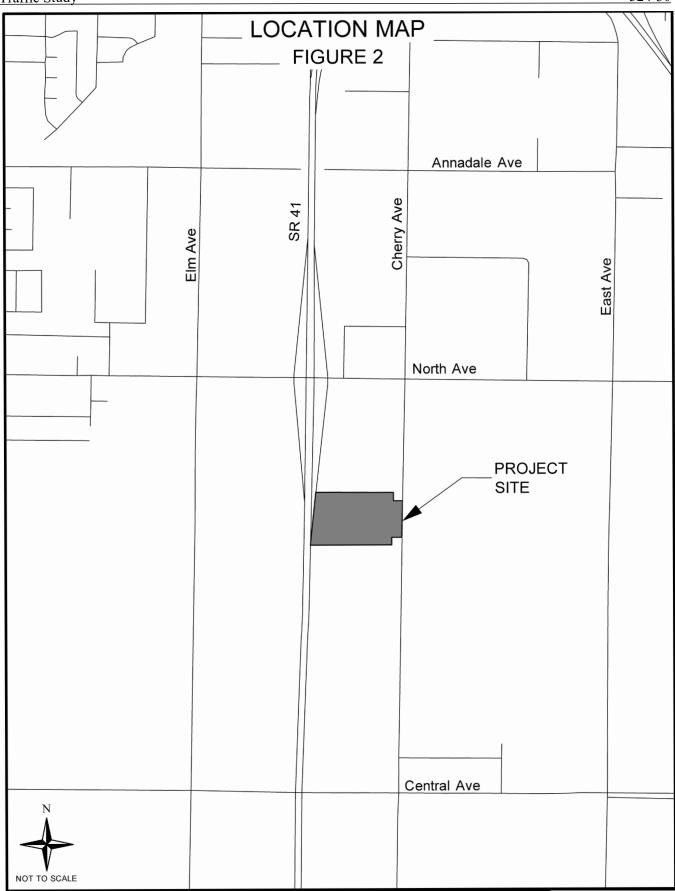
The site is currently vacant land. Site access is proposed along Cherry Avenue at the driveway locations as shown in Figure 3. The project will construct frontage improvements, including sidewalk, curb ramps, and bike lanes. The construction of the sidewalk and bike lanes will close gaps in pedestrian and bicycle access and will allow access to the site for all users.

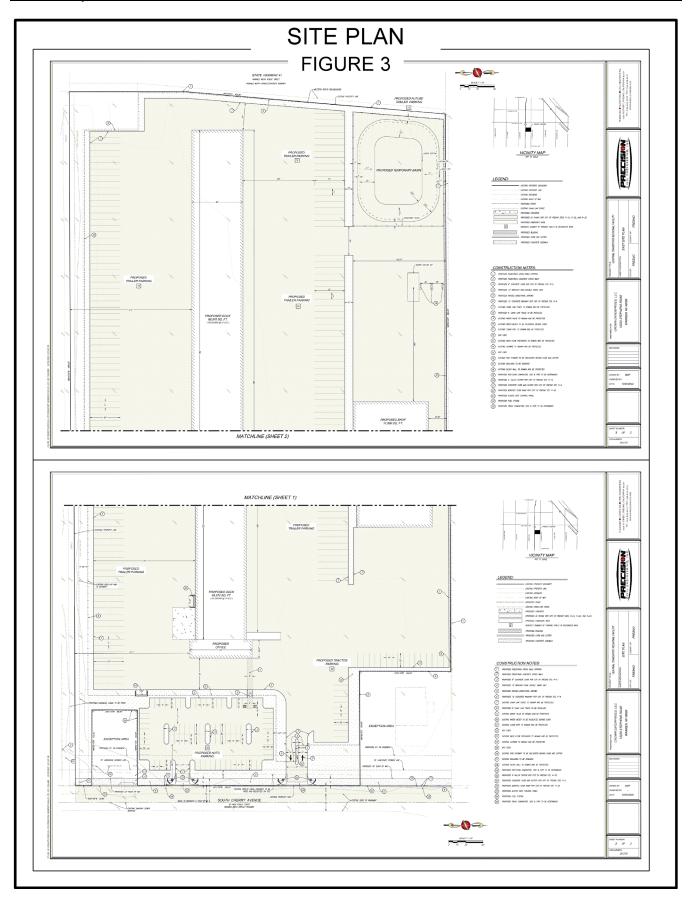
C. Existing Uses in Vicinity of the Site

Existing land uses in the vicinity of the proposed development are generally industrial and commercial land uses with residential further west and north of the project site.









D. Existing Street Descriptions

<u>Central Avenue</u> is an east-west collector that extends throughout the southern part of the City of Fresno. In the vicinity of the project it exists as a two-lane roadway and provides access to industrial, commercial, and agricultural land uses.

<u>Cherry Avenue</u> is a north-south collector that extends through the south part of the City of Fresno. In the vicinity of the project it exists as a two-lane roadway and provides access to industrial, commercial, and agricultural land uses.

<u>East Avenue</u> is a north-south collector that extends south from Jensen Avenue in the City of Fresno. In the vicinity of the project it exists as two-lane roadway and provides access to industrial, commercial, and agricultural land uses.

<u>Elm Avenue</u> is a north-south arterial that extends south from Ventura Avenue in the City of Fresno. In the vicinity of the project, it exists as a four-lane roadway with curb and gutter. Elm Avenue provides access to residential, industrial, agricultural, and commercial land uses.

<u>North Avenue</u> is an east-west arterial that extends throughout the southern part of the City of Fresno. In the vicinity of the project it exists as four-lane roadway with curb and gutter. North Avenue provides access to commercial, industrial, and agricultural land uses.

<u>State Route 41</u> is a primarily north-south freeway that connects with the State Route 99 north of the project. In the vicinity of the project it exists as a four-lane freeway.

PROJECT TRIP GENERATION VOLUMES

The project trip generation volumes shown in Table 1 were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Trip rates, equations and directional splits for ITE Land Use Code 30 (Intermodal Truck Terminal) were used to estimate project trips for weekday peak hour of adjacent street traffic based on information provided by the project applicant. The ITE Land Use Code 30 does not currently have data regarding average daily traffic. Therefore, calculations were done based on information provided by the applicant. There will be 63 heavy trucks entering and exiting the project daily; therefore, there will be approximately 126 heavy truck trips per day. The project will have 90 employees entering and exiting the project daily; therefore, there will be approximately 180 passenger vehicle trips per day. The total heavy truck and vehicle trips were calculated to be approximately 306 daily trips.

Table 1
Trip Generation

	Land Use				Peak Hour	Trips	PM I	Peak Hour	Trips
ITE Code	Development Type	Variable		Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
30	Intermodal Truck Terminal	83.744 1000 sq ft GFA	306	1.97	47% 78	53% 87	eq	52% 28	48% 26
TOTAL			306		10	65		5	4

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

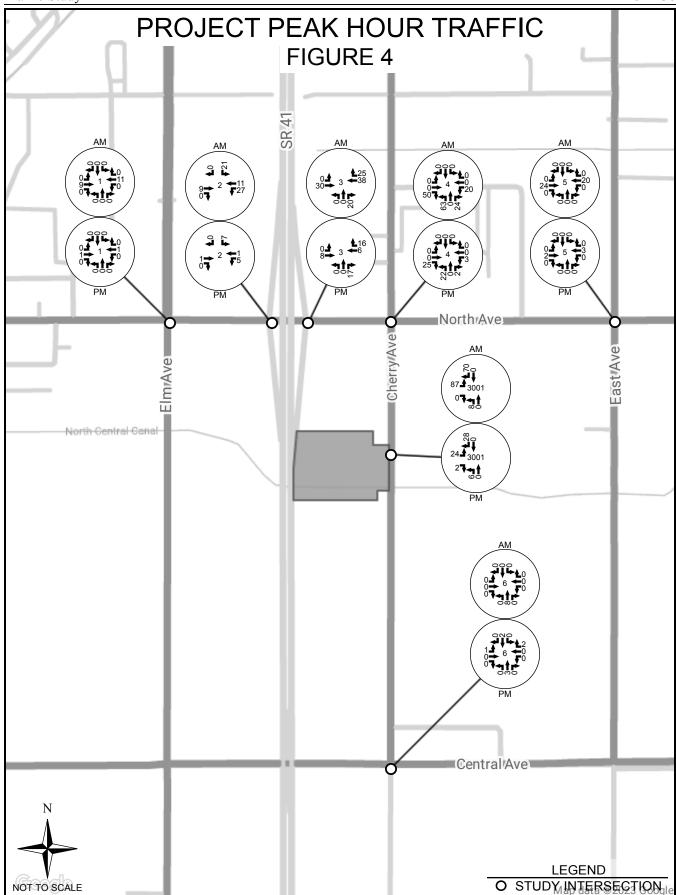
The project trip distribution was based on the most logically traveled routes for traffic accessing the project and a review of the potential draw from population centers within the region as well as the types of land uses involved. These assumptions were used to distribute project traffic as shown in Figure 4 for the roadway system within the study scope.

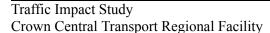
EXISTING AND FUTURE TRAFFIC

Weekday peak hour turning movements were counted at the study intersections in April 2023. Traffic counts were obtained between the hours of 7:00 and 9:00am, and 4:00 and 6:00pm. Peak hour was determined to be 7:15 to 8:15am and 4:00 to 5:00pm. Count data is included in the Appendix.

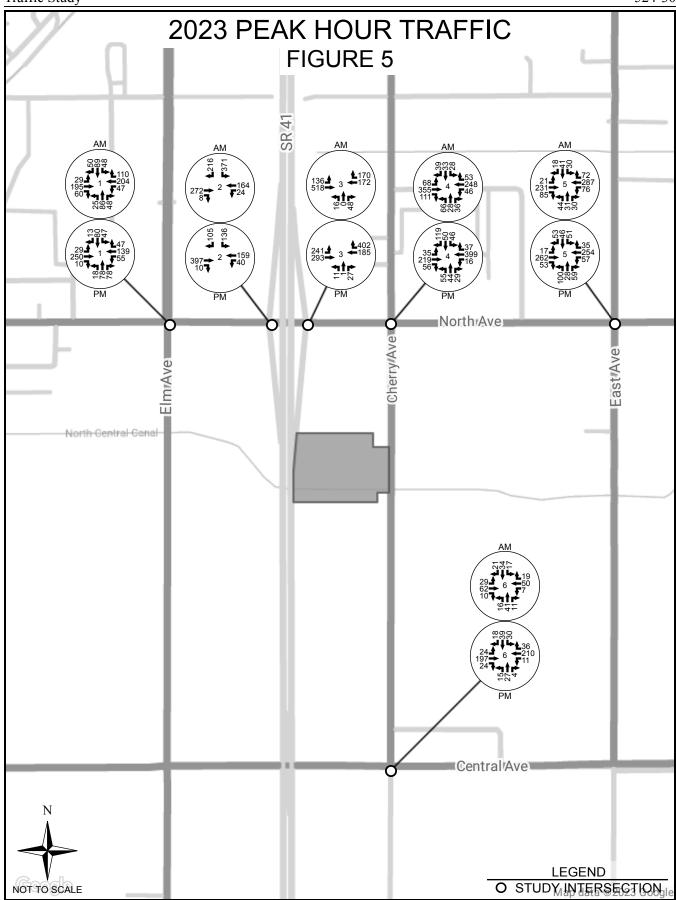
Annual growth rates ranging between 1.56 and 6.13 percent were applied to existing peak hour volumes to estimate future peak hour volumes for the year 2043. These growth rates were estimated based on a comparison of regional travel demand model volumes from the Fresno Council of Governments (FCOG) between years 2018 and 2035. A cumulative projects list was provided by the City of Fresno Planning department which includes approved or pending projects within the vicinity of the proposed project. Trip generation and distribution for pending or approved projects which were determined to have an influence on the study intersections was prepared and the volumes were added to the future scenarios. Cumulative project information can be found in the appendix.

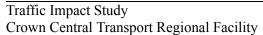
2023 peak hour volumes are shown in Figure 5. 2023 peak hour volumes plus project peak hour volumes are shown in Figure 6. Figure 7 shows 2023 cumulative plus project peak hour volumes. Future cumulative peak hour volumes for the year 2043, both without and with project traffic, are shown in Figures 8 and 9, respectively.



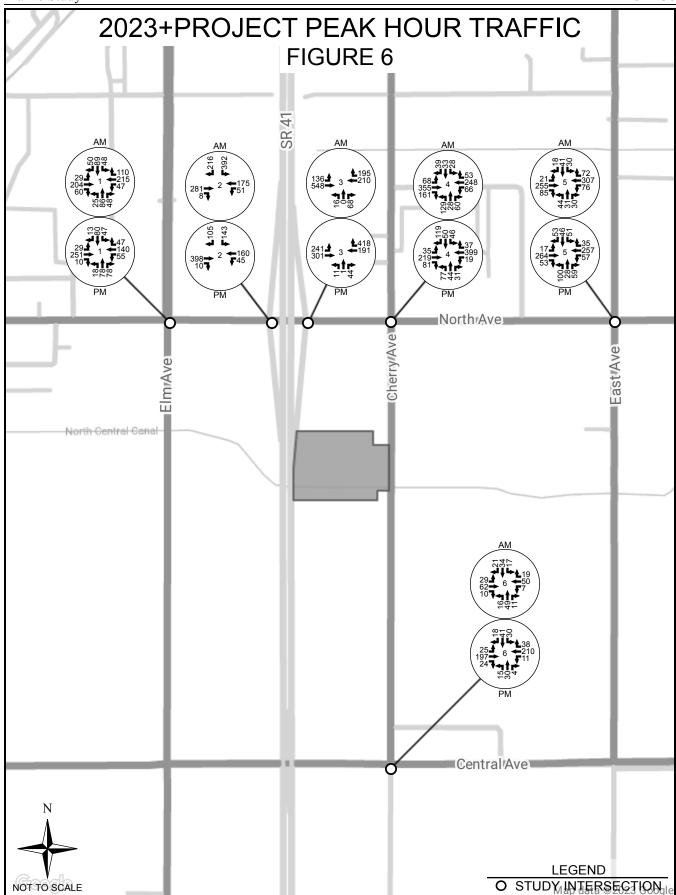


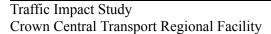




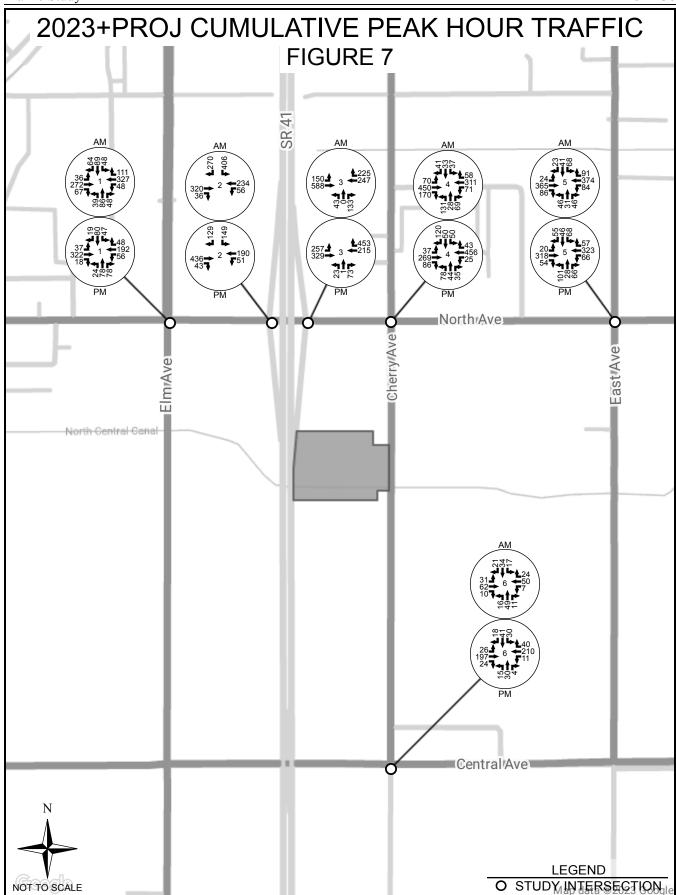


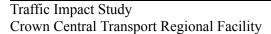




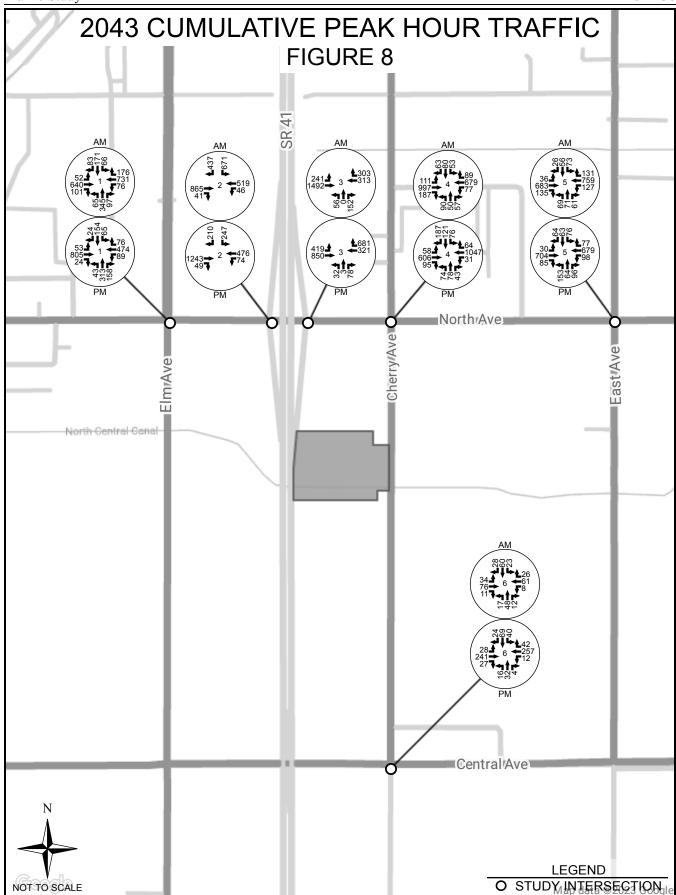


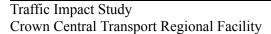




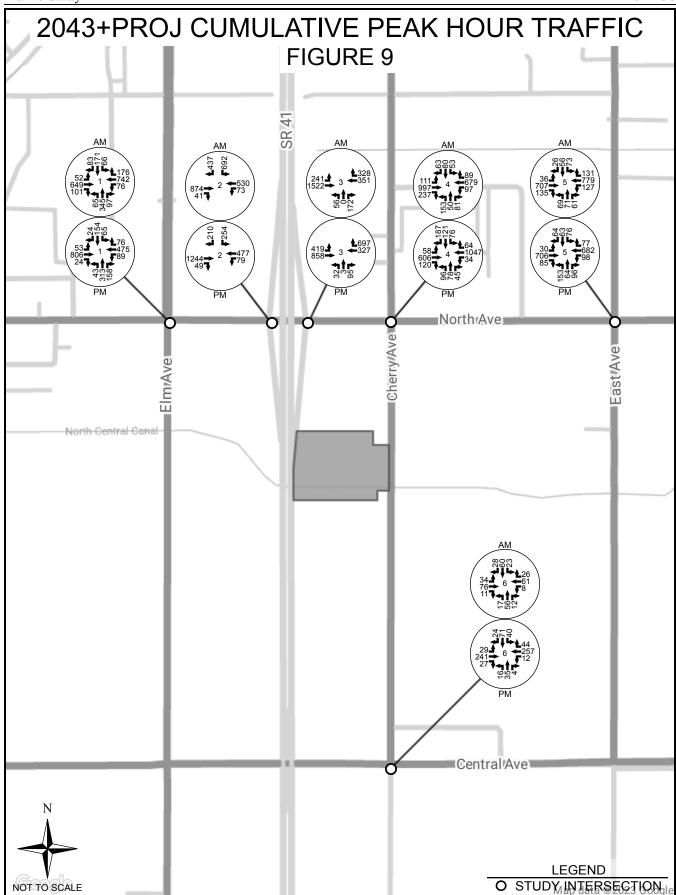












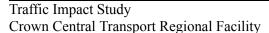




FIGURE 10: INTERSECTION LANE CONFIGURATION

#	Intersection	Control Type	Ex	isting	With Imp	provements
1.	Elm Ave & North Ave	•		***		
2.	SR 41 SB Ramps & North Ave	•	4	====	*	↓
3.	SR 41 NB Ramps & North Ave	•	A	<u> </u>	A	
4.	Cherry Ave & North Ave			<u> </u>		A
5.	East Ave & North Ave			<u></u>		
6.	Cherry Ave & Central Ave	STOP	STOP	STOP	STOP	STOP

INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro 11 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's <u>Highway Capacity Manual</u>. The analysis was performed for the following AM and PM Peak Hour traffic scenarios:

- Existing (2023)
- Existing (2023) + Project
- Existing Cumulative (2023) + Project
- Future Cumulative (2043)
- Future Cumulative (2043) + Project
- Future Cumulative (2043) + Project with Mitigation

Criteria for intersection level of service (LOS) are shown in the tables below.

LEVEL OF SERVICE CRITERIA UNSIGNALIZED INTERSECTION

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
В	$> 10 \text{ and} \le 15$	Short delays
С	$> 15 \text{ and } \le 25$	Average delays
D	$> 25 \text{ and } \le 35$	Long delays
Е	$> 35 \text{ and} \le 50$	Very long delays
F	> 50	Extreme delays

LEVEL OF SERVICE CRITERIA SIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
В	$> 10 \text{ and } \le 20$	0.61 - 0.70
С	$> 20 \text{ and} \le 35$	0.71 - 0.80
D	$> 35 \text{ and} \le 55$	0.81 - 0.90
Е	$> 55 \text{ and} \le 80$	0.91 - 1.00
F	> 80	> 1.00



The level of service threshold for requiring mitigation is if the facility operates below an LOS of "D". Level of service for the study intersections is presented in Tables 3a and 3b.

Table 3a Intersection Level of Service Weekday AM Peak Hour

#	Intersection	Control Type	2023	2023+ Project	2023+ Project Cumulative	2043 Cumulative	2043+ Project Cumulative	2043+ Project Cumulative Mitigation
1	Elm Ave & North Ave	Signal	C (33.4)	C (31.9)	C (32.2)	F (84.2)	F (88.0)	E (76.4)
2	SR 41 SB Ramps & North Ave	Signal	C (29.8)	C (34.9)	C (34.9)	F (94.8)	F (95.1)	D (50.0)
3	SR 41 NB Ramps & North Ave	Signal	A (5.2)	A (6.0)	B (10.6)	E (58.7)	E (63.6)	A (10.0)
4	Cherry Ave & North Ave	Signal	C (21.4)	C (30.2)	C (32.5)	C (33.7)	C (33.9)	-
5	East Ave & North Ave	Signal	B (18.2)	B (18.2)	B (18.8)	B (18.5)	C (23.5)	-
6	Cherry Ave & Central Ave	AWSC	A (8.3)	A (8.4)	A (8.4)	A (9.0)	A (9.0)	-

Table 3b Intersection Level of Service PM Peak Hour

#	Intersection	Control Type	2023	2023+ Project	2023+ Project Cumulative	2043 Cumulative	2043+ Project Cumulative	2043+ Project Cumulative Mitigation
1	Elm Ave & North Ave	Signal	C (25.0)	C (27.5)	C (27.6)	D (52.6)	D (52.7)	D (42.0)
2	SR 41 SB Ramps & North Ave	Signal	C (22.2)	C (22.4)	C (22.6)	F (85.5)	F (87.8)	E (66.4)
3	SR 41 NB Ramps & North Ave	Signal	A (2.5)	A (3.3)	A (4.8)	A (7.6)	A (10.0)	A (9.6)
4	Cherry Ave & North Ave	Signal	C (33.2)	C (34.1)	C (34.3)	D (44.7)	D (46.1)	-
5	East Ave & North Ave	Signal	C (31.7)	C (32.2)	C (33.2)	D (37.8)	D (37.9)	-
6	Cherry Ave & Central Ave	AWSC	B (2.6)	B (2.7)	B (2.7)	C (18.3)	C (18.4)	-

ROADWAY ANALYSIS

A capacity analysis of the study roadways was conducted using Table 4 in the State of Florida Department of Transportation *Quality/Level of Service Handbook* dated June 2020 (see Appendix). The City of Fresno Traffic Impact Study Guidelines states that the peak hour level of service for roadways shall be no lower than LOS "D" for urban areas. The analysis was performed for the following AM and PM traffic scenarios:

- Existing (2023)
- Existing (2023) + Project
- Existing Cumulative (2023) + Project
- Future Cumulative (2043)
- Future Cumulative (2043) + Project

Table 4a Existing AM Roadway Level of Service

Street	2023 Two-Way LOS			Project ay LOS	2023+Project Cumulative Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
North Avenue: Elm Avenue to SR 41 Southbound Ramps	660	С	680	С	860	С
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	842	С	910	С	1028	С
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	908	С	1021	С	1173	С
North Avenue: Cherry Avenue to East Avenue	766	С	810	С	996	С

Table 4b Future AM Roadway Level of Service

Street		43 llative ay LOS	2043+Project Cumulative Two-Way LOS		
	VOL	LOS	VOL	LOS	
North Avenue: Elm Avenue to SR 41 Southbound Ramps	1822	D	1882	D	
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	2152	D	2169	D	
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	2372	С	2373	С	
North Avenue: Cherry Avenue to East Avenue	1942	С	1996	С	

Table 4c Existing PM Roadway Level of Service

Street	2023 Two-Way LOS			Project ay LOS	2023+Project Cumulative Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
North Avenue: Elm Avenue to SR 41 Southbound Ramps	671	С	638	С	798	С
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	732	С	746	С	824	С
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	907	С	954	С	1070	С
North Avenue: Cherry Avenue to East Avenue	746	С	751	С	878	С

Table 4d Future PM Roadway Level of Service

Street	20 Two-W	43 ay LOS	2043+Project Cumulative Two-Way LOS		
	VOL	LOS	VOL	LOS	
North Avenue: Elm Avenue to SR 41 Southbound Ramps	1943	D	1980	D	
North Avenue: SR 41 Southbound Ramps to SR 41 Northbound Ramps	2051	D	2054	D	
North Avenue: SR 41 Northbound Ramps to Cherry Avenue	2087	С	2114	С	
North Avenue: Cherry Avenue to East Avenue	1844	С	1872	С	

TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrants 1, 2, and 3 were evaluated for each of the unsignalized intersections within the study based on the California Manual on Uniform Traffic Control Devices (MUTCD). AM and PM peak hour volume data and daily traffic volume data were collected for all approaches at the analyzed intersections. Traffic counts are included in the appendix.

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered in order to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

Table 5a Warrant 1 & Warrant 2 Analysis

	Exis	sting	Existing+Project		
Intersection	1 Eight	2 Four	1 Eight	2 Four	
Cherry Ave & Central Ave	NO	NO	NO	NO	

Table 5b Warrant 3 Analysis

					2023+	Project	20	43	2043+]	Project
Intersection 2023		2023+Project		Cumulative		Cumulative		Cumulative		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cherry Ave & Central Ave	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

ACCIDENT INVESTIGATION

Accident data was requested from SWITRS for the previous year. Upon review of the data provided, it was determined there were 46 accidents at the study intersections from July 2018 to July 2023. The accidents occurred at the following intersections:

- 21 accidents occurred at North Avenue & State Route 41 Ramps
- 15 accidents occurred at North Avenue & Elm Avenue
- 5 accidents occurred at North Avenue & East Avenue
- 5 accidents occurred at North Avenue & Cherry Avenue

QUEUE LENGTH ANALYSIS

A queue length analysis was conducted at all stop-controlled freeway off ramps within the study area to evaluate the adequacy of the existing storage lengths. Tables 6a and 6b below show the existing storage lengths, as well as the 95th percentile queue length determined for each traffic scenario analyzed.

Table 6a AM Queue Analysis

Intersection		1 SB Ram North Avo	_	SR 41 NB Ramps & North Ave		
Movement	EBR	WBL	SBR	EBL	WBR	NBR
Storage Capacity	150	240	140	250	-	150
2023	10	65	9	79	20	49
2023+Project	15	80	11	101	18	50
2023+Project Cumulative	20	86	16	108	23	51
2043 Cumulative	138	210	39	167	118	135
2043+Project Cumulative	146	232	42	178	120	141

Table 6b PM Queue Analysis

Intersection		1 SB Ram North Ave	-	SR 41 NB Ramps & North Ave		
Movement	EBR	WBL	SBR	EBL	WBR	NBR
Storage Capacity	150	240	140	250	-	150
2023	7	54	122	80	15	42
2023+Project	8	59	125	125	22	62
2023+Project Cumulative	8	60	126	130	27	64
2043 Cumulative	82	147	135	240	130	77
2043+Project Cumulative	95	167	138	247	147	88

As shown in the tables, the storage lengths are adequate for existing and future queue lengths.

IMPROVEMENTS & RECOMMENDATIONS

Table 7
Future Intersection Improvements

#	Intersection	Improvements Required by 2043	Percent Share
1	Elm Ave & North Ave	Change NBTR to NBT, add NBR	0.14%
2	SR 41 SB Ramps & North Ave	Change EBR to EBTR	0.95%
3	SR 41 NB Ramps & North Ave	Add EBT	3.7%

Upon review of intersection and roadway level of service, it was determined that the intersections of Elm Avenue & North Avenue, SR 41 Southbound Ramps & North Avenue, and SR 41 Northbound Ramps & North Avenue will require improvements by the year 2043.

It was determined that none of the unsignalized intersections meet the signal warrant criteria.



VEHICLE MILES TRAVELED ANALYSIS

An evaluation of project vehicle miles traveled (VMT) was conducted based on VMT analysis guidelines adopted by the City of Fresno. The guidelines provide "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. The project consists of a heavy-duty truck facility. It is important to note that based on the City of Fresno VMT guidelines, VMT analysis only includes passenger vehicles and heavy truck trips were not analyzed. The project will generate approximately 180 passenger vehicle trips per day. According to the City of Fresno VMT guidelines, facilities that generate fewer than 500 average daily trips are accounted for in the existing regional average. Therefore, no VMT analysis is necessary.



REFERENCES

- 1. Highway Capacity Manual 2010, Transportation Research Board
- 2. <u>Manual on Uniform Traffic Control Devices for Streets and Highways</u>, 2014 Edition, Federal Highway Administration (FHA)

3. <u>Trip Generation</u>, 11th Edition, Institute of Transportation Engineers (ITE)



APPENDIX

Traffic Study 524-30

APPROVED SCOPE OF WORK



MEMORANDUM

To: Harmanjit Dhaliwal

From: Shalisha Hodson

Date: April 3, 2023

RE: Traffic Study Scope for Central Transport Regional Facility

The firm of Ruettgers & Schuler Civil Engineers (R&S) is pleased to provide this memorandum documenting traffic impact study methodologies and assumptions recommended for the Central Transport project, a proposed regional truck transfer facility located in Fresno, California. The project site is situated on approximately 15 acres of vacant land west of Cherry Avenue between North Avenue and Central Avenue. Attached is a copy of the Project site plan.

The purpose of this memorandum is to request comments from City of Fresno staff to ensure the traffic study fully addresses potential traffic impacts of the project. The memorandum was prepared in accordance with the City of Fresno traffic study guidelines.

Project Description

It is anticipated that the project would operate 24 hours a day, Monday through Friday, with three work shifts of approximately 30 employees per shift. Separate project site access points would be provided from Cherry Avenue for truck operators and employees.

Project land uses would include the following:

- Approximately 3,294 square feet of administrative office space
- Approximately 68,570 square feet of loading dock area
- Approximately 11,880 square feet of fleet maintenance shop space

Project Trip Generation

The project trip generation volumes presented in Tables 1 and 2 were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (weekday, peak hour of adjacent street traffic). Table 3 presents estimates developed based on information provided by the Project applicant.

Table 1 Project Trip Generation Employees

	Land Use		AM I	Peak Hour	Trips	PM I	Peak Hour	Trips
ITE Code	Development Type	Variable	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
30	Intermodal Truck Terminal	90 Employees	0.84	47% 36	53% 40	0.69	52% 32	48% 30
TOTAL				36	40		32	30

Table 2
Project Trip Generation
Building Space

	Land Use		AM I	Peak Hour	Trips	PM I	Peak Hour	Trips
ITE Code	Development Type	Variable	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
30	Intermodal Truck Terminal	83.744 1000 sq ft GFA	1.97	47% 78	53% 87	eq	52% 28	48% 26
TOTAL				78	87		28	26

Table 3
Project Trip Generation
Facility Operation

Project Vehicles		Daily Trips		M our Trips		M our Trips
Trip Type	Variable	ADT	Inbound	Outbound	Inbound	Outbound
Heavy Duty Trucks	63 per day	126	0	18	9	0
Passenger Vehicles	90 per day	180	30	30	30	30
TOTAL		306	30	48	39	30

It is noted that the trip generation estimates in Tables 1 and 2 are based on relatively few data points (two for the AM peak hour and four for the PM peak hour). Therefore, given the relatively small data sets, it is recommended that the traffic study use the project trip generation estimates in Table 3. Project peak hour trips are shown on the scope map attached.

Study Intersections and Roadway Segments

It is recommended that the scope of the traffic study include the six intersections listed below. All intersections are signalized except for Cherry Avenue/Central Avenue (#6). Intersection locations are shown on the scope map attached. Peak hour turning movement counts will be scheduled upon approval of the study intersections.

- 1. Elm Avenue & North Avenue
- 2. SR 41 Southbound Ramps & North Avenue
- 3. SR 41 Northbound Ramps & North Avenue
- 4. Cherry Avenue & North Avenue
- 5. East Avenue & North Avenue
- 6. Cherry Avenue & Central Avenue

Roadway segments located between study intersections will be analyzed.

Future Traffic Assumptions

Growth rates will be estimated based on output from the Fresno Council of Governments (FCOG) travel demand model.

Traffic Impact Analyses and Scenarios

Analyses of intersection and roadway level of service (LOS), traffic signal warrants, queue lengths, and vehicle miles traveled (VMT) will be completed in accordance with applicable City and State guidelines. Below are the traffic impact scenarios.

- 2023 (Existing)
- 2023 + Project
- 2023 + Project (Cumulative)
- 2043 (Cumulative)
- 2043 + Project (Cumulative)

Signal Warrant Analysis

Intersection conditions for Traffic Signal Warrants 1 and 2 would be applied to the unsignalized intersection(s) in the study for the three existing year (2023) traffic analysis scenarios. Conditions for Warrant 3 would be applied for all six traffic analysis scenarios.

Queue Length Analysis

A queue length analysis will be conducted for all turn lanes.

Vehicle Miles Traveled (VMT) Analysis

Our office will work closely with City staff to ensure project VMT assumptions and methodologies are consistent with City guidelines. It is anticipated that the project will "screen out" due to the ADT volumes being below threshold.

Mitigation

Mitigation measures will be determined for deficiencies identified by the traffic impact analysis results. The proportionate share of the cost of mitigation improvements will also be calculated.

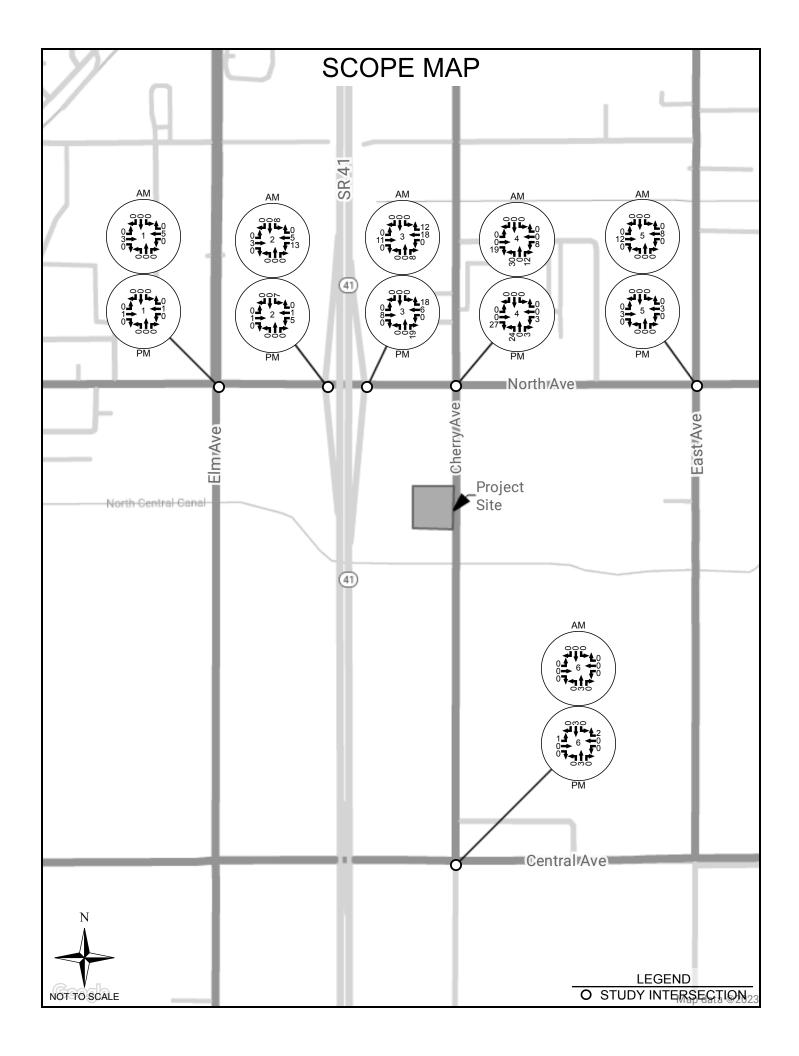
Collision History

Traffic collision data will be collected and evaluated for all study intersections and roadway segments.

Closing

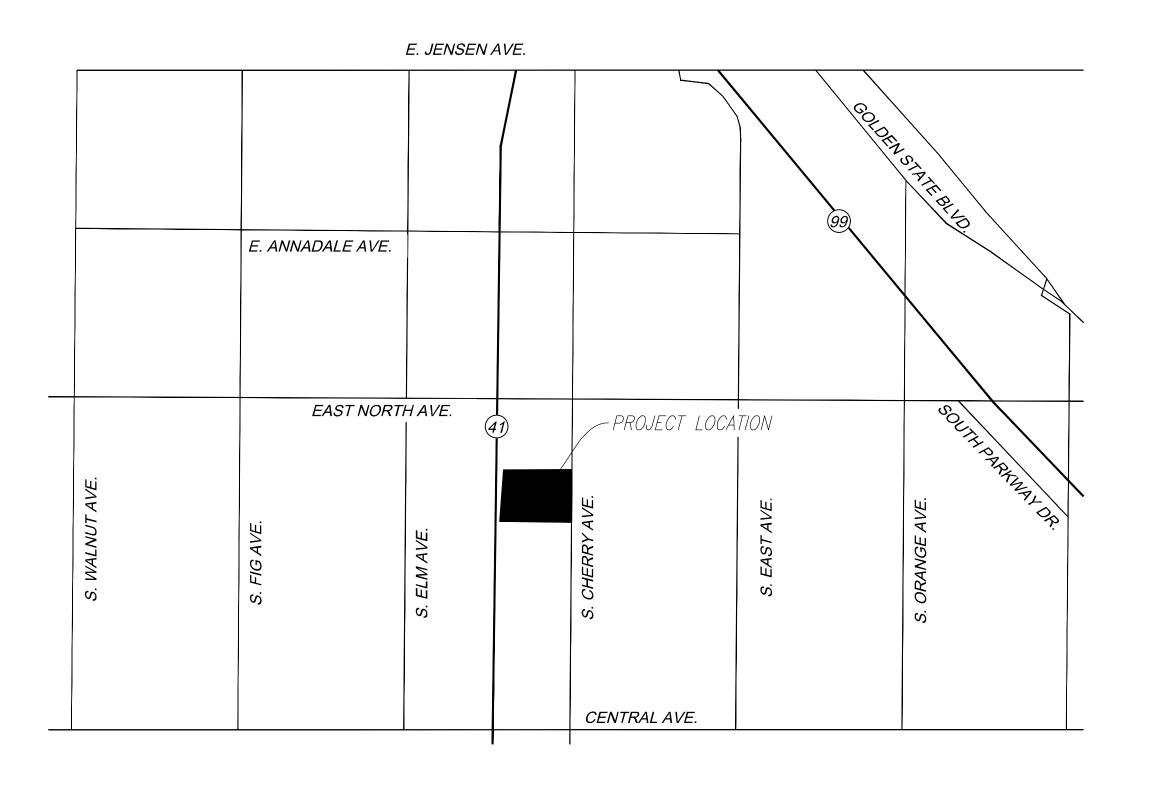
Please contact me if you have any questions or comments regarding the scope of the study.

Attachments



CROWN ENTERPRISES LOGISTICS FACILITY

CROWN ENTERPRISES, INC. RELOCATION AND ANNEXATION PROJECT



GENERAL NOTES:

- 1. LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. A HOLD ON OCCUPANCY SHALL BE PLACED ON THE PROPOSED DEVELOPMENT UNTIL SUCH TIME THAT LANDSCAPING HAS BEEN
- APPROVED AND VERIFIED FOR PROPER INSTALLATION BY THE CURRENT PLANNING DIVISION. PER CORRESPONDENCE WITH CITY OF FRESNO ARCHITECT, NO ACCESSIBLE STALLS REQUIRED IN PARKING LOTS FOR THIS SITE. REFERENCE TO CBC 11A & B.
- SIGNS, <u>OTHER THAN DIRECTIONAL SIGNS, IF APPLICABLE,</u> ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SPECIAL PERMIT.
- 4. IF ARCHEOLOGICAL AND/OR ANIMAL FOSSIL MATERIAL IS ENCOUNTERED DURING PROJECT SURVEYING, GRADING, EXCAVATING, OR CONSTRUCTION, WORK SHALL STOP IMMEDIATELY. 5. IF THERE ARE SUSPECTED HUMAN REMAINS, THE FRESNO COUNTY CORONER SHALL BE IMMEDIATELY CONTACTED. IF THE REMAINS OR OTHER ARCHAEOLOGICAL MATERIAL IS POSSIBLE NATIVE AMERICAN IN ORIGIN, THE NATIVE AMERICAN HERITAGE COMMISSION (PHONE: (916)-653-4082) SHALL BE IMMEDIATELY CONTACTED, AND THE CALIFORNIA ARCHAEOLOGICAL INVENTORY/SOUTHER SAN JOAQUIN VALLEY INFORMATION CENTER (PHONE: (805)-644-2289) SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED ARCHAEOLOGISTS. AN ARCHEOLOGICAL ASSESSMENT SHALL BE CONDUCTED FOR THE PROJECT, THE SITE SHALL BE FORMALLY RECORDED, AND RECOMMENDATIONS MADE TO THE CITY AS TO ANY FURTHER SITE INVESTIGATION OR SITE AVOIDANCE/PRESERVATION.
- 6. IF ANIMAL FOSSILS ARE UNCOVERED, THE MUSEUM OF PALEONTOLOGY, U.C. BERKELEY SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST, OF RECOGNIZED PALEONTOLOGISTS. AN ASSESSMENT SHALL BE CONDUCTED BY A PALEONTOLOGIST AND, IF THE PALEONTOLOGIST DETERMINES THE MATERIAL TO BE SIGNIFICANT, IT SHALL BE PRESERVED.
- ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA. 8. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
- 9. 2 WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDER-GROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1800-642-2444. 10. THE PERFORMANCE OF ANY WORK WITHIN THE PUBLIC STREET RIGHT-OF-WAY REQUIRES A STREET WORK PERMIT PRIOR TO COMMENCEMENT OF WORK. ALL REQUIRED STREET IMPROVEMENTS MUST BE COMPLETED AND
- ACCEPTED BY THE CITY PRIOR TO OCCUPANCY.
- 11. DEEDS ARE REQUIRED TO PROVIDE EASEMENTS TO THE CITY FOR REQUIRED PUBLIC IMPROVEMENTS. THEY SHALL BE PREPARED BY THE OWNER/DEVELOPER'S ENGINEER. EXECUTED COPIES SHALL BE SUBMITTED TO THE CITY WITH VERIFICATION OF OWNERSHIP PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- 12. ALL EXISTING DRIVEWAY APPROACHES WHICH NO LONGER PROVIDE ACCESS TO APPROVED VEHICLE PARKING AREAS SHALL BE REMOVED UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. SUCH AREAS SHALL BE RECONSTRUCTED WITH CURB, GUTTER, AND SIDEWALK TO MATCH EXISTING ADJACENT STREET IMPROVEMENTS. THIS WORK SHALL BE COMPLETED AND ACCEPTED BEFORE A PERMIT OF OCCUPANCY IS ISSUED OR THE BUILDING
- 13. UNDERGROUND ALL EXISTING OVERHEAD UTILITIES WITHIN THE LIMITS OF THIS APPLICATION AS PER FRESNO MUNICIPAL CODE SECTION 15-2017 AND PUBLIC WORKS POLICY NO. 260.01.
- 14. CONTACT THE PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING AT (559)-621-8800, 10 WORKING DAYS PRIOR TO ANY OFFSITE CONCRETE CONSTRUCTION. 15. PRIVATE FIRE HYDRANT AND ALL WEATHER FIRE ACCESS SHALL BE IN SERVICE PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIAL TO THE JOBSITE.
- 16. APPLICANTS ARE ENCOURAGED TO PROVIDE SHARED VEHICLE AND PEDESTRIAN ACCESS BETWEEN ADJACENT PROPERTIES FOR CONVENIENCE, SAFETY, AND EFFICIENT CIRCULATION. A JOINT ACCESS COVENANT SHALL BE REQUIRED. 17. INSTALLATION OF CVC 22658 FIRE LANE TOWAWAY WARNING SIGNS ARE REQUIRED AT EACH DRIVEWAY ENTRANCE.
- 18. SUBMIT PUBLIC IMPROVEMENTS TO THE PUBLIC WORKS DEPARTMENT.
- 19. SUBMIT STREET LIGHTING PLANS TO THE PUBLIC WORKS DEPARTMENT. 20. SUBMIT TRAIL CONSTRUCTION PLANS TO THE PUBLIC WORKS DEPARTMENT.
- 21. SUBMIT SIGNING AND STRIPING PLANS TO THE PUBLIC WORKS DEPARTMENT, COMPLY WITH THE CURRENT CALTRANS STANDARDS.
- 22. PROVIDE A 4' MINIMUM PATH OF TRAVEL ALONG THE PUBLIC SIDEWALK DIRECTLY IN FRONT OF PROPERTY, TO MEET CURRENT ACCESSIBILITY REGULATIONS. A PEDESTRIAN EASEMENT MAY BE REQUIRED IF REQUIREMENTS ARE
- 23. ALL EXISTING SIDEWALKS IN EXCESS OF 2% MAXIMUM CROSS SLOPE MUST BE BROUGHT INTO COMPLIANCE PRIOR TO ACCEPTANCE BY PUBLIC WORKS.

LEGAL DESCRIPTION:

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS

LOT 35 OF CENTRAL CALIFORNIA COLONY, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 2 PAGE 1 OF PLATS, FRESNO COUNTY RECORDS;

EXCEPTING THEREFROM THE NORTH 160 FEET OF THE EAST 200 FEET THEREOF; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

COMMENCING FOR REFERENCE AT THE NORTHWEST CORNER OF SECTION 27, TOWNSHIP 14 SOUTH, RANGE 20 EAST, MOUNT DIABLO BASE AND MERIDIAN, SAID NORTHWEST CORNER BEING AT COORDINATES Y = 495 684.30 FEET AND X = 1 768 436.10 FEET; THENCE ALONG THE NORTH LINE OF SAID SECTION, SOUTH 89° 41' 49" EAST 1324.35 FEET TO THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE ALONG SAID WEST LINE, SOUTH 0° 31' 20" WEST 1318.35 FEET TO THE NORTHWEST CORNER OF SAID LOT, LAST SAID NORTHWEST CORNER BEING THE TRUE POINT OF BEGINNING; THENCE ALONG THE NORTH LINE OF SAID LOT, SOUTH 89' 42' 55" EAST 240.10 FEET; THENCE SOUTH 5° 21' 59" WEST, A DISTANCE OF 541.92 FEET; THENCE ALONG A LINE PARALLEL WITH AND 97 FEET EASTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF THE DEPARTMENT OF PUBLIC WORKS SURVEY FROM THE KINGS COUNTY LINE TO "P" STREET IN FRESNO, ROAD VI-FRE-125-B (NOW 06-FRE-41), SOUTH 0' 29' 30" WEST 119.35 FEET TO THE SOUTH LINE OF SAID LOT; THENCE ALONG SAID SOUTH LINE NORTH 89" 43' 28" WEST, 194.40 FEET TO THE WEST LINE OF SAID LOT; THENCE ALONG LAST SAID WEST LINE NORTH 0' 31' 20" EAST 659.18 FEET TO THE TRUE POINT OF BEGINNING.

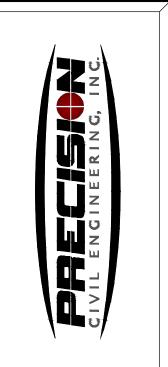
ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA AS FULLY DESCRIBED IN GRANT DEED RECORDED MARCH 18, 1996 AS INSTRUMENT NO.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF FRESNO, A MUNICIPAL CORPORATION AS FULLY DESCRIBED IN GRANT DEED RECORDED APRIL 18, 2007 AS INSTRUMENT NO. 07-77589, OF OFFICIAL RECORDS. APN: 329-100-52

SITE INFORMATION

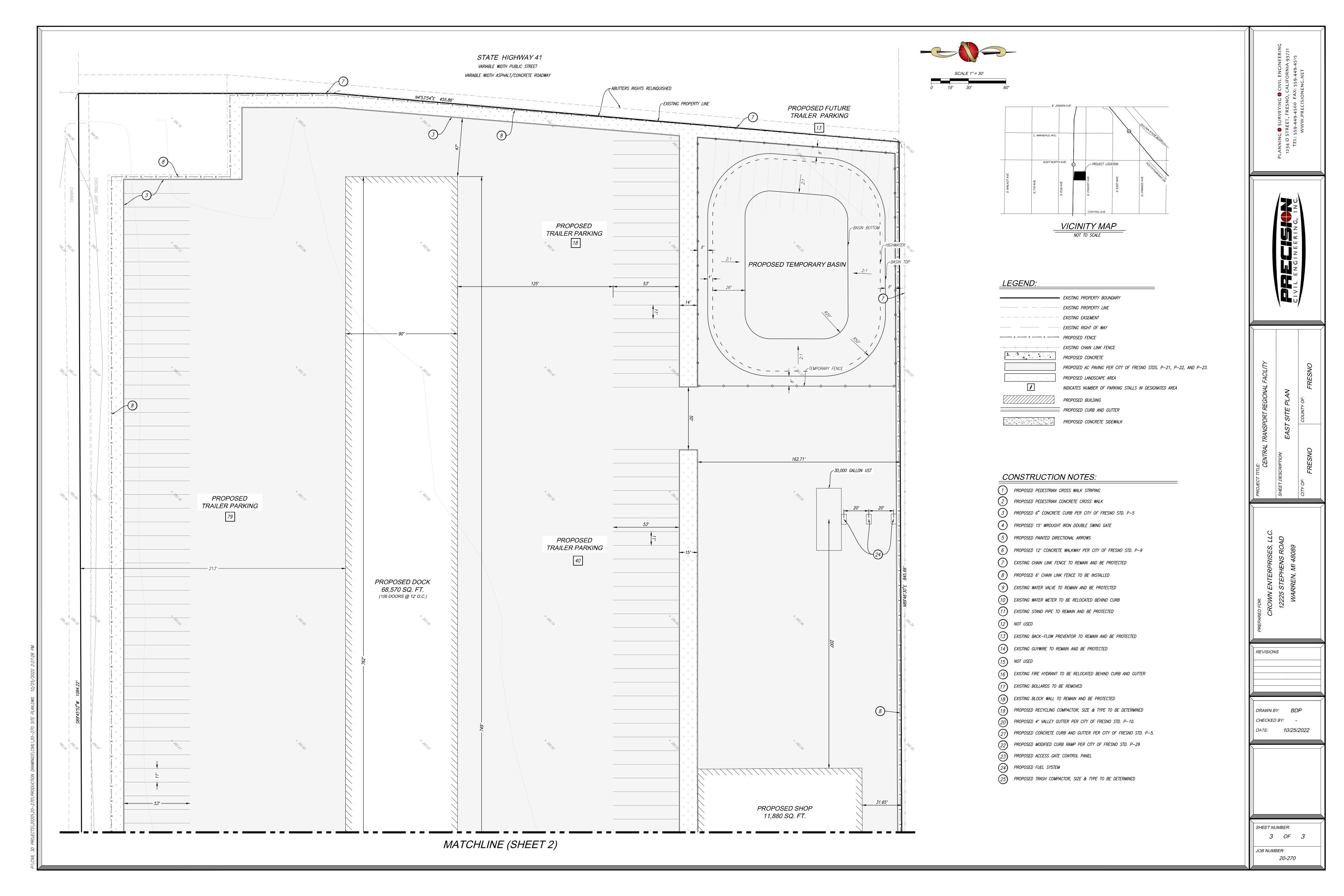
SITE LOCATION FRESNO, CA 93706 EXISTING ZONING: AL-20 LIMITED AGRICULTURAL (COUNTY 12225 STEPHENS RUAL WARREN, MI 48089 PARKING STALLS TOTAL PROPOSED PARKING STALLS: 263 TRACTOR PARKING STALLS: 29 TRAILER PARKING STALLS: 150 (INCLUDES 13 FUTURE STALLS) AUTO PARKING STALLS: 84 BUILDING INFORMATION PROPOSED NO. OF UNITS: 2 TOTAL SQFT. OF UNITS: 80,450 SQ. FT. = 1.85 AC TOTAL PROPOSED PAVED AREA: 506,201 SQ. FT. = 11.62 AC

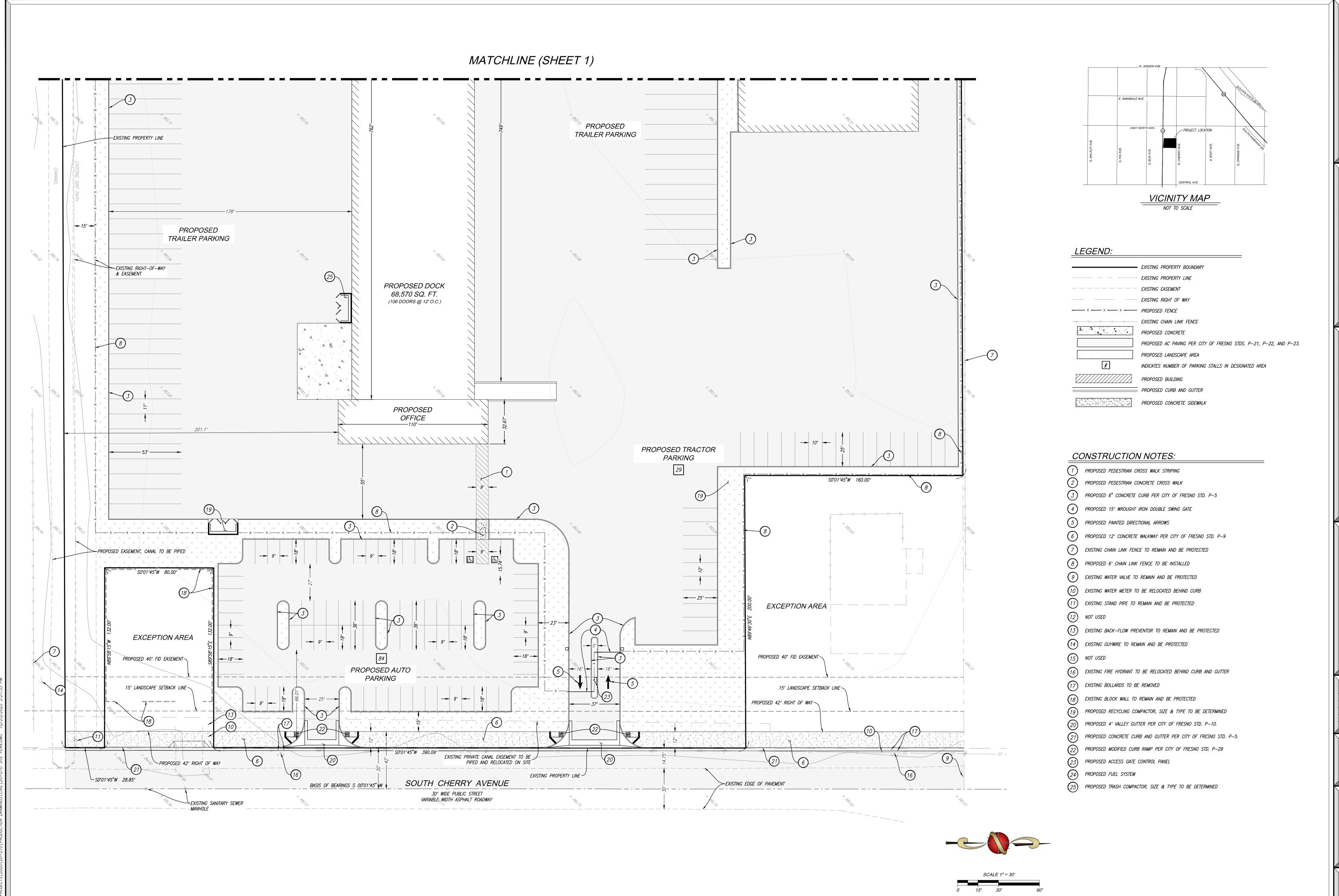
TOTAL PROPOSED LANDSCAPE AREA: 42,408 SQ. FT. = 0.97 AC



SHEET NUMBER: OF 3

JOB NUMBER:







REVISIONS

DRAWN BY: BDP CHECKED BY: -DATE: 10/25/2022

SHEET NUMBER:

2 OF 3 JOB NUMBER:

Good Morning Shalisha.

The City has the following comments on the Scope.

- . Please use Table 2 for the Project trip generation. This is the most conversative use for the site and will identify the impacts to the sensitive area.
- . For the collisions, please use SWITRS and provide five years of data.
- · Qualitative analysis of walkways, bikeways, and transit routes in the vicinity of the project.
- Warrant 1 and 2 for existing unsignalized intersections under the existing scenario.
- · Warrant 3 for unsignalized study intersections under all study scenarios.
- · Show trip distribution for all project driveways.
- . For VMT, please coordinate with the City of Fresno Planning and Development Department.

Thanks.

Harmanjit Dhaliwal, PE

Public Works Manager
Development Services Division, Public Works Department
2600 Fresno Street, Room 4064
Fresno CA 93771-3623

Direct: (559) 621-8694 Main: (559) 621-8800

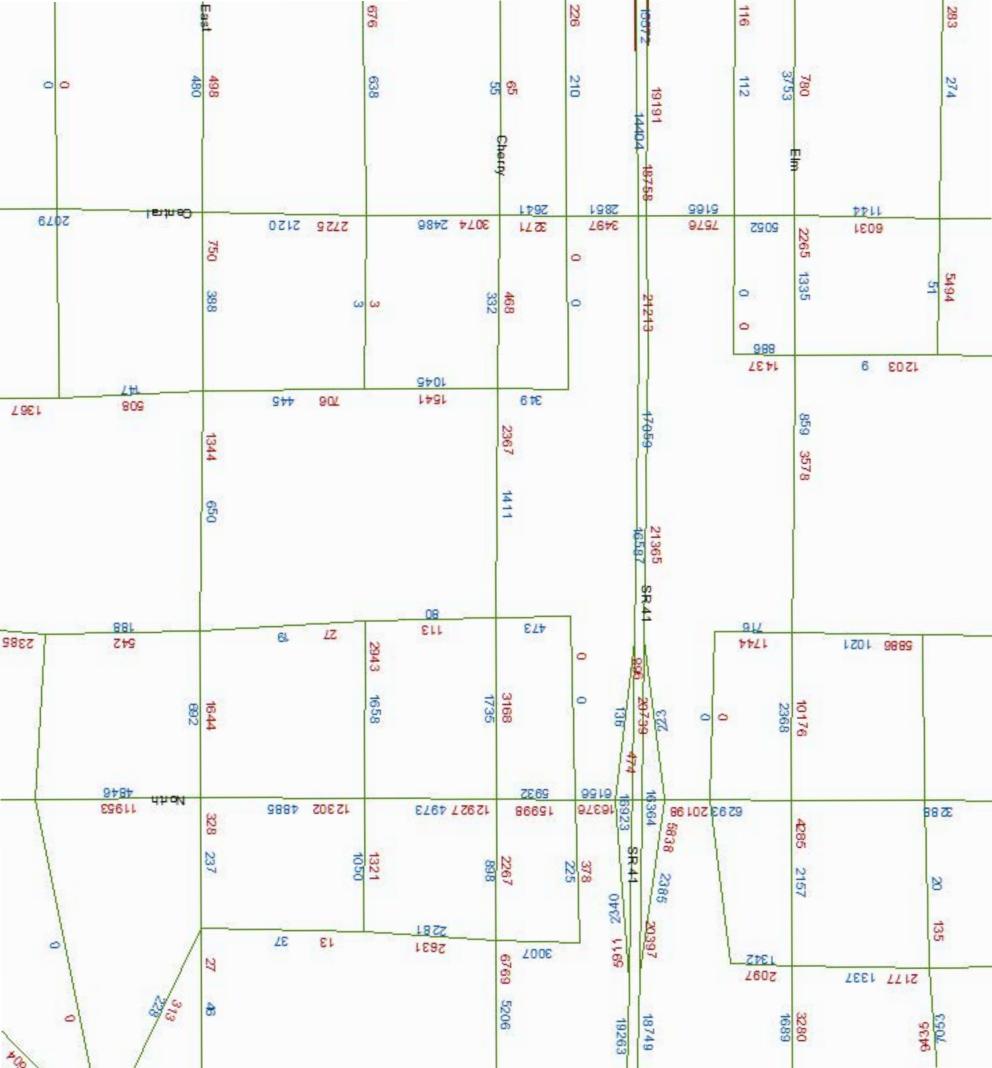
www.fresno.gov

Building a Better Fresno



Traffic Study 524-30

MODEL DATA



Traffic Study 524-30

VEHICLE TURNING MOVEMENT COUNTS



310 N. Irwin Street - Suite 20 Hanford, CA 93230

800-975-6938 Phone/Fax www.metrotrafficdata.com

Turning Movement Report

Prepared For:

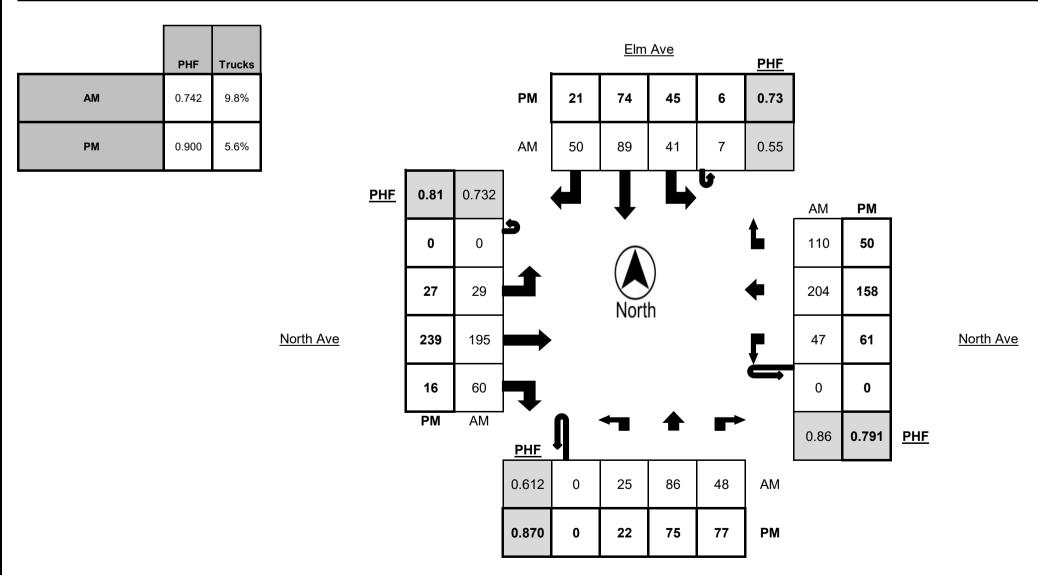
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

LOCATION	Elm Ave @ North Ave	LATITUDE	36.6923	
COUNTY	Fresno	LONGITUDE	-119.7908	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	

		N	orthboun	d			S	outhboun	ıd				Eastbound	d			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	3	5	6	1	2	7	6	7	4	0	0	26	2	3	0	12	60	14	12
7:15 AM - 7:30 AM	0	3	8	11	3	2	2	9	8	4	0	2	36	4	1	0	11	71	20	14
7:30 AM - 7:45 AM	0	5	7	13	3	3	13	14	9	6	0	7	58	11	9	0	11	51	29	10
7:45 AM - 8:00 AM	0	9	26	12	5	0	15	43	27	6	0	10	52	35	5	0	14	45	46	6
8:00 AM - 8:15 AM	0	8	45	12	1	2	11	23	6	3	0	10	49	10	6	0	11	37	15	15
8:15 AM - 8:30 AM	0	7	25	13	5	1	7	11	4	7	0	6	25	6	7	0	6	27	14	14
8:30 AM - 8:45 AM	0	3	15	16	7	0	10	10	3	0	0	4	36	0	4	0	9	30	11	10
8:45 AM - 9:00 AM	0	0	17	9	2	1	18	14	6	4	0	4	29	3	1	0	9	25	13	17
TOTAL	0	38	148	92	27	11	83	130	70	34	0	43	311	71	36	0	83	346	162	98

		N	lorthboun	d			S	outhboun	ıd				Eastbound	t			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	3	26	19	5	0	11	27	6	3	0	5	60	1	3	0	13	32	12	4
4:15 PM - 4:30 PM	0	3	16	17	4	1	8	30	1	1	0	9	65	3	3	0	15	51	11	5
4:30 PM - 4:45 PM	0	9	16	25	4	0	11	11	4	2	0	9	76	2	0	0	13	32	14	7
4:45 PM - 5:00 PM	0	3	20	17	1	1	15	12	2	1	0	6	49	4	3	0	14	24	10	2
5:00 PM - 5:15 PM	0	7	23	18	2	4	11	21	14	3	0	3	49	7	2	0	19	51	15	9
5:15 PM - 5:30 PM	0	7	25	16	5	3	3	13	5	2	0	3	45	5	3	0	10	32	4	3
5:30 PM - 5:45 PM	0	9	17	10	4	4	19	13	2	0	0	8	22	2	1	0	11	47	10	6
5:45 PM - 6:00 PM	0	6	12	14	1	0	13	8	6	1	0	3	41	4	1	0	6	44	13	4
TOTAL	0	47	155	136	26	13	91	135	40	13	0	46	407	28	16	0	101	313	89	40

		N	Northboun	d			S	outhboun	d				Eastbound	d			\	Vestboun	d	
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	25	86	48	12	7	41	89	50	19	0	29	195	60	21	0	47	204	110	45
4:15 PM - 5:15 PM	0	22	75	77	11	6	45	74	21	7	0	27	239	16	8	0	61	158	50	23



Elm Ave



310 N. Irwin Street - Suite 20 Hanford, CA 93230

800-975-6938 Phone/Fax www.metrotrafficdata.com

Turning Movement Report

Prepared For:

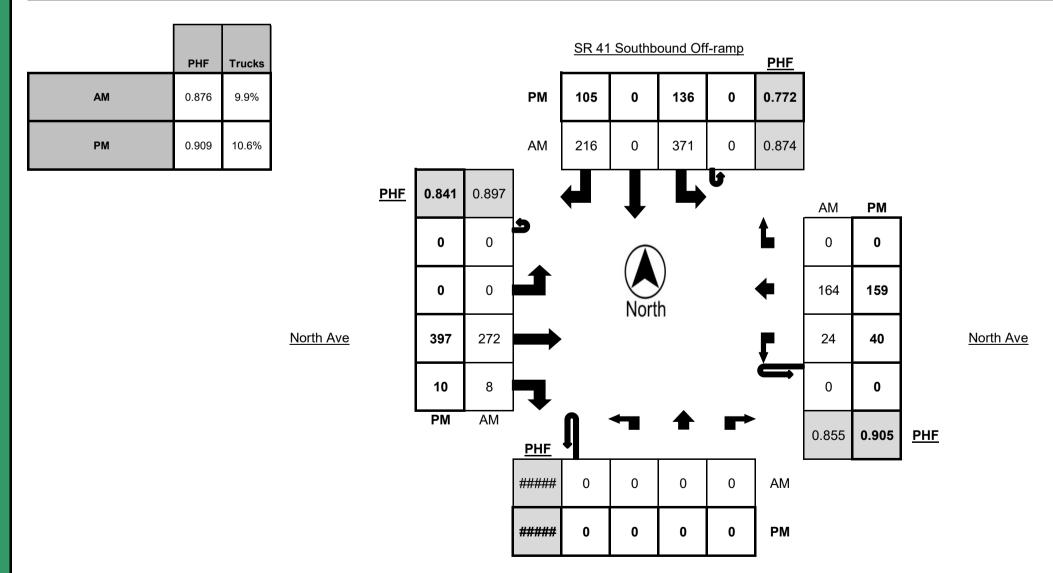
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

LOCATION	SR41 SB Ramps @ North Ave	LATITUDE	36.6923
COUNTY	Fresno	LONGITUDE	-119.7867
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

		١	orthboun	d			S	outhbour	ıd				Eastbound	d			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	0	0	71	0	50	5	0	0	41	2	5	0	5	30	0	10
7:15 AM - 7:30 AM	0	0	0	0	0	0	89	0	61	10	0	0	51	0	4	0	5	45	0	10
7:30 AM - 7:45 AM	0	0	0	0	0	0	78	0	61	8	0	0	77	0	14	0	4	37	0	8
7:45 AM - 8:00 AM	0	0	0	0	0	0	104	0	64	6	0	0	76	2	10	0	9	46	0	6
8:00 AM - 8:15 AM	0	0	0	0	0	0	100	0	30	10	0	0	68	6	7	0	6	36	0	11
8:15 AM - 8:30 AM	0	0	0	0	0	0	94	0	27	4	0	0	44	1	11	0	4	23	0	11
8:30 AM - 8:45 AM	0	0	0	0	0	0	80	0	28	9	0	0	64	0	9	0	8	26	0	9
8:45 AM - 9:00 AM	0	0	0	0	0	0	60	0	19	9	0	0	66	1	8	0	7	29	0	16
TOTAL	0	0	0	0	0	0	676	0	340	61	0	0	487	12	68	0	48	272	0	81

		N	lorthboun	d			S	outhboun	ıd				Eastbound	t			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	0	0	37	0	23	13	0	0	96	4	10	0	14	41	0	6
4:15 PM - 4:30 PM	0	0	0	0	0	0	42	0	36	14	0	0	97	3	7	0	11	44	0	4
4:30 PM - 4:45 PM	0	0	0	0	0	0	26	0	27	10	0	0	120	1	3	0	9	39	0	5
4:45 PM - 5:00 PM	0	0	0	0	0	0	31	0	19	12	0	0	84	2	5	0	6	35	0	1
5:00 PM - 5:15 PM	0	0	0	0	0	0	25	0	36	10	0	0	84	2	6	0	10	43	0	4
5:15 PM - 5:30 PM	0	0	0	0	0	0	26	0	19	6	0	0	73	1	7	0	7	28	0	4
5:30 PM - 5:45 PM	0	0	0	0	0	0	38	0	30	9	0	0	48	1	3	0	11	35	0	3
5:45 PM - 6:00 PM	0	0	0	0	0	0	34	0	28	10	0	0	56	1	3	0	13	40	0	5
TOTAL	0	0	0	0	0	0	259	0	218	84	0	0	658	15	44	0	81	305	0	32

		N	lorthboun	d			S	outhboun	ıd				Eastbound	d			\	Vestboun	d	
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	0	0	0	0	0	371	0	216	34	0	0	272	8	35	0	24	164	0	35
4:00 PM - 5:00 PM	0	0	0	0	0	0	136	0	105	49	0	0	397	10	25	0	40	159	0	16



SR 41 Southbound On-ramp



310 N. Irwin Street - Suite 20 Hanford, CA 93230

800-975-6938 Phone/Fax www.metrotrafficdata.com

Turning Movement Report

Prepared For:

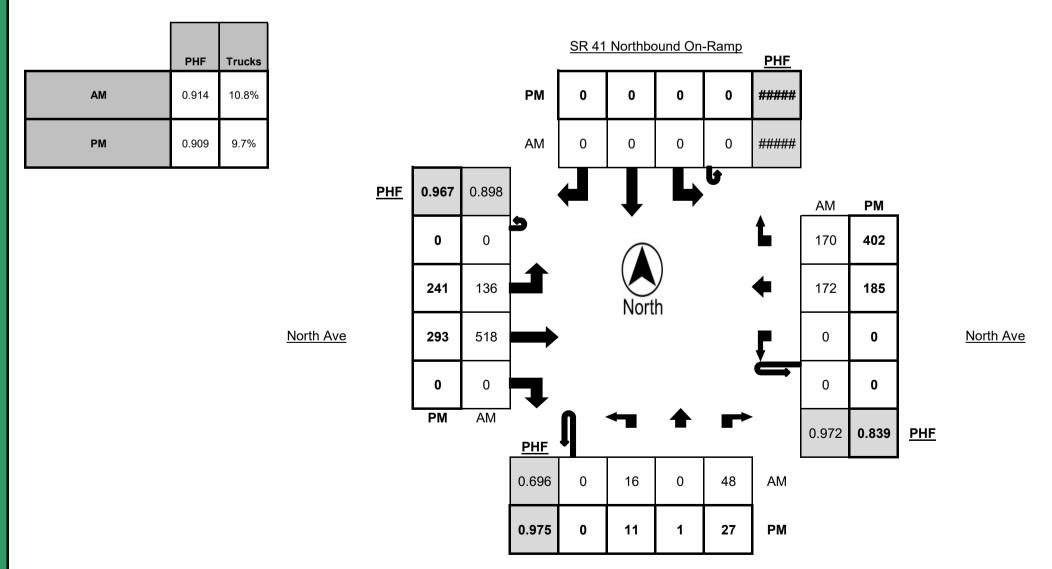
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

LOCATION	SR41 NB Ramps @ North Ave	LATITUDE	36.6923	
COUNTY	Fresno	LONGITUDE	-119.7852	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	

		١	orthboun	d			S	outhboun	ıd				Eastbound	d			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	2	0	6	3	0	0	0	0	0	0	28	88	0	8	0	0	32	25	15
7:15 AM - 7:30 AM	0	3	0	8	0	0	0	0	0	0	0	25	113	0	8	0	0	48	36	18
7:30 AM - 7:45 AM	0	4	0	9	0	0	0	0	0	0	0	40	117	0	14	0	0	36	52	18
7:45 AM - 8:00 AM	0	6	0	17	1	0	0	0	0	0	0	37	145	0	12	0	0	48	37	10
8:00 AM - 8:15 AM	0	3	0	14	4	0	0	0	0	0	0	34	143	0	11	0	0	40	45	19
8:15 AM - 8:30 AM	0	3	0	14	3	0	0	0	0	0	0	18	123	0	13	0	0	27	32	19
8:30 AM - 8:45 AM	0	3	1	10	3	0	0	0	0	0	0	36	114	0	12	0	0	33	54	20
8:45 AM - 9:00 AM	0	0	0	10	3	0	0	0	0	0	0	33	99	0	12	0	0	34	42	19
TOTAL	0	24	1	88	17	0	0	0	0	0	0	251	942	0	90	0	0	298	323	138

		N	lorthboun	d			S	outhboun	ıd			1	Eastbound	t			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	3	0	7	3	0	0	0	0	0	0	60	74	0	21	0	0	49	126	6
4:15 PM - 4:30 PM	0	2	0	8	2	0	0	0	0	0	0	54	83	0	19	0	0	52	97	10
4:30 PM - 4:45 PM	0	3	1	6	3	0	0	0	0	0	0	70	68	0	9	0	0	47	106	13
4:45 PM - 5:00 PM	0	3	0	6	3	0	0	0	0	0	0	57	68	0	17	0	0	37	73	7
5:00 PM - 5:15 PM	0	1	1	3	1	0	0	0	0	0	0	54	58	0	13	0	0	51	104	6
5:15 PM - 5:30 PM	0	1	0	5	2	0	0	0	0	0	0	38	54	0	13	0	0	34	52	6
5:30 PM - 5:45 PM	0	1	0	6	1	0	0	0	0	0	0	34	56	0	9	0	0	46	103	4
5:45 PM - 6:00 PM	0	4	0	7	2	0	0	0	0	0	0	36	56	0	14	0	0	52	83	7
TOTAL	0	18	2	48	17	0	0	0	0	0	0	403	517	0	115	0	0	368	744	59

		N	Northboun	d			S	outhboun	ıd				Eastboun	d			\	Vestboun	d	
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	16	0	48	5	0	0	0	0	0	0	136	518	0	45	0	0	172	170	65
4:00 PM - 5:00 PM	0	11	1	27	11	0	0	0	0	0	0	241	293	0	66	0	0	185	402	36



SR 41 Northbound Off-ramp



310 N. Irwin Street - Suite 20 Hanford, CA 93230

800-975-6938 Phone/Fax www.metrotrafficdata.com

Turning Movement Report

Prepared For:

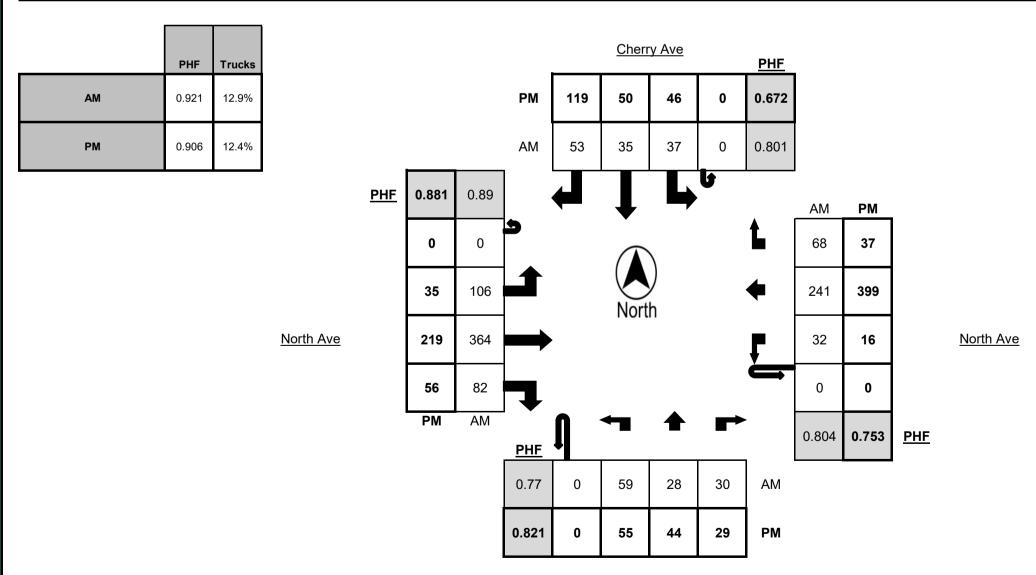
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

LOCATION	Cherry Ave @ North Ave	LATITUDE	36.6923	
COUNTY	Fresno	LONGITUDE	-119.7818	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	

		N	lorthboun	d			S	outhboun	d			- 1	Eastbound	d			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	7	2	6	4	0	4	6	8	4	0	8	85	11	5	1	3	41	8	12
7:15 AM - 7:30 AM	0	9	6	8	5	0	5	9	9	3	0	8	91	17	7	0	12	68	13	23
7:30 AM - 7:45 AM	0	18	9	8	5	0	5	7	10	4	0	12	72	32	12	0	13	54	11	20
7:45 AM - 8:00 AM	0	17	7	10	2	0	8	8	9	6	0	20	90	45	11	0	16	65	13	10
8:00 AM - 8:15 AM	0	22	6	10	3	0	10	9	11	6	0	28	102	17	13	0	5	61	16	21
8:15 AM - 8:30 AM	0	14	8	7	6	0	10	7	14	3	0	25	96	10	11	0	5	40	14	16
8:30 AM - 8:45 AM	0	6	7	3	1	0	9	11	19	6	0	33	76	10	8	0	6	75	25	23
8:45 AM - 9:00 AM	0	13	7	2	2	0	17	6	30	4	0	21	70	10	11	0	1	65	16	19
TOTAL	0	106	52	54	28	0	68	63	110	36	0	155	682	152	78	1	61	469	116	144

		N	lorthboun	d			S	outhboun	ıd				Eastbound	t			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	17	15	7	2	0	10	9	18	4	0	8	61	10	23	0	3	138	9	8
4:15 PM - 4:30 PM	0	11	8	8	7	0	16	15	49	4	0	8	60	20	19	0	3	87	10	10
4:30 PM - 4:45 PM	0	16	4	7	3	0	13	17	35	4	0	9	53	11	10	0	7	93	15	12
4:45 PM - 5:00 PM	0	11	17	7	4	0	7	9	17	4	0	10	45	15	17	0	3	81	3	6
5:00 PM - 5:15 PM	0	31	11	11	1	0	10	15	20	1	0	8	43	11	14	0	4	105	7	6
5:15 PM - 5:30 PM	0	12	4	3	0	0	8	7	11	1	0	6	47	9	12	0	6	66	2	6
5:30 PM - 5:45 PM	0	29	8	5	0	0	6	9	37	2	0	3	45	12	9	0	1	80	4	4
5:45 PM - 6:00 PM	0	14	5	3	0	0	14	10	52	5	0	10	41	4	14	0	5	61	7	7
TOTAL	0	141	72	51	17	0	84	91	239	25	0	62	395	92	118	0	32	711	57	59

		N	lorthboun	d			S	outhboun	ıd				Eastbound	d			\	Vestboun	d	
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	0	59	28	30	12	0	37	35	53	21	0	106	364	82	43	0	32	241	68	70
4:00 PM - 5:00 PM	0	55	44	29	16	0	46	50	119	16	0	35	219	56	69	0	16	399	37	36



Cherry Ave



310 N. Irwin Street - Suite 20 Hanford, CA 93230

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Turning Movement Report

Prepared For:

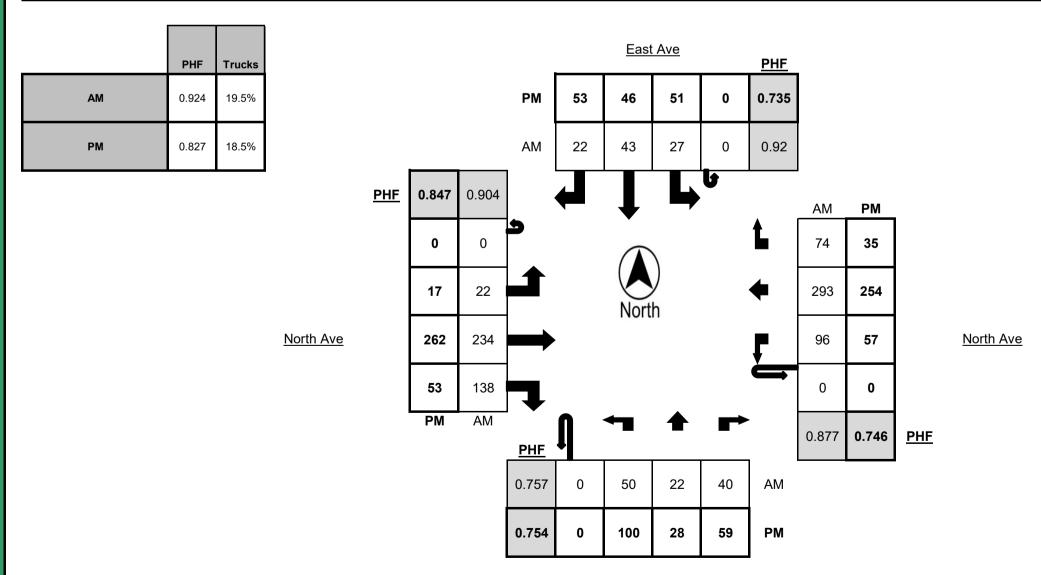
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

LOCATION	East Ave @ North Ave	LATITUDE	36.6923	
COUNTY	Fresno	LONGITUDE	-119.7727	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	

		N	lorthboun	d			S	outhboun	d			- 1	Eastbound	d			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	4	9	3	7	0	10	4	2	7	0	5	53	13	6	0	14	60	22	21
7:15 AM - 7:30 AM	0	9	11	4	12	0	9	8	5	13	0	4	54	15	12	0	13	75	16	21
7:30 AM - 7:45 AM	0	16	5	9	11	0	8	10	4	6	0	6	56	13	18	0	21	67	14	22
7:45 AM - 8:00 AM	0	9	5	11	8	0	8	10	5	9	0	4	52	25	8	0	22	72	27	17
8:00 AM - 8:15 AM	0	10	10	6	10	0	5	13	4	2	0	7	69	32	18	0	20	73	15	26
8:15 AM - 8:30 AM	0	14	1	9	10	0	8	11	6	10	0	9	54	46	19	0	26	59	17	15
8:30 AM - 8:45 AM	0	17	6	14	13	0	6	9	7	13	0	2	59	35	7	0	28	89	15	22
8:45 AM - 9:00 AM	0	11	8	10	12	0	2	10	4	14	0	5	57	31	4	0	17	68	20	24
TOTAL	0	90	55	66	83	0	56	75	37	74	0	42	454	210	92	0	161	563	146	168

		١	lorthboun	d			S	outhboun	ıd				Eastbound	t			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	20	6	16	3	0	17	15	19	8	0	5	77	16	24	0	13	91	12	15
4:15 PM - 4:30 PM	0	22	8	13	10	0	16	8	12	6	0	3	73	15	15	0	19	55	8	16
4:30 PM - 4:45 PM	0	32	7	23	4	0	11	9	16	10	0	5	61	10	13	0	16	56	6	20
4:45 PM - 5:00 PM	0	26	7	7	5	0	7	14	6	12	0	4	51	12	18	0	9	52	9	9
5:00 PM - 5:15 PM	0	27	10	16	6	0	15	8	17	7	0	7	51	16	16	0	16	56	7	19
5:15 PM - 5:30 PM	0	9	4	8	4	0	8	10	3	2	0	5	46	10	15	0	10	50	7	13
5:30 PM - 5:45 PM	0	13	2	10	2	0	4	8	6	3	0	2	48	7	8	0	12	58	10	15
5:45 PM - 6:00 PM	0	14	5	6	2	0	3	4	12	4	0	10	55	14	22	0	12	60	8	17
TOTAL	0	163	49	99	36	0	81	76	91	52	0	41	462	100	131	0	107	478	67	124

		N	Northboun	d			S	outhboun	ıd				Eastbound	d			\	Vestboun	d	
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	0	50	22	40	41	0	27	43	22	34	0	22	234	138	52	0	96	293	74	80
4:00 PM - 5:00 PM	0	100	28	59	22	0	51	46	53	36	0	17	262	53	70	0	57	254	35	60



East Ave



310 N. Irwin Street - Suite 20 Hanford, CA 93230

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Turning Movement Report

Prepared For:

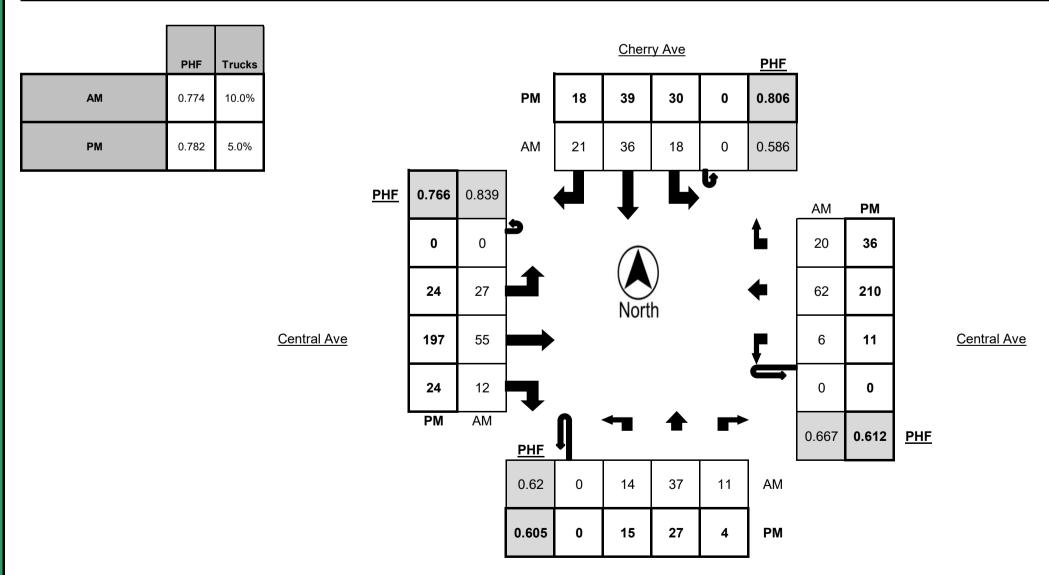
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

LOCATION	Cherry Ave @ Central Ave	LATITUDE	36.6779	
COUNTY	Fresno	LONGITUDE	-119.7818	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	

		١	Northboun	ıd			S	outhboun	ıd				Eastbound	d			1	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	4	2	0	0	0	0	2	4	2	0	0	16	1	0	0	0	14	4	4
7:15 AM - 7:30 AM	0	3	6	2	0	0	2	3	3	1	0	4	17	0	3	0	2	16	1	0
7:30 AM - 7:45 AM	0	5	9	2	1	0	3	5	5	4	0	5	16	3	2	0	1	14	2	4
7:45 AM - 8:00 AM	0	2	9	5	1	0	5	8	6	1	0	10	13	5	3	0	4	9	9	4
8:00 AM - 8:15 AM	0	6	17	2	2	0	7	18	7	1	0	10	16	2	3	0	0	11	7	2
8:15 AM - 8:30 AM	0	2	4	3	1	0	5	5	5	0	0	4	13	4	3	0	2	11	2	4
8:30 AM - 8:45 AM	0	4	7	1	1	0	1	5	3	1	0	3	13	1	0	0	0	31	2	5
8:45 AM - 9:00 AM	0	3	2	2	0	0	5	3	1	0	0	3	13	1	2	0	3	9	2	1
TOTAL	0	29	56	17	6	0	28	49	34	10	0	39	117	17	16	0	12	115	29	24

		N	lorthboun	d			S	outhboun	ıd				Eastbound	t			١	Vestboun	d	
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	5	11	3	0	0	6	4	4	1	0	4	59	2	5	0	4	87	14	2
4:15 PM - 4:30 PM	0	2	7	1	0	0	11	11	5	1	0	11	64	5	4	0	1	26	8	3
4:30 PM - 4:45 PM	0	3	5	0	1	0	9	10	5	1	0	4	34	5	3	0	3	70	6	3
4:45 PM - 5:00 PM	0	5	4	0	0	0	4	14	4	0	0	5	40	12	7	0	3	27	8	1
5:00 PM - 5:15 PM	0	4	9	2	0	0	4	12	1	0	0	1	14	6	3	0	0	12	1	2
5:15 PM - 5:30 PM	0	5	7	4	1	0	2	8	1	0	0	3	9	4	2	0	0	18	1	6
5:30 PM - 5:45 PM	0	2	4	2	0	0	2	9	1	0	0	5	8	4	2	0	1	28	6	1
5:45 PM - 6:00 PM	0	2	6	2	0	0	0	2	3	0	0	0	11	1	1	0	0	8	3	0
TOTAL	0	28	53	14	2	0	38	70	24	3	0	33	239	39	27	0	12	276	47	18

		N	lorthboun	d			S	outhboun	ıd				Eastbound	d			\	Vestboun	d	
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	0	14	37	11	5	0	18	36	21	3	0	27	55	12	9	0	6	62	20	15
4:00 PM - 5:00 PM	0	15	27	4	1	0	30	39	18	3	0	24	197	24	19	0	11	210	36	9



Cherry Ave

Traffic Study 524-30

24 HOUR COUNT DATA



310 N. Irwin Street - Suite 20 Hanford, CA 93230

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24 Hour Count Report

Prepared For:

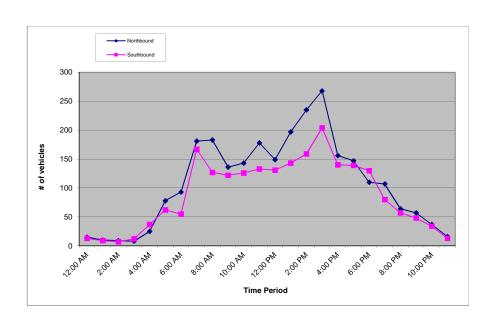
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	Elm Ave	LATITUDE	36.6922967
SEGMENT	North of North Ave	LONGITUDE	-119.7907844
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

NUMBER OF LANES 4

		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	5	4	4	2	15	3	3	4	3	13	28
1:00 AM	3	3	3	1	10	3	3	2	1	9	19
2:00 AM	2	2	2	3	9	0	0	3	4	7	16
3:00 AM	2	2	2	2	8	1	0	4	7	12	20
4:00 AM	4	3	6	12	25	4	6	13	14	37	62
5:00 AM	7	14	21	36	78	8	15	11	28	62	140
6:00 AM	28	12	26	27	93	11	14	14	16	55	148
7:00 AM	21	32	46	82	181	22	21	39	85	167	348
8:00 AM	72	46	30	35	183	42	23	23	39	127	310
9:00 AM	35	31	32	38	136	25	25	43	29	122	258
10:00 AM	34	27	44	38	143	37	28	34	27	126	269
11:00 AM	37	33	58	50	178	29	31	35	38	133	311
12:00 PM	39	36	38	36	149	44	22	39	26	131	280
1:00 PM	55	50	51	41	197	45	26	33	39	143	340
2:00 PM	52	60	66	57	235	30	40	43	46	159	394
3:00 PM	49	77	80	62	268	59	51	49	45	204	472
4:00 PM	43	37	39	37	156	44	40	26	30	140	296
5:00 PM	45	35	39	28	147	50	24	38	27	139	286
6:00 PM	36	29	24	21	110	47	28	27	28	130	240
7:00 PM	28	21	27	31	107	24	26	14	16	80	187
8:00 PM	21	14	11	18	64	13	19	14	11	57	121
9:00 PM	20	11	14	12	57	12	13	12	11	48	105
10:00 PM	14	6	11	6	37	8	8	12	6	34	71
11:00 PM	4	5	6	1	16	4	4	3	2	13	29
Total		54.	8%		2602		45.	2%		2148	
iotai					47	50					

AM% 40.6% AM Peak 435 7:30 am to 8:30 am AM P.H.F. 0.65 PM% 59.4% PM Peak 472 3:00 pm to 4:00 pm PM P.H.F. 0.91





NUMBER OF LANES

Total

Metro Traffic Data Inc.

310 N. Irwin Street - Suite 20 Hanford, CA 93230

800-975-6938 Phone/Fax www.metrotrafficdata.com

24 Hour Count Report

Prepared For:

1977

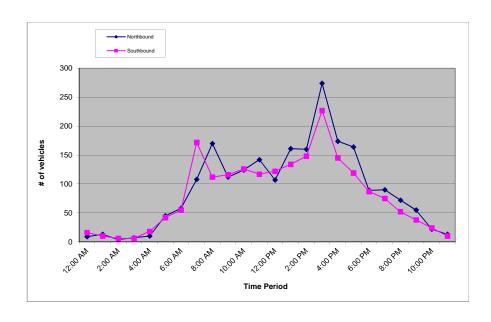
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	Elm Ave	LATITUDE	36.6922967
SEGMENT	South of North Ave	LONGITUDE	-119.7907844
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

Ī		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	3	2	4	9	4	3	0	9	16	25
1:00 AM	3	6	3	1	13	4	2	2	2	10	23
2:00 AM	0	0	1	3	4	0	2	1	3	6	10
3:00 AM	0	1	3	3	7	1	0	3	2	6	13
4:00 AM	1	1	1	7	10	2	2	6	8	18	28
5:00 AM	7	12	12	14	45	12	11	8	11	42	87
6:00 AM	17	11	13	17	58	12	13	15	15	55	113
7:00 AM	14	22	25	47	108	20	24	36	92	172	280
8:00 AM	65	45	34	26	170	44	23	19	26	112	282
9:00 AM	20	29	34	29	112	27	30	32	27	116	228
10:00 AM	30	19	39	36	124	35	27	39	25	126	250
11:00 AM	27	33	42	40	142	23	26	36	32	117	259
12:00 PM	32	30	24	21	107	33	31	33	25	122	229
1:00 PM	35	51	39	36	161	45	24	34	31	134	295
2:00 PM	45	39	39	37	160	24	45	39	40	148	308
3:00 PM	38	89	82	65	274	58	59	52	58	227	501
4:00 PM	48	36	50	40	174	41	48	26	30	145	319
5:00 PM	48	48	36	32	164	47	28	26	18	119	283
6:00 PM	22	22	21	24	89	28	18	19	22	87	176
7:00 PM	23	24	22	21	90	25	22	14	14	75	165
8:00 PM	16	24	11	21	72	8	16	16	12	52	124
9:00 PM	17	17	9	12	55	11	13	7	7	38	93
10:00 PM	6	4	8	4	22	4	8	7	5	24	46
11:00 PM	4	6	2	1	13	2	3	5	0	10	23

AM% AM P.H.F. 0.68 38.4% AM Peak 377 7:30 am to 8:30 am PM% 61.6% PM Peak 501 3:00 pm to 4:00 pm PM P.H.F. 0.85

4160





310 N. Irwin Street - Suite 20 Hanford, CA 93230

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24 Hour Count Report

Prepared For:

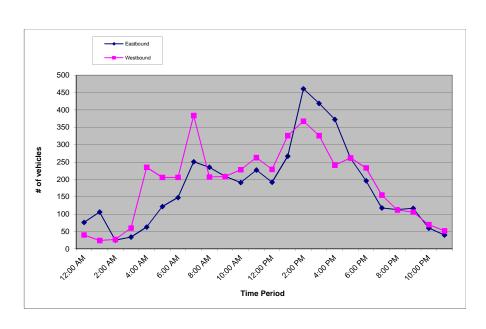
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE_	36.6922967
SEGMENT	East of Elm Ave	LONGITUDE	-119.7907844
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear
_	•	_	

NUMBER OF LANES 2

		Е	astbour	nd			W	estbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	21	27	14	14	76	10	14	7	9	40	116
1:00 AM	12	81	9	4	106	7	6	6	5	24	130
2:00 AM	2	5	8	10	25	5	7	9	6	27	52
3:00 AM	5	4	11	14	34	7	6	20	27	60	94
4:00 AM	6	11	16	30	63	36	48	71	80	235	298
5:00 AM	23	25	37	37	122	40	46	64	56	206	328
6:00 AM	38	34	36	40	148	42	43	54	67	206	354
7:00 AM	39	49	84	79	251	86	102	91	105	384	635
8:00 AM	72	45	62	56	235	63	47	50	47	207	442
9:00 AM	55	49	55	50	209	58	49	46	55	208	417
10:00 AM	43	49	50	49	191	59	57	63	49	228	419
11:00 AM	52	58	53	64	227	58	59	83	63	263	490
12:00 PM	52	49	49	42	192	67	51	58	53	229	421
1:00 PM	65	65	64	73	267	67	73	93	93	326	593
2:00 PM	139	104	113	105	461	66	93	106	103	368	829
3:00 PM	101	121	108	89	419	80	68	105	73	326	745
4:00 PM	90	90	112	81	373	57	77	59	48	241	614
5:00 PM	78	64	51	68	261	85	46	68	63	262	523
6:00 PM	55	54	34	53	196	64	66	54	49	233	429
7:00 PM	31	28	30	29	118	54	35	35	31	155	273
8:00 PM	25	31	32	25	113	23	30	36	23	112	225
9:00 PM	29	35	35	18	117	34	23	20	29	106	223
10:00 PM	15	18	15	12	60	27	12	18	13	70	130
11:00 PM	12	15	2	11	40	16	13	15	8	52	92
Total		48.	.5%		4304	4304 51.5% 4568					
Total					88	72					

AM% 42.5% AM Peak 645 7:15 am to 8:15 am AM P.H.F. 0.88 PM% 57.5% PM Peak 829 2:00 pm to 3:00 pm PM P.H.F. 0.95





310 N. Irwin Street - Suite 20 Hanford, CA 93230

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24 Hour Count Report

Prepared For:

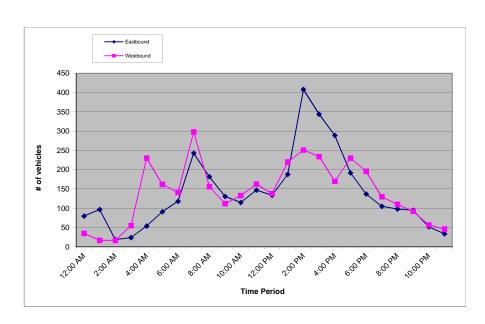
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE_	36.6922967
SEGMENT	West of Elm Ave	LONGITUDE	-119.7907844
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear
_		_	

NUMBER OF LANES 2

		Е	astbour	nd			W	estbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	24	25	12	19	80	7	11	7	10	35	115
1:00 AM	11	77	6	3	97	5	6	3	3	17	114
2:00 AM	2	6	5	6	19	3	4	7	3	17	36
3:00 AM	4	4	9	7	24	4	5	20	26	55	79
4:00 AM	6	10	13	25	54	35	49	70	76	230	284
5:00 AM	21	14	30	26	91	34	37	51	40	162	253
6:00 AM	31	26	31	30	118	23	35	35	48	141	259
7:00 AM	28	42	76	97	243	70	82	65	81	298	541
8:00 AM	69	37	40	36	182	51	38	36	31	156	338
9:00 AM	44	34	23	30	131	30	27	27	28	112	243
10:00 AM	30	32	29	24	115	44	33	32	24	133	248
11:00 AM	34	33	35	45	147	36	39	48	40	163	310
12:00 PM	30	41	32	31	134	49	28	33	28	138	272
1:00 PM	55	39	42	52	188	37	50	58	75	220	408
2:00 PM	124	99	98	87	408	50	62	68	71	251	659
3:00 PM	84	105	80	75	344	53	56	76	49	234	578
4:00 PM	66	77	87	59	289	41	55	45	29	170	459
5:00 PM	59	53	32	48	192	72	44	58	56	230	422
6:00 PM	33	47	23	34	137	47	62	48	39	196	333
7:00 PM	27	17	31	30	105	44	31	31	24	130	235
8:00 PM	27	22	28	21	98	25	34	30	21	110	208
9:00 PM	21	31	31	12	95	24	25	16	27	92	187
10:00 PM	14	18	12	8	52	22	10	17	8	57	109
11:00 PM	9	13	3	9	34	15	13	10	8	46	80
Total		49.	9%		3377	377 50.1% 3393					
iotai					67	70					

AM% 41.7% AM Peak 563 7:15 am to 8:15 am AM P.H.F. 0.79 PM% 58.3% PM Peak 659 2:00 pm to 3:00 pm PM P.H.F. 0.95





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24 Hour Count Report

Prepared For:

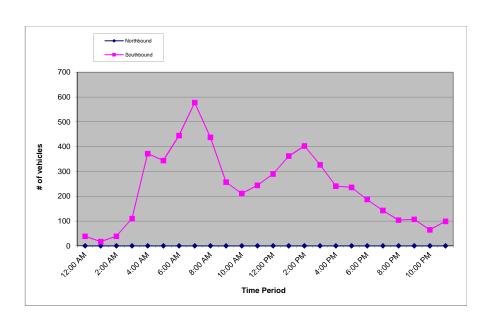
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	SR 41 Southbound Off-ramp	LATITUDE	36.6922666
SEGMENT	North of North Ave	LONGITUDE	-119.7866806
COLLECTION DATE	Thursday, April 27, 2023	WEATHER _	Clear

NUMBER OF LANES 1

		No	orthbou	nd		Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	0	0	0	0	17	11	5	6	39	39
1:00 AM	0	0	0	0	0	1	5	6	5	17	17
2:00 AM	0	0	0	0	0	11	8	12	8	39	39
3:00 AM	0	0	0	0	0	9	10	38	53	110	110
4:00 AM	0	0	0	0	0	60	77	98	137	372	372
5:00 AM	0	0	0	0	0	62	62	100	120	344	344
6:00 AM	0	0	0	0	0	69	80	108	188	445	445
7:00 AM	0	0	0	0	0	121	150	139	168	578	578
8:00 AM	0	0	0	0	0	130	121	108	79	438	438
9:00 AM	0	0	0	0	0	56	79	63	59	257	257
10:00 AM	0	0	0	0	0	61	44	54	52	211	211
11:00 AM	0	0	0	0	0	54	55	72	63	244	244
12:00 PM	0	0	0	0	0	64	70	81	75	290	290
1:00 PM	0	0	0	0	0	67	86	111	98	362	362
2:00 PM	0	0	0	0	0	65	161	95	82	403	403
3:00 PM	0	0	0	0	0	94	63	94	76	327	327
4:00 PM	0	0	0	0	0	60	78	53	50	241	241
5:00 PM	0	0	0	0	0	61	45	68	62	236	236
6:00 PM	0	0	0	0	0	49	54	49	35	187	187
7:00 PM	0	0	0	0	0	50	28	35	30	143	143
8:00 PM	0	0	0	0	0	37	20	24	23	104	104
9:00 PM	0	0	0	0	0	27	25	24	31	107	107
10:00 PM	0	0	0	0	0	21	14	10	20	65	65
11:00 PM	0	0	0	0	0	23	21	30	25	99	99
Total		0.0	0%		0		100	.0%		5658	
IUlai					56	58					

AM% 54.7% AM Peak 598 6:45 am to 7:45 am AM P.H.F. 0.80 PM% 45.3% PM Peak 435 1:30 pm to 2:30 pm PM P.H.F. 0.68





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24 Hour Count Report

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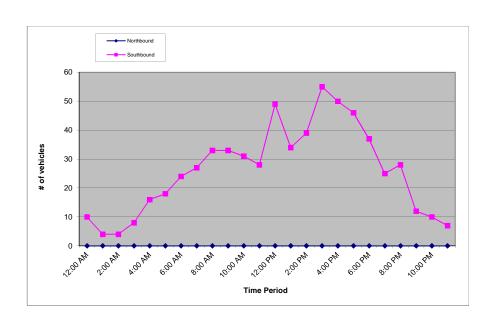
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	SR 41 Southbound On-ramp	LATITUDE	36.6922666
SEGMENT	South of North Ave	LONGITUDE	-119.7866806
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

NUMBER OF LANES 1

		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	0	0	0	0	2	7	1	0	10	10
1:00 AM	0	0	0	0	0	2	0	0	2	4	4
2:00 AM	0	0	0	0	0	1	1	0	2	4	4
3:00 AM	0	0	0	0	0	1	3	2	2	8	8
4:00 AM	0	0	0	0	0	1	2	5	8	16	16
5:00 AM	0	0	0	0	0	10	1	5	2	18	18
6:00 AM	0	0	0	0	0	6	4	5	9	24	24
7:00 AM	0	0	0	0	0	7	5	4	11	27	27
8:00 AM	0	0	0	0	0	12	5	8	8	33	33
9:00 AM	0	0	0	0	0	6	11	10	6	33	33
10:00 AM	0	0	0	0	0	7	8	8	8	31	31
11:00 AM	0	0	0	0	0	8	12	2	6	28	28
12:00 PM	0	0	0	0	0	11	13	14	11	49	49
1:00 PM	0	0	0	0	0	9	8	9	8	34	34
2:00 PM	0	0	0	0	0	8	8	14	9	39	39
3:00 PM	0	0	0	0	0	15	10	16	14	55	55
4:00 PM	0	0	0	0	0	18	14	10	8	50	50
5:00 PM	0	0	0	0	0	12	8	12	14	46	46
6:00 PM	0	0	0	0	0	11	8	9	9	37	37
7:00 PM	0	0	0	0	0	9	6	5	5	25	25
8:00 PM	0	0	0	0	0	4	7	10	7	28	28
9:00 PM	0	0	0	0	0	4	2	5	1	12	12
10:00 PM	0	0	0	0	0	1	3	1	5	10	10
11:00 PM	0	0	0	0	0	3	3	1	0	7	7
Total		0.0	0%		0		100	.0%		628	
					62	28					

AM% 37.6% AM Peak 36 7:45 am to 8:45 am AM P.H.F. 0.75 PM% 62.4% PM Peak 62 3:30 pm to 4:30 pm PM P.H.F. 0.86





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24 Hour Count Report

Prepared For:

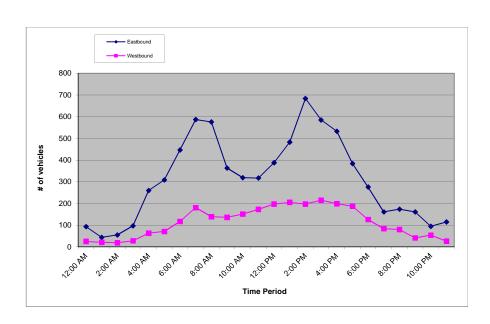
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE	36.6922666
SEGMENT	East of SR 41 Southbound Off-ramp	LONGITUDE	-119.7866806
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear
_	-		

NUMBER OF LANES 2

		Е	astbour	nd			W	estbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	32	27	20	14	93	8	8	4	5	25	118
1:00 AM	16	11	11	6	44	9	4	3	5	21	65
2:00 AM	14	12	11	18	55	4	6	4	5	19	74
3:00 AM	9	10	32	46	97	5	5	7	11	28	125
4:00 AM	42	50	64	104	260	9	11	22	21	63	323
5:00 AM	49	58	82	120	309	20	14	19	18	71	380
6:00 AM	77	85	108	177	447	32	23	30	32	117	564
7:00 AM	112	140	155	180	587	35	50	41	55	181	768
8:00 AM	168	138	144	126	576	42	27	34	36	139	715
9:00 AM	92	86	100	85	363	38	25	35	38	136	499
10:00 AM	70	78	87	84	319	27	44	45	35	151	470
11:00 AM	82	76	71	88	317	44	45	45	39	173	490
12:00 PM	97	94	109	88	388	61	45	47	44	197	585
1:00 PM	102	116	135	130	483	51	48	54	52	205	688
2:00 PM	157	230	156	141	684	41	46	61	49	197	881
3:00 PM	159	148	154	124	585	56	39	72	48	215	800
4:00 PM	133	139	146	115	533	55	55	48	41	199	732
5:00 PM	109	99	86	90	384	53	35	46	53	187	571
6:00 PM	82	82	50	62	276	39	40	29	18	126	402
7:00 PM	38	37	40	46	161	21	22	21	20	84	245
8:00 PM	50	38	43	43	174	13	20	32	15	80	254
9:00 PM	37	47	45	32	161	15	8	10	8	41	202
10:00 PM	24	27	21	23	95	17	12	14	11	54	149
11:00 PM	26	29	30	30	115	7	9	8	2	26	141
Total	73.3% 7506					26.7% 2735					
. Juli					102	241					

AM% 44.8% AM Peak 831 7:15 am to 8:15 am AM P.H.F. 0.88 PM% 55.2% PM Peak 898 2:15 pm to 3:15 pm PM P.H.F. 0.81





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24 Hour Count Report

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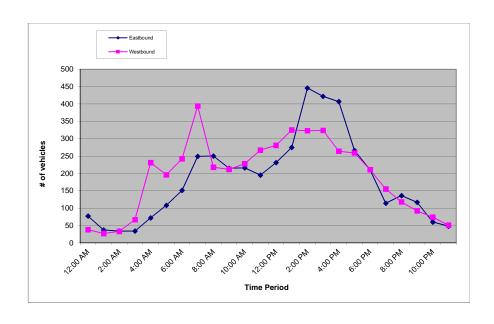
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE	36.6922666	
SEGMENT	West of SR 41 Southbound Off-ramp	LONGITUDE	-119.7866806	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	

NUMBER OF LANES	2

		Е	astbour	nd		Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	20	27	18	12	77	11	12	6	9	38	115
1:00 AM	16	9	8	4	37	8	7	6	6	27	64
2:00 AM	6	7	8	13	34	6	8	13	6	33	67
3:00 AM	4	4	12	14	34	8	6	23	30	67	101
4:00 AM	10	15	16	31	72	36	51	67	77	231	303
5:00 AM	18	23	31	36	108	41	40	63	52	196	304
6:00 AM	34	39	33	45	151	52	53	58	79	242	393
7:00 AM	43	51	77	78	249	80	106	98	110	394	643
8:00 AM	74	45	64	67	250	66	50	54	48	218	468
9:00 AM	60	47	59	49	215	56	54	47	55	212	427
10:00 AM	43	55	59	59	216	54	57	63	54	228	444
11:00 AM	49	48	41	57	195	57	60	85	65	267	462
12:00 PM	61	59	61	50	231	78	67	66	70	281	512
1:00 PM	69	58	71	77	275	76	68	92	89	325	600
2:00 PM	126	114	107	99	446	67	83	93	80	323	769
3:00 PM	107	118	112	85	422	83	62	108	71	324	746
4:00 PM	100	100	121	86	407	64	80	66	54	264	671
5:00 PM	86	74	49	57	266	79	47	65	68	259	525
6:00 PM	62	61	31	57	211	57	65	50	39	211	422
7:00 PM	28	29	25	32	114	52	36	36	31	155	269
8:00 PM	29	33	37	37	136	25	28	40	25	118	254
9:00 PM	29	36	33	19	117	30	20	17	25	92	209
10:00 PM	16	17	15	12	60	29	13	17	15	74	134
11:00 PM	14	15	9	10	48	15	13	16	7	51	99
Total		48.	6%		4371						
. 5 (4.					90	01					

AM% 42.1% AM Peak 660 7:15 am to 8:15 am AM P.H.F. 0.88 PM% 57.9% PM Peak 769 2:45 pm to 3:45 pm PM P.H.F. 0.87





NUMBER OF LANES

Metro Traffic Data Inc.

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24 Hour Count Report

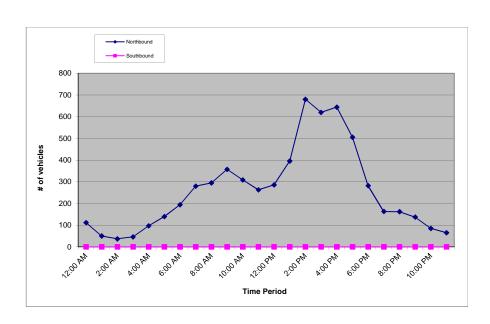
Prepared For:

Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	SR 41 Northbound On-Ramp	LATITUDE	36.6922709
SEGMENT	North of North Ave	LONGITUDE	-119.7851732
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	26	37	31	18	112	0	0	0	0	0	112
1:00 AM	17	12	13	8	50	0	0	0	0	0	50
2:00 AM	12	12	7	6	37	0	0	0	0	0	37
3:00 AM	8	14	9	15	46	0	0	0	0	0	46
4:00 AM	14	16	23	44	97	0	0	0	0	0	97
5:00 AM	34	44	36	26	140	0	0	0	0	0	140
6:00 AM	49	41	57	47	194	0	0	0	0	0	194
7:00 AM	53	61	92	74	280	0	0	0	0	0	280
8:00 AM	79	50	91	75	295	0	0	0	0	0	295
9:00 AM	104	73	67	113	357	0	0	0	0	0	357
10:00 AM	120	69	68	52	309	0	0	0	0	0	309
11:00 AM	69	70	55	69	263	0	0	0	0	0	263
12:00 PM	65	65	90	66	286	0	0	0	0	0	286
1:00 PM	76	78	145	97	396	0	0	0	0	0	396
2:00 PM	187	147	209	137	680	0	0	0	0	0	680
3:00 PM	134	145	203	138	620	0	0	0	0	0	620
4:00 PM	186	151	177	130	644	0	0	0	0	0	644
5:00 PM	159	90	137	119	505	0	0	0	0	0	505
6:00 PM	91	84	57	50	282	0	0	0	0	0	282
7:00 PM	40	58	32	33	163	0	0	0	0	0	163
8:00 PM	41	37	48	36	162	0	0	0	0	0	162
9:00 PM	35	47	37	18	137	0	0	0	0	0	137
10:00 PM	22	15	36	12	85	0	0	0	0	0	85
11:00 PM	21	20	12	12	65	0	0	0	0	0	65
Total	100.0% 620					5 0.0%				0	
iotai					62	05					

AM% 35.1% AM Peak 373 9:15 am to 10:15 am AM P.H.F. 0.78 PM% 64.9% PM Peak 680 2:00 pm to 3:00 pm PM P.H.F. 0.81





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24 Hour Count Report

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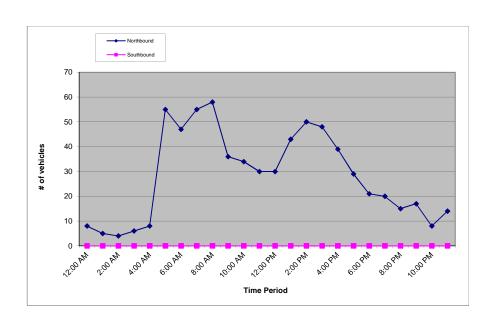
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	SR 41 Northbound Off-ramp	LATITUDE	36.6922709
SEGMENT	South of North Ave	LONGITUDE	-119.7851732
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

NUMBER OF LANES 1

		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	2	4	1	1	8	0	0	0	0	0	8
1:00 AM	2	2	1	0	5	0	0	0	0	0	5
2:00 AM	0	2	0	2	4	0	0	0	0	0	4
3:00 AM	1	1	2	2	6	0	0	0	0	0	6
4:00 AM	1	0	4	3	8	0	0	0	0	0	8
5:00 AM	8	10	22	15	55	0	0	0	0	0	55
6:00 AM	8	2	10	27	47	0	0	0	0	0	47
7:00 AM	8	11	13	23	55	0	0	0	0	0	55
8:00 AM	17	17	14	10	58	0	0	0	0	0	58
9:00 AM	7	11	6	12	36	0	0	0	0	0	36
10:00 AM	6	10	7	11	34	0	0	0	0	0	34
11:00 AM	2	6	10	12	30	0	0	0	0	0	30
12:00 PM	8	9	7	6	30	0	0	0	0	0	30
1:00 PM	10	4	15	14	43	0	0	0	0	0	43
2:00 PM	12	11	12	15	50	0	0	0	0	0	50
3:00 PM	9	12	16	11	48	0	0	0	0	0	48
4:00 PM	10	10	10	9	39	0	0	0	0	0	39
5:00 PM	5	6	7	11	29	0	0	0	0	0	29
6:00 PM	10	4	3	4	21	0	0	0	0	0	21
7:00 PM	5	3	6	6	20	0	0	0	0	0	20
8:00 PM	6	3	3	3	15	0	0	0	0	0	15
9:00 PM	5	7	2	3	17	0	0	0	0	0	17
10:00 PM	3	1	2	2	8	0	0	0	0	0	8
11:00 PM	3	4	2	5	14	0	0	0	0	0	14
Total	100.0% 680						0.0% 0				
					68	30					

AM% 50.9% AM Peak 71 7:45 am to 8:45 am AM P.H.F. 0.77 PM% 49.1% PM Peak 52 2:45 pm to 3:45 pm PM P.H.F. 0.81





310 N. Irwin Street - Suite 20 Hanford, CA 93230

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24 Hour Count Report

Prepared For:

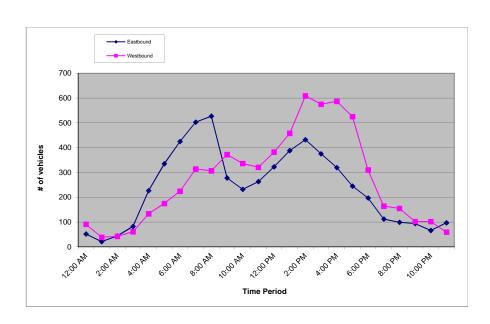
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE	36.6922709	
SEGMENT	East of SR 41 Northbound On-Ramp	LONGITUDE	-119.7851732	
COLLECTION DATE _	Thursday, April 27, 2023	WEATHER	Clear	

NUMBER OF LANES 2

Ī	Eastbound						W	estboui	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	22	13	11	6	52	21	28	26	16	91	143
1:00 AM	6	6	6	3	21	14	8	7	10	39	60
2:00 AM	12	9	8	15	44	16	12	8	6	42	86
3:00 AM	9	7	24	42	82	11	17	13	20	61	143
4:00 AM	35	41	59	92	227	19	19	39	56	133	360
5:00 AM	58	55	91	131	335	50	47	44	34	175	510
6:00 AM	73	69	97	186	425	59	40	68	57	224	649
7:00 AM	94	121	126	162	503	57	84	88	85	314	817
8:00 AM	157	137	124	109	527	85	59	87	76	307	834
9:00 AM	67	66	78	67	278	108	74	68	122	372	650
10:00 AM	49	57	62	64	232	114	85	79	58	336	568
11:00 AM	60	64	61	78	263	82	83	80	76	321	584
12:00 PM	83	76	90	74	323	103	78	114	87	382	705
1:00 PM	82	99	95	112	388	98	96	157	107	458	846
2:00 PM	94	112	121	105	432	130	134	218	127	609	1041
3:00 PM	109	86	95	85	375	127	113	195	140	575	950
4:00 PM	81	91	74	74	320	175	149	153	110	587	907
5:00 PM	61	59	62	63	245	155	86	149	135	525	770
6:00 PM	65	59	36	37	197	105	96	66	43	310	507
7:00 PM	25	22	30	35	112	40	59	34	31	164	276
8:00 PM	29	22	23	25	99	33	34	58	30	155	254
9:00 PM	18	25	26	25	94	27	32	24	19	102	196
10:00 PM	16	21	12	17	66	27	20	39	16	102	168
11:00 PM	16	22	30	29	97	16	18	17	8	59	156
Total		47.	1% 5737 5				52.9% 6443				
iotai	12180										

AM% 44.4% AM Peak 908 7:15 am to 8:15 am AM P.H.F. 0.92 PM% 55.6% PM Peak 1053 2:15 pm to 3:15 pm PM P.H.F. 0.78





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24 Hour Count Report

Prepared For:

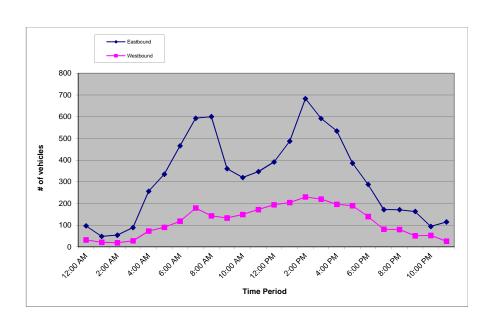
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE_	36.6922709	
SEGMENT	West of SR 41 Northbound On-Ramp	LONGITUDE	-119.7851732	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER _	Clear	

NUMBER OF LANES 2

		Е	astbour	nd		Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	34	27	21	15	97	9	9	6	8	32	129
1:00 AM	16	13	13	6	48	9	5	2	5	21	69
2:00 AM	12	13	11	18	54	4	6	4	5	19	73
3:00 AM	10	9	24	46	89	5	6	6	11	28	117
4:00 AM	39	49	64	104	256	10	11	25	27	73	329
5:00 AM	60	61	86	128	335	26	19	25	20	90	425
6:00 AM	87	92	108	179	466	32	24	32	30	118	584
7:00 AM	116	138	157	182	593	34	51	40	54	179	772
8:00 AM	177	141	150	132	600	43	30	36	34	143	743
9:00 AM	90	82	103	85	360	34	28	32	39	133	493
10:00 AM	75	73	90	82	320	26	42	46	35	149	469
11:00 AM	89	88	73	97	347	44	43	47	38	172	519
12:00 PM	99	97	107	88	391	62	43	48	41	194	585
1:00 PM	103	121	121	142	487	53	44	53	54	204	691
2:00 PM	177	173	175	158	683	38	59	75	58	230	913
3:00 PM	163	144	160	125	592	56	38	73	53	220	812
4:00 PM	134	137	138	125	534	52	54	50	40	196	730
5:00 PM	112	92	90	92	386	52	35	47	56	190	576
6:00 PM	88	85	53	62	288	47	42	29	22	140	428
7:00 PM	42	39	42	49	172	22	21	20	18	81	253
8:00 PM	46	40	42	43	171	15	18	32	15	80	251
9:00 PM	36	45	50	32	163	15	12	13	11	51	214
10:00 PM	24	27	21	22	94	16	12	14	11	53	147
11:00 PM	25	29	31	30	115	7	9	8	2	26	141
Total	73.0% 764		7641	27.0%			2822				
iotai	10463										

AM% 45.1% AM Peak 842 7:15 am to 8:15 am AM P.H.F. 0.89 PM% 54.9% PM Peak 917 2:15 pm to 3:15 pm PM P.H.F. 0.92





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24 Hour Count Report

Prepared For:

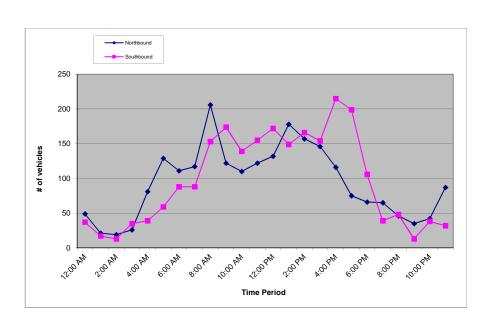
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

Cherry Ave	LATITUDE	36.6922537		
North of North Ave	LONGITUDE	-119.7817507		
Thursday, April 27, 2023	WEATHER	Clear		
	North of North Ave	North of North Ave LONGITUDE		

NUMBER OF LANES	2

		No	orthbou	nd		Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	23	14	5	7	49	12	9	8	8	37	86
1:00 AM	4	7	4	6	21	8	3	6	0	17	38
2:00 AM	4	3	5	7	19	4	2	4	3	13	32
3:00 AM	8	0	8	10	26	5	6	11	13	35	61
4:00 AM	8	12	28	33	81	8	5	11	15	39	120
5:00 AM	23	22	41	43	129	13	21	8	17	59	188
6:00 AM	26	24	19	42	111	27	12	27	22	88	199
7:00 AM	18	27	32	40	117	18	23	22	25	88	205
8:00 AM	50	47	65	44	206	30	31	39	53	153	359
9:00 AM	26	24	34	38	122	88	27	26	33	174	296
10:00 AM	16	28	37	29	110	36	26	47	30	139	249
11:00 AM	34	30	32	26	122	50	41	24	40	155	277
12:00 PM	36	33	29	34	132	44	39	50	39	172	304
1:00 PM	34	38	49	57	178	34	22	37	56	149	327
2:00 PM	40	31	45	41	157	28	38	56	44	166	323
3:00 PM	61	33	27	25	146	35	30	46	43	154	300
4:00 PM	32	26	28	30	116	37	80	65	33	215	331
5:00 PM	26	12	15	22	75	45	26	52	76	199	274
6:00 PM	20	19	13	14	66	29	27	34	16	106	172
7:00 PM	14	17	11	23	65	12	14	10	3	39	104
8:00 PM	14	14	11	7	46	14	13	14	7	48	94
9:00 PM	4	12	8	11	35	4	1	3	5	13	48
10:00 PM	12	10	10	10	42	11	5	14	8	38	80
11:00 PM	19	20	25	23	87	8	8	8	8	32	119
Total	49.2% 2258			2258	50.8% 2328						
i Stai	4586										

AM% 46.0% AM Peak 393 8:15 am to 9:15 am AM P.H.F. 0.86 PM% 54.0% PM Peak 336 3:45 pm to 4:45 pm PM P.H.F. 0.79





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24 Hour Count Report

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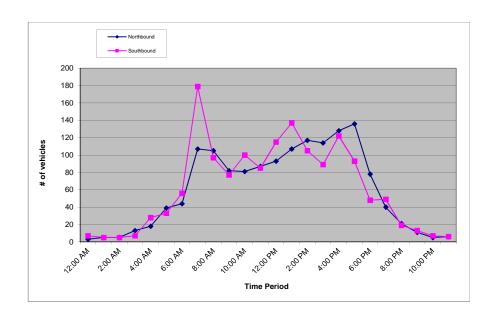
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	Cherry Ave	LATITUDE	36.6922537		
SEGMENT	South of North Ave	LONGITUDE	-119.7817507		
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear		
_					

NUMBER OF LANES 2

		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	1	1	1	3	3	0	3	1	7	10
1:00 AM	2	2	0	1	5	1	1	1	2	5	10
2:00 AM	2	0	1	2	5	3	1	0	1	5	10
3:00 AM	6	2	4	1	13	1	1	5	0	7	20
4:00 AM	1	5	5	7	18	4	8	5	11	28	46
5:00 AM	6	9	12	12	39	5	8	9	11	33	72
6:00 AM	7	10	13	14	44	8	13	17	18	56	100
7:00 AM	15	23	35	34	107	20	38	52	69	179	286
8:00 AM	38	29	16	22	105	31	22	27	17	97	202
9:00 AM	17	22	22	21	82	22	26	19	10	77	159
10:00 AM	15	21	23	22	81	22	27	28	23	100	181
11:00 AM	17	24	27	19	87	22	22	24	17	85	172
12:00 PM	37	19	11	26	93	28	26	26	35	115	208
1:00 PM	29	20	30	28	107	25	28	36	48	137	244
2:00 PM	35	22	37	23	117	20	32	29	24	105	222
3:00 PM	27	26	35	26	114	18	18	22	31	89	203
4:00 PM	39	27	27	35	128	22	38	35	27	122	250
5:00 PM	53	19	42	22	136	30	22	22	19	93	229
6:00 PM	23	21	17	17	78	11	11	11	15	48	126
7:00 PM	10	11	6	13	40	10	10	22	7	49	89
8:00 PM	5	9	4	3	21	8	6	3	2	19	40
9:00 PM	4	4	2	1	11	6	5	2	0	13	24
10:00 PM	3	2	0	0	5	3	2	1	1	7	12
11:00 PM	0	1	1	4	6	0	1	1	4	6	12
Total		49.	4%		1445		50.	6%		1482	
I Otal	2927						_				

AM% 43.3% AM Peak 320 7:15 am to 8:15 am AM P.H.F. 0.78 PM% 56.7% PM Peak 272 4:15 pm to 5:15 pm PM P.H.F. 0.82





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24 Hour Count Report

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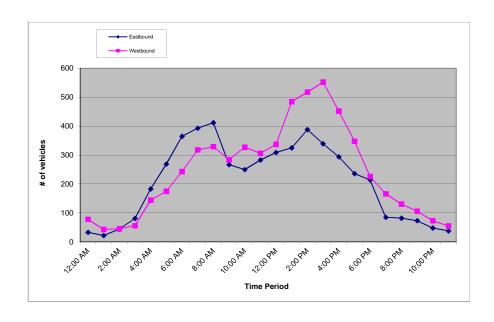
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE	36.6922537		
SEGMENT	East of Cherry Ave	LONGITUDE	-119.7817507		
COLLECTION DATE	Thursday, April 27, 2023	WEATHER _	Clear		
-					

NUMBER OF LANES 4

		Е	astbour	nd			W	estbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	4	12	12	5	33	17	25	23	13	78	111
1:00 AM	9	6	7	0	22	11	11	7	14	43	65
2:00 AM	9	9	12	14	44	14	14	9	8	45	89
3:00 AM	10	11	23	37	81	10	15	12	19	56	137
4:00 AM	31	35	50	67	183	20	21	47	56	144	327
5:00 AM	42	52	61	114	269	43	45	45	42	175	444
6:00 AM	55	59	89	162	365	59	56	69	59	243	608
7:00 AM	96	104	85	108	393	53	93	78	94	318	711
8:00 AM	122	113	88	89	412	82	59	106	82	329	741
9:00 AM	81	53	67	66	267	60	61	53	110	284	551
10:00 AM	50	58	75	67	250	94	83	84	66	327	577
11:00 AM	63	78	56	86	283	74	83	78	71	306	589
12:00 PM	84	76	85	64	309	89	73	97	78	337	646
1:00 PM	72	78	89	86	325	100	112	169	104	485	810
2:00 PM	87	91	112	98	388	120	111	188	99	518	906
3:00 PM	87	89	88	75	339	136	131	163	122	552	891
4:00 PM	78	84	73	59	294	150	100	115	87	452	746
5:00 PM	64	58	56	58	236	116	74	85	73	348	584
6:00 PM	89	52	42	31	214	89	67	39	31	226	440
7:00 PM	23	22	24	16	85	41	58	43	24	166	251
8:00 PM	21	19	20	22	82	28	27	49	27	131	213
9:00 PM	14	17	23	19	73	25	36	24	21	106	179
10:00 PM	13	13	13	9	48	24	17	19	13	73	121
11:00 PM	5	8	12	13	38	13	16	17	9	55	93
Total		46.	5%		5033		53.	5%		5797	
Total	10830					330					

AM% 45.7% AM Peak 772 7:45 am to 8:45 am AM P.H.F. 0.95 PM% 54.3% PM Peak 940 2:30 pm to 3:30 pm PM P.H.F. 0.78





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24 Hour Count Report

Prepared For:

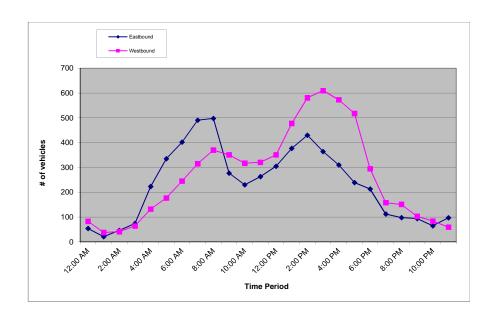
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE_	36.6922537		
SEGMENT	West of Cherry Ave	LONGITUDE	-119.7817507		
COLLECTION DATE	Thursday, April 27, 2023	WEATHER _	Clear		
——————————————————————————————————————	-	·			

NUMBER OF LANES 3

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	22	15	11	6	54	21	24	23	15	83	137
1:00 AM	6	6	6	3	21	13	8	7	10	38	59
2:00 AM	12	8	11	15	46	16	11	8	6	41	87
3:00 AM	9	7	22	36	74	11	18	13	22	64	138
4:00 AM	36	40	58	89	223	22	16	38	56	132	355
5:00 AM	55	57	89	134	335	47	50	43	37	177	512
6:00 AM	66	62	91	183	402	70	44	75	56	245	647
7:00 AM	104	116	116	155	491	56	86	82	91	315	806
8:00 AM	147	131	119	101	498	94	68	100	108	370	868
9:00 AM	69	64	78	66	277	105	71	59	116	351	628
10:00 AM	46	58	62	64	230	103	75	76	63	317	547
11:00 AM	58	68	58	79	263	80	86	75	80	321	584
12:00 PM	75	76	83	71	305	97	72	101	81	351	656
1:00 PM	78	91	101	107	377	110	101	163	104	478	855
2:00 PM	91	105	118	116	430	127	122	213	119	581	1011
3:00 PM	107	86	90	81	364	139	133	197	141	610	974
4:00 PM	79	88	73	70	310	173	147	144	109	573	883
5:00 PM	62	62	60	55	239	156	89	146	127	518	757
6:00 PM	84	54	38	37	213	105	87	62	41	295	508
7:00 PM	26	22	31	33	112	42	56	33	27	158	270
8:00 PM	29	23	22	24	98	33	33	55	30	151	249
9:00 PM	17	26	27	24	94	26	33	23	21	103	197
10:00 PM	15	21	13	16	65	25	20	22	17	84	149
11:00 PM	17	22	30	28	97	14	18	18	9	59	156
Total	46.7%				5618	53.3% 6415				6415	
	12033										

AM% 44.6% AM Peak 905 7:45 am to 8:45 am AM P.H.F. 0.92
PM% 55.4% PM Peak 1039 2:15 pm to 3:15 pm PM P.H.F. 0.78





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24 Hour Count Report

Prepared For:

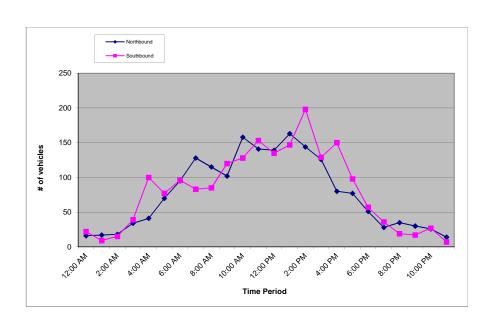
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	East Ave	LATITUDE_	36.6922666		
SEGMENT	North of North Ave	LONGITUDE	-119.7727332		
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear		

NUMBER OF LANES 2

		No	orthbou	nd		Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	6	4	5	1	16	4	8	2	8	22	38
1:00 AM	5	2	4	6	17	5	1	1	2	9	26
2:00 AM	3	6	3	6	18	1	6	3	5	15	33
3:00 AM	7	2	13	12	34	10	7	10	12	39	73
4:00 AM	7	10	10	14	41	14	19	32	35	100	141
5:00 AM	10	12	24	24	70	22	20	18	17	77	147
6:00 AM	14	27	25	29	95	24	17	30	25	96	191
7:00 AM	36	31	25	36	128	16	22	22	23	83	211
8:00 AM	32	27	23	33	115	22	25	22	16	85	200
9:00 AM	26	22	28	26	102	28	35	27	30	120	222
10:00 AM	44	35	43	36	158	35	38	33	22	128	286
11:00 AM	33	36	37	35	141	31	44	36	42	153	294
12:00 PM	43	31	30	35	139	34	39	28	34	135	274
1:00 PM	35	38	45	45	163	39	30	34	44	147	310
2:00 PM	35	41	37	31	144	50	49	62	37	198	342
3:00 PM	26	28	35	37	126	24	32	31	42	129	255
4:00 PM	23	19	18	20	80	51	36	36	27	150	230
5:00 PM	24	16	14	23	77	40	21	18	19	98	175
6:00 PM	18	16	9	8	51	15	13	18	11	57	108
7:00 PM	5	9	8	6	28	8	8	9	11	36	64
8:00 PM	6	11	8	10	35	6	4	6	3	19	54
9:00 PM	5	8	10	7	30	2	6	4	5	17	47
10:00 PM	4	8	10	4	26	2	9	14	2	27	53
11:00 PM	4	8	0	2	14	2	1	1	3	7	21
Total		48.	7%		1848		51.	3%		1947	
					37	95					

AM% 49.1% AM Peak 294 11:00 am to 12:00 pm AM P.H.F. 0.92 PM% 50.9% PM Peak 363 1:45 pm to 2:45 pm PM P.H.F. 0.92





NUMBER OF LANES

Metro Traffic Data Inc.

310 N. Irwin Street - Suite 20 Hanford, CA 93230

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24 Hour Count Report

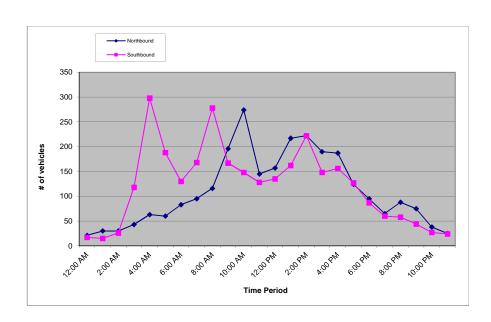
Prepared For:

Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	East Ave	LATITUDE	36.6922666		
SEGMENT	South of North Ave	LONGITUDE	-119.7727332		
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear		

			orthbou					uthbou			Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	5	9	5	2	21	6	3	1	7	17	38
1:00 AM	4	3	12	11	30	5	1	7	2	15	45
2:00 AM	12	12	3	3	30	8	4	7	7	26	56
3:00 AM	15	8	10	10	43	17	21	27	53	118	161
4:00 AM	14	10	12	27	63	36	56	88	118	298	361
5:00 AM	18	14	13	15	60	49	44	35	60	188	248
6:00 AM	20	26	17	20	83	26	18	38	48	130	213
7:00 AM	16	24	30	25	95	31	36	44	57	168	263
8:00 AM	26	24	37	29	116	65	83	72	58	278	394
9:00 AM	30	23	42	101	196	48	38	39	42	167	363
10:00 AM	130	58	43	43	274	30	50	33	35	148	422
11:00 AM	42	36	40	27	145	34	34	30	30	128	273
12:00 PM	36	26	57	38	157	28	30	39	38	135	292
1:00 PM	33	46	93	45	217	39	39	36	48	162	379
2:00 PM	44	45	104	29	222	47	58	66	51	222	444
3:00 PM	46	39	48	57	190	43	33	35	37	148	338
4:00 PM	42	43	62	40	187	44	42	35	35	156	343
5:00 PM	53	21	25	25	124	40	30	27	30	127	251
6:00 PM	34	20	20	21	95	31	12	25	19	87	182
7:00 PM	25	17	11	12	65	12	24	13	11	60	125
8:00 PM	12	11	30	35	88	20	12	12	14	58	146
9:00 PM	34	18	16	7	75	8	14	13	9	44	119
10:00 PM	8	6	17	7	38	4	5	11	7	27	65
11:00 PM	10	9	2	4	25	4	7	4	9	24	49
Total	•	47.	4%		2639	52.6% 2931					
· Jtui					55	70					

AM% 50.9% AM Peak 492 9:30 am to 10:30 am AM P.H.F. 0.77 PM% 49.1% PM Peak 457 1:45 pm to 2:45 pm PM P.H.F. 0.67





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24 Hour Count Report

Prepared For:

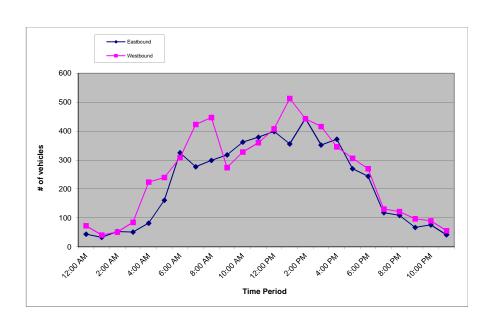
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE	36.6922666		
SEGMENT	East of East Ave	LONGITUDE	-119.7727332		
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear		

NUMBER OF LANES 4

		Е	astbour	nd			W	estbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	4	18	13	9	44	22	22	17	12	73	117
1:00 AM	12	8	9	4	33	14	13	8	6	41	74
2:00 AM	12	15	11	15	53	14	11	13	13	51	104
3:00 AM	17	9	13	12	51	14	20	21	30	85	136
4:00 AM	25	14	18	25	82	23	40	72	89	224	306
5:00 AM	29	40	39	53	161	50	54	66	70	240	401
6:00 AM	56	85	60	124	325	61	75	84	88	308	633
7:00 AM	66	67	73	71	277	96	104	102	121	423	700
8:00 AM	80	71	79	69	299	108	102	132	105	447	746
9:00 AM	79	75	75	89	318	76	63	63	72	274	592
10:00 AM	98	94	81	89	362	71	94	80	83	328	690
11:00 AM	99	94	83	103	379	101	92	88	79	360	739
12:00 PM	98	86	106	109	399	112	100	104	92	408	807
1:00 PM	78	84	105	89	356	138	121	134	120	513	869
2:00 PM	101	102	136	105	444	99	111	147	86	443	887
3:00 PM	79	88	90	95	352	108	99	115	94	416	768
4:00 PM	110	102	95	65	372	116	82	78	70	346	718
5:00 PM	82	62	62	64	270	79	67	80	80	306	576
6:00 PM	78	66	58	42	244	112	79	47	32	270	514
7:00 PM	30	34	25	29	118	30	38	40	23	131	249
8:00 PM	20	22	32	35	109	27	30	22	43	122	231
9:00 PM	19	15	20	13	67	18	23	33	23	97	164
10:00 PM	15	16	31	14	76	20	19	33	18	90	166
11:00 PM	10	7	14	11	42	15	17	12	12	56	98
Total		46.	4%		5233		53.	6%		6052	
iolai					11:	285					

AM% 46.4% AM Peak 764 7:45 am to 8:45 am AM P.H.F. 0.91 PM% 53.6% PM Peak 905 1:45 pm to 2:45 pm PM P.H.F. 0.80





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24 Hour Count Report

Prepared For:

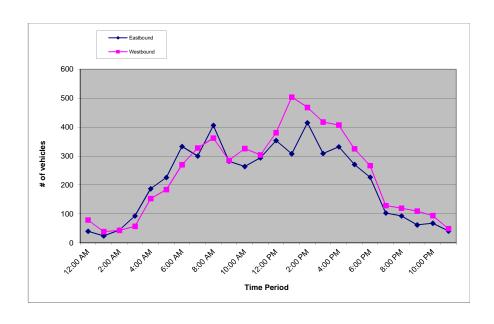
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	North Ave	LATITUDE	36.6922666	
SEGMENT	West of East Ave	LONGITUDE	-119.7727332	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	

NUMBER OF LANES 4

		E	astbour	nd		Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	6	13	14	7	40	21	27	19	12	79	119
1:00 AM	11	6	7	0	24	12	12	8	7	39	63
2:00 AM	10	9	11	14	44	14	13	9	7	43	87
3:00 AM	15	11	25	42	93	13	14	13	17	57	150
4:00 AM	36	34	52	65	187	19	23	52	59	153	340
5:00 AM	44	49	46	87	226	46	41	45	52	184	410
6:00 AM	58	76	69	130	333	67	64	77	62	270	603
7:00 AM	71	73	75	81	300	66	89	87	86	328	628
8:00 AM	108	109	96	93	406	87	79	113	83	362	768
9:00 AM	81	66	66	69	282	62	52	56	115	285	567
10:00 AM	44	67	72	81	264	108	78	71	69	326	590
11:00 AM	76	68	64	86	294	84	76	78	66	304	598
12:00 PM	90	67	105	92	354	103	85	119	74	381	735
1:00 PM	58	82	88	80	308	116	118	163	107	504	812
2:00 PM	92	103	116	104	415	102	107	190	69	468	883
3:00 PM	71	87	83	68	309	101	108	117	92	418	727
4:00 PM	98	91	76	67	332	130	89	104	84	407	739
5:00 PM	74	61	57	79	271	100	62	77	86	325	596
6:00 PM	73	64	55	35	227	107	82	48	30	267	494
7:00 PM	23	33	24	23	103	39	29	38	23	129	232
8:00 PM	22	27	22	22	93	21	27	28	44	120	213
9:00 PM	12	17	19	14	62	34	27	29	20	110	172
10:00 PM	17	15	22	14	68	24	20	34	16	94	162
11:00 PM	7	8	15	11	41	16	13	12	8	49	90
Total		47.	.1%		5076		52.	9%		5702	
iotai					10	778				·	Î

AM% 45.7% AM Peak 768 8:00 am to 9:00 am AM P.H.F. 0.92 PM% 54.3% PM Peak 897 1:45 pm to 2:45 pm PM P.H.F. 0.73





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24 Hour Count Report

Prepared For:

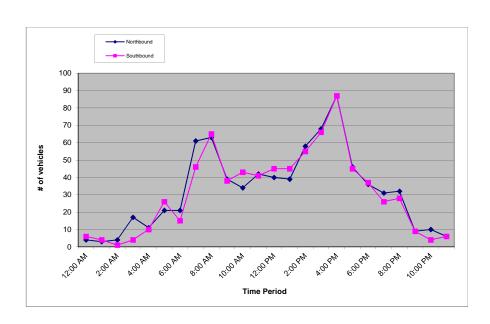
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	Cherry Ave	LATITUDE	36.6778835	
SEGMENT	North of Central Ave	LONGITUDE	-119.7817828	
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear	
_		_		

NUMBER OF LANES 2

		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	1	0	1	2	4	2	3	0	1	6	10
1:00 AM	1	1	1	0	3	0	2	2	0	4	7
2:00 AM	0	1	0	3	4	0	1	0	0	1	5
3:00 AM	11	0	6	0	17	1	1	1	1	4	21
4:00 AM	2	2	3	4	11	4	2	2	2	10	21
5:00 AM	2	6	5	8	21	8	8	3	7	26	47
6:00 AM	4	5	6	6	21	4	5	2	4	15	36
7:00 AM	6	11	16	28	61	6	8	13	19	46	107
8:00 AM	34	10	12	7	63	32	15	9	9	65	128
9:00 AM	6	4	18	11	39	10	12	7	9	38	77
10:00 AM	7	11	9	7	34	11	12	10	10	43	77
11:00 AM	12	13	12	5	42	13	10	12	6	41	83
12:00 PM	13	10	6	11	40	13	9	7	16	45	85
1:00 PM	10	13	11	5	39	7	8	13	17	45	84
2:00 PM	3	10	23	22	58	6	9	22	18	55	113
3:00 PM	20	14	19	15	68	19	10	14	23	66	134
4:00 PM	29	26	15	17	87	14	27	24	22	87	174
5:00 PM	11	11	15	9	46	17	11	12	5	45	91
6:00 PM	7	8	6	15	36	15	9	10	3	37	73
7:00 PM	6	11	6	8	31	8	4	10	4	26	57
8:00 PM	1	10	15	6	32	6	3	4	15	28	60
9:00 PM	4	1	2	2	9	3	3	1	2	9	18
10:00 PM	3	4	2	1	10	0	1	2	1	4	14
11:00 PM	2	3	0	1	6	3	1	1	1	6	12
Total		51.	0%		782		49.	0%		752	
					15	34					

AM% 40.4% AM Peak 167 7:30 am to 8:30 am AM P.H.F. 0.63 PM% 59.6% PM Peak 174 4:00 pm to 5:00 pm PM P.H.F. 0.82





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24 Hour Count Report

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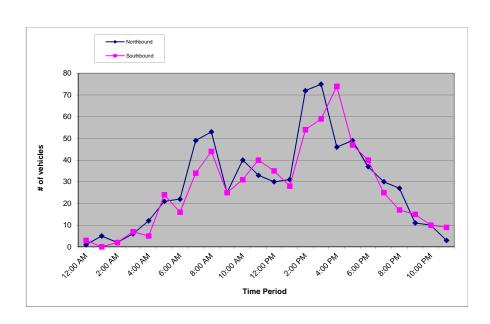
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	Cherry Ave	LATITUDE	36.6778835		
SEGMENT	South of Central Ave	LONGITUDE	-119.7817828		
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear		

NUMBER OF LANES	2

		No	orthbou	nd			So	uthbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	1	0	0	0	1	1	0	0	2	3	4
1:00 AM	0	1	2	2	5	0	0	0	0	0	5
2:00 AM	0	0	0	2	2	0	1	0	1	2	4
3:00 AM	3	0	2	1	6	5	1	1	0	7	13
4:00 AM	2	1	4	5	12	1	0	2	2	5	17
5:00 AM	1	6	6	8	21	7	4	8	5	24	45
6:00 AM	2	8	7	5	22	3	4	1	8	16	38
7:00 AM	6	11	16	16	49	3	5	9	17	34	83
8:00 AM	25	9	12	7	53	20	11	6	7	44	97
9:00 AM	7	3	7	8	25	7	12	4	2	25	50
10:00 AM	10	13	11	6	40	8	6	10	7	31	71
11:00 AM	7	10	11	5	33	13	8	12	7	40	73
12:00 PM	7	8	5	10	30	9	6	8	12	35	65
1:00 PM	5	11	9	6	31	5	7	4	12	28	59
2:00 PM	4	15	25	28	72	6	9	22	17	54	126
3:00 PM	19	19	24	13	75	14	12	12	21	59	134
4:00 PM	19	10	8	9	46	10	17	18	29	74	120
5:00 PM	15	16	8	10	49	18	12	14	3	47	96
6:00 PM	5	7	6	19	37	14	11	11	4	40	77
7:00 PM	11	8	5	6	30	7	4	6	8	25	55
8:00 PM	4	11	6	6	27	4	4	8	1	17	44
9:00 PM	4	2	3	2	11	3	2	6	4	15	26
10:00 PM	5	2	0	3	10	2	2	3	3	10	20
11:00 PM	1	1	0	1	3	4	2	2	1	9	12
Total		51.	7%		690		644				
iotai	51.7% 690 48.3% 1334								•		

AM% 37.5% AM Peak 123 7:30 am to 8:30 am AM P.H.F. 0.68 PM% 62.5% PM Peak 156 2:30 pm to 3:30 pm PM P.H.F. 0.83





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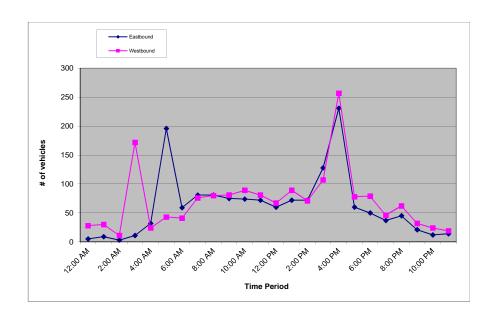
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	Central Ave	LATITUDE	36.6778835
SEGMENT	East of Cherry Ave	LONGITUDE	-119.7817828
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

NUMBER OF LANES 2

		Е	astbour	nd			W	estbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	1	2	1	1	5	5	10	8	5	28	33
1:00 AM	1	4	3	1	9	10	3	13	4	30	39
2:00 AM	0	0	1	2	3	3	3	3	2	11	14
3:00 AM	3	3	2	3	11	73	24	69	6	172	183
4:00 AM	3	0	11	18	32	8	4	5	7	24	56
5:00 AM	68	64	24	40	196	16	11	8	8	43	239
6:00 AM	9	18	19	13	59	9	9	14	9	41	100
7:00 AM	16	21	21	23	81	18	19	17	22	76	157
8:00 AM	25	21	15	20	81	18	15	33	14	80	161
9:00 AM	13	11	25	26	75	19	18	32	12	81	156
10:00 AM	23	17	15	19	74	22	30	18	19	89	163
11:00 AM	16	21	18	17	72	20	19	21	21	81	153
12:00 PM	14	15	11	20	60	17	14	12	24	67	127
1:00 PM	9	15	21	27	72	19	21	20	29	89	161
2:00 PM	4	20	21	27	72	6	17	22	26	71	143
3:00 PM	23	24	38	43	128	26	17	33	31	107	235
4:00 PM	68	76	43	44	231	105	35	79	38	257	488
5:00 PM	20	15	12	13	60	13	19	35	11	78	138
6:00 PM	16	15	8	11	50	35	19	12	13	79	129
7:00 PM	11	9	6	11	37	10	12	12	12	46	83
8:00 PM	8	10	7	20	45	16	11	24	11	62	107
9:00 PM	3	5	5	8	21	10	6	7	9	32	53
10:00 PM	1	6	0	5	12	5	5	8	6	24	36
11:00 PM	3	6	2	3	14	7	4	5	3	19	33
Total		47.	.1%	•	1500		52.	9%		1687	
Iolai					31	87					

AM% 45.6% AM Peak 239 5:00 am to 6:00 am AM P.H.F. 0.71 PM% 54.4% PM Peak 488 4:00 pm to 5:00 pm PM P.H.F. 0.71





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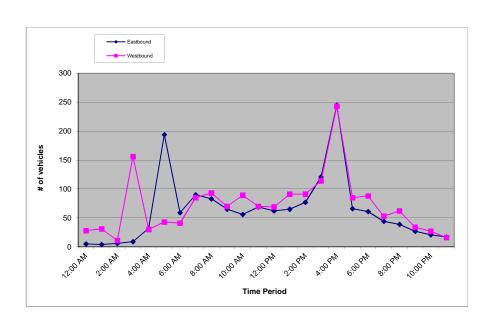
Ruettgers & Schuler Civil Engineers 1800 30th St, Ste 260 Bakersfield, CA 93301

STREET	Central Ave	LATITUDE	36.6778835
SEGMENT	West of Cherry Ave	LONGITUDE	-119.7817828
COLLECTION DATE	Thursday, April 27, 2023	WEATHER	Clear

NUMBER OF LANES 2

		Е	astbour	nd			W	estbou	nd		Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	1	1	1	2	5	6	12	7	3	28	33
1:00 AM	1	2	1	0	4	9	3	14	5	31	35
2:00 AM	0	1	1	4	6	3	3	3	2	11	17
3:00 AM	2	2	2	3	9	60	23	65	8	156	165
4:00 AM	4	1	12	15	32	12	6	7	5	30	62
5:00 AM	68	60	27	39	194	16	11	7	9	43	237
6:00 AM	9	15	17	18	59	8	10	14	9	41	100
7:00 AM	17	21	24	28	90	22	22	24	17	85	175
8:00 AM	28	21	17	17	83	24	18	38	13	93	176
9:00 AM	13	9	23	20	65	23	15	22	10	70	135
10:00 AM	20	9	12	15	56	25	30	17	17	89	145
11:00 AM	16	20	16	17	69	15	17	18	20	70	139
12:00 PM	13	19	13	17	62	14	19	12	24	69	131
1:00 PM	12	16	17	20	65	19	21	23	28	91	156
2:00 PM	5	19	27	26	77	8	21	30	32	91	168
3:00 PM	25	20	36	40	121	32	16	38	28	114	235
4:00 PM	65	80	43	57	245	96	33	78	36	243	488
5:00 PM	21	16	17	12	66	17	24	31	13	85	151
6:00 PM	18	23	8	12	61	36	24	11	17	88	149
7:00 PM	9	13	6	16	44	14	13	15	11	53	97
8:00 PM	9	13	9	8	39	22	14	13	13	62	101
9:00 PM	4	3	9	11	27	11	6	7	10	34	61
10:00 PM	4	8	2	7	21	8	4	7	8	27	48
11:00 PM	3	8	3	3	17	5	3	5	3	16	33
Total		46.	9%		1517		53.	1%		1720	
Iotai	3237										

AM% 43.8% AM Peak 237 5:00 am to 6:00 am AM P.H.F. 0.71 PM% 56.2% PM Peak 488 4:00 pm to 5:00 pm PM P.H.F. 0.76



CUMULATIVE PROJECTS

RECID DESCRIPTION	OPEN_DATE REC_STATUS	PER_TYPE	APN	ADDRESS	ADRID
P22-02769 Conditional Use Permit Application No. P22-02769 wa	7/22/2022 Approved w/Cond No Appeal	Conditional Use Permit	46711508	1224 KERN ST	136926
P22-04936 Development Permit Application No. P22-04936 was	12/30/2022 In Review	Development Permit	47111407	1750 S ORANGE AVE	142150
P23-00989 install 40'x80' metal pre fab building	3/15/2023 Incomplete	Conditional Use Permit	32825109	1821 E DOROTHY AVE	28048
P22-01257 Conditional Use Permit Application No. P22-01257 wa	4/5/2022 Approved w/Cond No Appeal	Conditional Use Permit	46832104	1828 S MARY ST	138994
P23-00166 Development Permit Application No. P23-00166 was	1/16/2023 Incomplete	Development Permit	33023001S	2085 E MUSCAT AVE	28776
P23-02377 Development Permit Application No. P23-02377 was	7/7/2023 Completeness Review in Process	Development Permit	46827109	2115 MONTEREY ST	138725
P23-00658 Conditional Use Permit Application No. P23-00658 wa	2/17/2023 On Hold	Conditional Use Permit	47822111	2309 S G ST	147949
P22-02123 Conditional Use Permit Application No. P22-02123 wa	5/31/2022 Approved w/Cond No Appeal	Conditional Use Permit	47818319	2320 S ELM AVE C/T	147779
P22-00892 Development Permit Application No. P22-00892 was	3/10/2022 Approve w/Conditions-No Appeal	Development Permit	47818307	2322 S ELM AVE	381286
P23-02290 Install (5) Level 2 dual port and (4) Level 3 EVCS	6/30/2023 Completeness Review in Process	Development Permit	47822210	2339 S G ST	147951
P22-02848 Major Amendment increasing unit quantity from 140	7/28/2022 Incomplete	Development Permit	47902039	2410 S ELM AVE	148536
P21-05381 ABCUP Application No. P21-05381 was filed by Blanca	10/4/2021 On Hold	Conditional Use Permit	47912118	2467 S ELM AVE	148806
P23-02220 NULL	6/26/2023 Completeness Review in Process	Development Permit	47921110	2579 S ELM AVE	149256
P22-04834 Conditional Use Permit Application No. P22-04834 wa	12/20/2022 On Hold	Conditional Use Permit	47907136	2585 S EAST AVE	148632
P22-03913 Development Permit Application No. P22-03913 was	10/6/2022 Approve w/Conditions-No Appeal	Development Permit	48043321	2586 S MAPLE AVE	219135
P22-00330 Conditional Use Permit Application No. P22-00330 wa	1/26/2022 Approved w/Cond No Appeal	Conditional Use Permit	48043321	2590 S MAPLE AVE STE 103	249732
P21-04788 Development Permit Application No. P21-04788 was	8/31/2021 Approve w/Conditions-No Appeal	Development Permit	48705078S	2691 S EAST AVE	153506
P23-00961 Development Permit Application No. P23-00961 was	3/14/2023 In Review	Development Permit	32830021	2761 S CHERRY AVE S/A	27343
P21-01882 Development Permit Application No. P21-01882 was	4/2/2021 Approve w/Conditions-No Appeal	Development Permit	NULL	2797 S ORANGE AVE	153878
P21-06275 Conditional Use Permit Application No. P21-06275 wa	12/3/2021 Appeal Requested	Conditional Use Permit	32820094S	2839 E DOROTHY AVE	376927
P21-02062 Development Permit Application No. P21-02062 was	4/14/2021 Approve w/Conditions-No Appeal	Development Permit	NULL	2892 E DOROTHY AVE	27955
P21-01572 TO ADD A INDUSTRIAL METAL BUILDING THAT WILL F	3/22/2021 Incomplete	Development Permit	NULL	2908 S MAPLE AVE	153486
P22-04195 Conditional Use Permit Application No. P22-04195 wa	10/27/2022 Approved w/Cond No Appeal	Conditional Use Permit	48714059	2912 S CEDAR AVE	266544
P23-00779 Development Permit Application No. P23-00779 was	2/28/2023 In Review	Development Permit	48703150	2945 S EAST AVE	153449
P21-01102 Conditional Use Permit Application No. P21-01102 wa	2/25/2021 On Hold	Conditional Use Permit	NULL	2989 S GOLDEN STATE BLVD	153404
P23-00149 This application was filed by Precision Civil Engineering	1/13/2023 On Hold-Revisions Required	Development Permit	32910052	329100 # NONE ASSIGNED 27	28440
P21-05870 This application was filed by Precision Civil Engineering	11/2/2021 Review Complete	Plan Amendment - Rezone	32910052	329100 # NONE ASSIGNED 27	28440
P21-01153 Conditional Use Permit Application No. P21-01153 wa	3/1/2021 Approved w/Cond No Appeal	Conditional Use Permit	NULL	3457 S CEDAR AVE	29131
P23-01775 Development Permit Application No. P23-01775 was	5/16/2023 In Review	Development Permit	47026322	3523 E BUTLER AVE	141340
P21-03293 Development Permit Application No. P21-03293 was	6/15/2021 In Review	Development Permit	NULL	3740 S EAST AVE	28745
P22-00242 Development Permit Application No. P22-00242 was	1/20/2022 Final Approval - No Appeal	Development Permit	48006022U	3754 E CALIFORNIA AVE	236911
P23-02216 Convert hotel 19 hotel rooms into 12- unit apartment	•	Conditional Use Permit	48712202	3978 E CALWA AVE	153757
P22-01126 Development Permit Application No. P22-01126, was	3/25/2022 In Review	Development Permit	48714072	4010 E AMENDOLA DR	181378
P22-04027 Development Permit Application No. P22-04027 was	10/14/2022 In Review	Development Permit	33003184	4254 S CEDAR AVE S/A	267257
P22-00402 Development Permit Application No. P22-00402 was	2/1/2022 Approve w/Conditions-No Appeal	Development Permit		4340 E JENSEN AVE	153899
P22-02060 Development Permit Application No. P22-02060 was	5/25/2022 Approve w/Conditions-No Appeal	Development Permit		4561 E FLORENCE AVE	149984
P23-00194 BUILDING-'A' NEW MINI-MART WITH RESTAURANT D	1/17/2023 Incomplete	Conditional Use Permit	48111010	4807 E JENSEN AVE # A	152287
P21-06240 Conditional Use Permit Application No. P21-06240 wa	, , , , , , , , , , , , , , , , , , , ,	Conditional Use Permit		54 E CALIFORNIA AVE C/T C/T	
P22-03755 BUILDING To install (4) evaporators FC-3 suspended	9/27/2022 Final Approval - No Appeal	Development Permit		60 VAN NESS AVE	138530
P23-00835 Conditional Use Permit Application No. P23-00835 wa		Conditional Use Permit		820 E CHURCH AVE S/A	382695
P23-02080 Planned Development Permit Application No. P23-02		Planned Development		820 E CHURCH AVE S/A	382695
P22-00565 Development Permit Application No. P22-00565 was	2/14/2022 Appeal Requested	Development Permit	32909017	971 E NORTH AVE	240922

LOS ANALYSIS

Intersection 1 Elm Ave & North Ave



Series Configurations Configuratio		<u> </u>		_		_	•	_	•	_	τ.	1	,	
Canne Configurations			→	•	•		_	7	ı		*	+	*	
Traeffic Volume (veh/h) 29 195 60 47 204 110 25 86 48 48 89 50 Future Volume (veh/h) 29 195 60 47 204 110 25 86 48 48 89 50 Number 7 4 14 3 8 818 5 212 1 6 16 16 nitial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement			EBR			WBR			NBR				
Future Volume (veh/h) Number 7	Lane Configurations													
Number	Traffic Volume (veh/h)			60	47		110							
nitial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Future Volume (veh/h)	29	195	60	47	204	110	25	86	48	48	89	50	
Ped-Bike Adj(A_pbT) 1.00 0.97 1.00 1.0	Number	7	4	14	3	8	18	5	2	12	1	6	16	
Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Adj Sat Flow, veh/h/In	Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.95	1.00		0.96	
Adj Flow Rate, veh/h Adj No. of Lanes 1 1 1 0 1 1 0 1 1 2 0 1 1 2 0 1 1 1 1 1	Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj No. of Lanes 1 1 1 0 1 1 0 0 1 2 0 1 1 1 1 1 1 2 0 1 1 1 1	Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1716	
Peak Hour Factor 0.73 0.73 0.73 0.86 0.86 0.86 0.61 0.61 0.61 0.65 0.55 0.55 0.55 0.55 0.55 0.55 0.55	Adj Flow Rate, veh/h	40	267	82	55	237	128	41	141	79	87	162	91	
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	1	1	
Cap, veh/h G4 517 159 410 670 362 65 254 132 131 289 217 Arrive On Green 0.04 0.38 0.37 0.50 1.00 1.00 0.04 0.11 0.11 0.08 0.15 0.15 Cast Flow, veh/h 1634 1358 417 1634 1132 611 1634 2208 1150 1634 1863 1399 Cap Volume(v), veh/h 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1745 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1634 1770 1588 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1740 1770 1788 1634 1863 1399 Cap Sat Flow(s), veh/h/ln 174 175 175 175 175 175 175 175 175 175 175	Peak Hour Factor	0.73	0.73	0.73	0.86	0.86	0.86	0.61	0.61	0.61	0.55	0.55	0.55	
Cap, veh/h Arrive On Green 0.04 0.38 0.37 0.50 1.00 1.00 0.04 0.11 0.11 0.08 0.15 0.15 Sat Flow, veh/h 1634 1358 417 1634 1132 611 1634 2208 1150 1634 1863 1399 Grp Volume(v), veh/h 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Q Serve(g_s), s 2.2 0.0 14.0 1.7 0.0 0.0 0.2 3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 3.0 0.0 0.52 0.10 0.0 0.35 1.00 0.72 1.00 1.00 Approach Delay, chyhh 142 0 675 410 0 1032 162 385 345 213 486 365 HGM Platoon Ratio 1.00 1.00 1.00 1.00 2.00 2.00 1.00 1.00	Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Arrive On Green	Cap, veh/h	64	517	159	410	670	362	65	254	132	131	289	217	
Sat Flow, veh/h 1634 1358	Arrive On Green	0.04	0.38	0.37	0.50	1.00	1.00	0.04	0.11	0.11	0.08	0.15	0.15	
Gry Volume(v), veh/h Gry Sat Flow(s), veh/h/ln Gry Sat Flow(s), veh/h/ln Gry Sat Flow(s), veh/h/ln Gry Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Q Serve(g_s), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), veh/h 64 0 675 410 0 1032 65 203 183 131 289 217 C/C Ratio(X) 0.62 0.00 0.52 0.13 0.00 0.35 1.00 0.72 1.00 0.66 0.56 0.42 Avail Cap(c_a), veh/h 142 0 675 410 0 1032 142 385 345 213 486 365 HCM Platoon Ratio 1.00 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1	Sat Flow, veh/h													
Grp Sat Flow(s), veh/h/ln 1634 0 1775 1634 0 1744 1634 1770 1588 1634 1863 1399 Q Serve(g_s), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 0.23 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 0.23 5.0 0.72 1.00														
Q Serve(g_s), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 0.2 3.5 4.6 0.0 4.8 7.4 5.4 Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 0.35 1.00 0.72 1.00 1.00 Lane Grp Cap(c), veh/h 64 0 675 410 0 1032 65 203 183 131 289 217 V/C Ratio(X) 0.62 0.00 0.52 0.13 0.00 0.35 0.63 0.54 0.60 0.66 0.56 0.42 Avail Cap(c_a), veh/h 142 0 675 410 0 1032 142 385 345 213 486 365 HCM Platon Ratio 1.00 1.00 1.00 2.00 2.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 0.00 1.00 0.96 0.00 0.96 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Upstream Filter(I) 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Upstream Filter(I) 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Upstream Filter(I) 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Upstream Filter(I) 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Upstream Filter(I) 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Upstream Filter(I) 1.00 0.00	. ,													
Cycle Q Clear(g_c), s 2.2 0.0 14.0 1.7 0.0 0.0 2.3 5.4 6.0 4.8 7.4 5.4 Prop In Lane 1.00 0.23 1.00 0.35 1.00 0.72 1.00 1.00 Lane Grp Cap(c), veh/h 64 0 675 410 0 1032 65 203 183 131 289 217 Avail Cap(c_a), veh/h 142 0 675 410 0 1032 142 385 345 213 486 365 HCM Platoon Ratio 1.00 1.00 1.00 1.00 2.00 2.00 1.00 1.00														
Prop In Lane 1.00 0.23 1.00 0.35 1.00 0.72 1.00 1.00 Lane Grp Cap(c), veh/h 64 0 675 410 0 1032 65 203 183 131 289 217 /// C Ratio(X) 0.62 0.00 0.52 0.13 0.00 0.35 0.63 0.54 0.60 0.66 0.56 0.42 Avail Cap(c_a), veh/h 142 0 675 410 0 1032 142 385 345 213 486 365 HCM Platoon Ratio 1.00 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1														
Lane Grp Cap(c), veh/h 64 0 675 410 0 1032 65 203 183 131 289 217 //C Ratio(X) 0.62 0.00 0.52 0.13 0.00 0.35 0.63 0.54 0.60 0.66 0.56 0.42 Avail Cap(c_a), veh/h 142 0 675 410 0 1032 142 385 345 213 486 365 HCM Platoon Ratio 1.00 1.00 1.00 0.00 0.96 0.00 0.96 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 0.00 1.00 0.96 0.00 0.96 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 43.5 0.0 22.1 17.6 0.0 0.0 43.5 384 39.0 41.1 36.0 35.1 nor Delay (d2), s/veh 9.5 0.0 2.8 0.1 0.0 0.9 9.4 2.3 3.1 5.7 1.7 1.3 nitial Q Delay(d3), s/veh 1.2 0.0 7.3 0.7 0.0 0.3 1.2 2.8 2.8 2.4 4.0 2.2 LnGrp Delay(d), s/veh 53.1 0.0 24.9 17.7 0.0 0.9 52.9 40.7 42.1 46.8 37.7 36.4 LnGrp LOS D C B Approach Vol, veh/h 389 420 261 340 Approach Delay, s/veh 27.8 3.1 43.2 39.7 Approach LOS C A B Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 11.4 14.6 27.1 39.0 7.7 18.3 7.6 58.4 Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s Max Q Clear Time (g_c+I1), s 6.8 8.0 3.7 16.0 4.3 9.4 4.2 2.0 Green Ext Time (p_c), s 0.5 0.5 0.7 1.2 0.0 1.0 0.0 5.0 5 0.7 1.2 0.0 1.0 0.0 1.6 D 10 100 1.00 1.00 1.00 1.00 1.00 1.00 1			0.0			0.0			0.7			7		
Avail Cap(c_a), veh/h 142 0 675 410 0 1032 142 385 345 213 486 365 HCM Platoon Ratio 1.00			0			Λ			203			280		
Avail Cap(c_a), veh/h 142 0 675 410 0 1032 142 385 345 213 486 365 HCM Platoon Ratio 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 0.00 1.00 0.96 0.00 0.96 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 0.00 1.00 0.96 0.00 0.96 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 9.5 0.0 2.8 0.1 0.0 0.9 9.4 2.3 3.1 5.7 1.7 1.3 Incr Delay (d2), s/veh 9.5 0.0 2.8 0.1 0.0 0.9 9.4 2.3 3.1 5.7 1.7 1.3 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	,													
HCM Platoon Ratio 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1.00														
Dystream Filter(I)	· · · — /													
Juniform Delay (d), s/veh														
ncr Delay (d2), s/veh 9.5 0.0 2.8 0.1 0.0 0.9 9.4 2.3 3.1 5.7 1.7 1.3 nitial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0														
nitial Q Delay(d3),s/veh 0.0 <td< td=""><td>· , ,</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	· , ,													
Wile BackOfQ(50%),veh/ln 1.2 0.0 7.3 0.7 0.0 0.3 1.2 2.8 2.8 2.4 4.0 2.2 LnGrp Delay(d),s/veh 53.1 0.0 24.9 17.7 0.0 0.9 52.9 40.7 42.1 46.8 37.7 36.4 LnGrp LOS D C B A D D D D D Approach Vol, veh/h 389 420 261 340 Approach Delay, s/veh 27.8 3.1 43.2 39.7 Approach LOS C A D D D Timer 1 2 3 4 5 6 7 8 Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 11.4 14.6 27.1 39.0 7.7 18.3 7.6 58.4 Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 11.1														
Approach Vol, veh/h Approach LOS D C B A C B A D D D D D D D D D D D D D D D D D D														
Approach Vol, veh/h Approach Delay, s/veh Approach LOS C A A B A B B A B B B A B B B B B B B B B														
Approach Vol, veh/h Approach Delay, s/veh Approach LOS C Approach LOS C A Approach LOS C A C Approach LOS C A D D D Cimer C C A C C C C C C C C C C C C C C C C	,		0.0			0.0								
Approach Delay, s/veh Approach LOS C A D D C Approach LOS C A D D D C A Approach LOS C A D D D C A Approach LOS C A D D D C A A Approach LOS C A A A B Assigned Phs 1 2 3 4 5 6 7 8 Assigned Phs C C C C C C A D D D D D D D D D D D D		D		U	В		А	U		U	ט		U	
Approach LOS C A D D Timer 1 2 3 4 5 6 7 8 Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 11.4 14.6 27.1 39.0 7.7 18.3 7.6 58.4 Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 11.1 19.1 8.1 34.1 7.1 23.1 7.1 35.1 Max Q Clear Time (g_c+I1), s 6.8 8.0 3.7 16.0 4.3 9.4 4.2 2.0 Green Ext Time (p_c), s 0.5 0.5 0.7 1.2 0.0 1.0 0.0 1.6	• •													
Timer 1 2 3 4 5 6 7 8 Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 11.4 14.6 27.1 39.0 7.7 18.3 7.6 58.4 Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 11.1 19.1 8.1 34.1 7.1 23.1 7.1 35.1 Max Q Clear Time (g_c+I1), s 6.8 8.0 3.7 16.0 4.3 9.4 4.2 2.0 Green Ext Time (p_c), s 0.5 0.5 0.7 1.2 0.0 1.0 0.0 1.6														
Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 11.4 14.6 27.1 39.0 7.7 18.3 7.6 58.4 Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 11.1 19.1 8.1 34.1 7.1 23.1 7.1 35.1 Max Q Clear Time (g_c+I1), s 6.8 8.0 3.7 16.0 4.3 9.4 4.2 2.0 Green Ext Time (p_c), s 0.5 0.5 0.7 1.2 0.0 1.0 0.0 1.6	Approach LOS		С			Α			D			D		
Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 11.4 14.6 27.1 39.0 7.7 18.3 7.6 58.4 Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 11.1 19.1 8.1 34.1 7.1 23.1 7.1 35.1 Max Q Clear Time (g_c+I1), s 6.8 8.0 3.7 16.0 4.3 9.4 4.2 2.0 Green Ext Time (p_c), s 0.5 0.5 0.7 1.2 0.0 1.0 0.0 1.6	Timer	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s 11.4 14.6 27.1 39.0 7.7 18.3 7.6 58.4 Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9	Assigned Phs	1	2		4		6	7	8					
Change Period (Y+Rc), s 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9 4.9														
Max Green Setting (Gmax), s 11.1 19.1 8.1 34.1 7.1 23.1 7.1 35.1 Max Q Clear Time (g_c+I1), s 6.8 8.0 3.7 16.0 4.3 9.4 4.2 2.0 Green Ext Time (p_c), s 0.5 0.5 0.7 1.2 0.0 1.0 0.0 1.6	` ,													
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Green Ext Time (p_c), s 0.5 0.5 0.7 1.2 0.0 1.0 0.0 1.6	- , ,													
W 7														
ntersection Summary	· - /	3.0	0.0	U.,		0.0		0.0						
·	Intersection Summary													
•	HCM 2010 Ctrl Delay			26.2										
HCM 2010 LOS C	HCM 2010 LOS			С										

			60	52	_		p/5	_	195.63				
	•	→	*	•	•	•	1	T		-	¥	*	
Movement	EBL	EBT	EBR		WBT	WBR			NBR	SBL	SBT	SBR	
Lane Configurations	7	ĵ∍			ĵ∍			∱ ⊅				7	
Traffic Volume (veh/h)	29	204	60	47	215	110	25	86	48	48	89	50	
Future Volume (veh/h)	29	204	60	47	215	110	25	86	48	48	89	50	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.95	1.00		0.96	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1716	
Adj Flow Rate, veh/h	40	279	82	55	250	128	41	141	79	87	162	91	
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	1	1	
Peak Hour Factor	0.73	0.73	0.73	0.86	0.86	0.86	0.61	0.61	0.61	0.55	0.55	0.55	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	380	527	155	430	478	245	65	247	129	130	283	212	
Arrive On Green	0.23	0.38	0.37	0.53	0.83	0.81	0.04	0.11	0.10	0.08	0.15	0.15	
Sat Flow, veh/h	1634	1374	404	1634	1155	591	1634	2208	1149	1634	1863	1399	
Grp Volume(v), veh/h	40	0	361	55	0	378	41	111	109	87	162	91	
Grp Sat Flow(s), veh/h/ln	1634		1778					1770					
Q Serve(g_s), s	1.9	0.0	15.6	1.7	0.0	6.7	2.4	5.9	6.5	5.1	8.0	3.6	
Cycle Q Clear(g_c), s	1.9		15.6	1.7	0.0	6.7	2.4	5.9	6.5	5.1	8.0	3.6	
Prop In Lane	1.00	0.0	0.23		0.0		1.00	0.0		1.00	0.0	1.00	
Lane Grp Cap(c), veh/h	380	0	682	430	0	723	65	198	178	130	283	212	
V/C Ratio(X)	0.11	0.00	0.53		0.00	0.52		0.56	0.61	0.67	0.57		
Avail Cap(c_a), veh/h	380	0.00	682	430	0.00	723	132	375	337	215	489	367	
HCM Platoon Ratio	1.00	1.00			2.00			1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00		0.00		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.9	0.0	23.7		0.0	5.8		41.6				14.1	
Incr Delay (d2), s/veh	0.1	0.0	2.9	0.1	0.0	2.6	9.9	2.5	3.4	5.8	1.8	1.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.9	0.0	8.2	0.8	0.0	3.4	1.3	3.0	3.0	2.5	4.2	1.4	
LnGrp Delay(d),s/veh	30.0		26.6		0.0	8.3		44.1		50.1	40.8		
LnGrp LOS	30.0 C	0.0	20.0 C	17.0 B	0.0	Α	30.7 E	44.1 D	43.0 D	D. 1	40.0 D	13.3 B	
		101			422								
Approach Polavi a/vah		401			433			261			340		
Approach LOS		26.9			9.5			46.7			36.4		
Approach LOS		С			Α			D			D		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	11.9	15.1	30.0	42.0	7.9	19.0	27.0	45.0					
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9					
Max Green Setting (Gmax), s	12.1	20.1	10.1	37.1	7.1	25.1	7.1	40.1					
Max Q Clear Time (g_c+l1), s	7.1	8.5		17.6	4.4	10.0	3.9	8.7					
Green Ext Time (p_c), s	0.5	0.5	0.1	1.2	0.0	1.0	0.1	1.4					
Intersection Summary													
HCM 2010 Ctrl Delay			27.5										
HCM 2010 LOS			C										
2010 200			9										

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Movement	EBL	EBT	EBR		WBT	WBR			NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	₽			₽							7	
Traffic Volume (veh/h)	85	581	176	143	630	334	100	345	192	92	171	96	
Future Volume (veh/h)	85	581	176	143	630	334	100	345	192	92	171	96	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.96	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1716	
Adj Flow Rate, veh/h	116	796	241	166	733	388	164	566	315	167	311	175	
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	1	1	
Peak Hour Factor	0.73	0.73	0.73	0.86	0.86	0.86	0.61	0.61	0.61	0.55	0.55	0.55	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	95	671	203	136	589	312	182	451	251	136	335	253	
Arrive On Green	0.06	0.49	0.48	0.17	1.00	1.00	0.11	0.21	0.20	0.08	0.18	0.18	
Sat Flow, veh/h	1634	1364	413	1634	1141	604	1634	2164	1203	1634	1863	1403	
Grp Volume(v), veh/h	116	0	1037	166	0	1121	164	463	418	167	311	175	
Grp Sat Flow(s),veh/h/ln	1634	0	1777	1634	0	1745	1634	1770	1598	1634	1863	1403	
Q Serve(g_s), s	7.0		59.0								19.7		
Cycle Q Clear(g_c), s	7.0	0.0		10.0	0.0			25.0		10.0			
Prop In Lane	1.00			1.00			1.00		0.75	1.00		1.00	
Lane Grp Cap(c), veh/h	95	0	874	136	0	901	182	369	333	136	335	253	
V/C Ratio(X)	1.22	0.00	1.19		0.00				1.26	1.23		0.69	
Avail Cap(c_a), veh/h	95	0.00	874	136	0.00	901	182	369	333	136	335	253	
HCM Platoon Ratio	1.00	1.00			2.00		1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00			0.00					1.00			
Uniform Delay (d), s/veh	56.5	0.0		50.0	0.0						48.4		
Incr Delay (d2), s/veh	161.6	0.0		131.7				135.2				7.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.4		52.1	9.4		28.9		26.0				5.1	
LnGrp Delay(d),s/veh	218.1		126.3					182.7				39.6	
LnGrp LOS	Z 10.1	0.0	120.5 F	F	0.0	F	92.1 F	F	F	205.4 F	79.0 E	39.0 D	
	Г	4450	Г	Г	4007	г	Г		г	Г		U	
Approach Vol, veh/h		1153			1287			1045			653		
Approach Delay, s/veh		135.6			124.0			169.6			101.0		
Approach LOS		F			F			F			F		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	14.0	29.0	14.0	63.0	17.4	25.6	11.0	66.0					
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9					
Max Green Setting (Gmax), s	9.1		9.1		12.5			61.1					
Max Q Clear Time (g_c+l1), s					13.9			64.0					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Intersection Summary													
HCM 2010 Ctrl Delay			135.1										
			135.1 F										
HCM 2010 LOS			Г										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	₽		ሻ	₽		ሻ	∱ ⊅		7		7	
Traffic Volume (veh/h)	85	572	176	143	619	334	100	345	192	92	171	96	
Future Volume (veh/h)	85	572	176	143	619	334	100	345	192	92	171	96	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.96	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1716	
Adj Flow Rate, veh/h	116	784	241	166	720	388	164	566	315	167	311	175	
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	1	1	
Peak Hour Factor	0.73	0.73	0.73	0.86	0.86	0.86	0.61	0.61	0.61	0.55	0.55	0.55	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	95	668	205	136	585	315	182	451	251	136	335	253	
Arrive On Green	0.06	0.49	0.48	0.08	0.52	0.51	0.11	0.21	0.20	0.08	0.18	0.18	
Sat Flow, veh/h	1634	1358	417	1634	1133	611	1634	2164	1203	1634	1863	1403	
Grp Volume(v), veh/h	116	0	1025	166	0	1108	164	463	418	167	311	175	
Grp Sat Flow(s),veh/h/ln	1634		1776					1770					
Q Serve(g_s), s	7.0		59.0					25.0					
Cycle Q Clear(g_c), s	7.0		59.0		0.0	62.0	11.9	25.0	25.0	10.0	19.7	14.0	
Prop In Lane	1.00		0.24	1.00			1.00			1.00		1.00	
Lane Grp Cap(c), veh/h	95	0	873	136	0	901	182	369	333	136	335	253	
V/C Ratio(X)	1.22	0.00	1.17	1.22	0.00	1.23	0.90	1.26	1.26	1.23	0.93	0.69	
Avail Cap(c_a), veh/h	95	0	873	136	0	901	182	369	333	136	335	253	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	0.61	0.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	56.5	0.0	30.6	55.0	0.0	29.2	52.6	47.5	47.8	55.0	48.4	46.1	
Incr Delay (d2), s/veh	161.6	0.0	90.4	132.2	0.0	109.7	39.5	135.2	137.7	150.4	31.2	7.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.4	0.0	50.8	9.5	0.0	57.0	7.4	26.0	23.7	10.2	13.0	6.0	
LnGrp Delay(d),s/veh	218.1	0.0	121.0	187.2	0.0	138.8	92.1	182.7	185.5	205.4	79.6	54.0	
LnGrp LOS	F		F	F		F	F	F	F	F	Е	D	
Approach Vol, veh/h		1141			1274			1045			653		
Approach Delay, s/veh		130.9			145.1			169.6			104.9		
Approach LOS		F			F			F			F		
							_						
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7						
Phs Duration (G+Y+Rc), s	14.0					25.6							
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9					
Max Green Setting (Gmax), s		24.1			12.5			61.1					
Max Q Clear Time (g_c+l1), s		27.0				21.7		64.0					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Intersection Summary			_	_					_	_			
HCM 2010 Ctrl Delay			141.0										
HCM 2010 LOS			F										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	₽		7	₽		7	∱ ⊅		7		7	
Traffic Volume (veh/h)	85	581	176	143	630	334	100	345	192	92	171	96	
Future Volume (veh/h)	85	581	176	143	630	334	100	345	192	92	171	96	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.96	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1716	
Adj Flow Rate, veh/h	116	796	241	166	733	388	164	566	315	167	311	175	
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	1	1	
Peak Hour Factor	0.73	0.73	0.73	0.86	0.86	0.86	0.61	0.61	0.61	0.55	0.55	0.55	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	95	671	203	136	589	312	182	451	251	136	335	253	
Arrive On Green	0.06	0.49	0.48	0.17	1.00	1.00	0.11	0.21	0.20	0.08	0.18	0.18	
Sat Flow, veh/h	1634	1364	413	1634	1141	604	1634	2164	1203	1634	1863	1403	
Grp Volume(v), veh/h	116	0	1037	166	0	1121	164	463	418	167	311	175	
Grp Sat Flow(s),veh/h/ln	1634		1777					1770					
Q Serve(g_s), s	7.0	0.0	59.0	10.0				25.0					
Cycle Q Clear(g_c), s	7.0		59.0		0.0	62.0	11.9	25.0	25.0	10.0	19.7	11.6	
Prop In Lane	1.00		0.23	1.00			1.00			1.00		1.00	
Lane Grp Cap(c), veh/h	95	0	874	136	0	901	182	369	333	136	335	253	
V/C Ratio(X)	1.22	0.00	1.19	1.22	0.00	1.24	0.90	1.26	1.26	1.23	0.93	0.69	
Avail Cap(c_a), veh/h	95	0	874	136	0	901	182		333	136	335	253	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	0.60	0.00	0.60	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	56.5	0.0	30.6	50.0	0.0	0.0	52.6	47.5	47.8	55.0	48.4	31.7	
Incr Delay (d2), s/veh	161.6	0.0	95.7	131.7	0.0	115.4	39.5	135.2	137.7	150.4	31.2	7.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.4	0.0	52.1	9.4	0.0	28.9	7.4	26.0	23.7	10.2	13.0	5.1	
LnGrp Delay(d),s/veh	218.1	0.0	126.3	181.7	0.0	115.4		182.7			79.6	39.6	
LnGrp LOS	F		F	F		F	F	F	F	F	Е	D	
Approach Vol, veh/h		1153			1287			1045			653		
Approach Delay, s/veh		135.6			124.0			169.6			101.0		
Approach LOS		F			F			F			F		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7						
Phs Duration (G+Y+Rc), s	14.0					25.6							
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9					
Max Green Setting (Gmax), s		24.1			12.5			61.1					
Max Q Clear Time (g_c+l1), s		27.0				21.7		64.0					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Intersection Summary													
HCM 2010 Ctrl Delay			135.1										
HCM 2010 LOS			F										

Intersection 2 SR 41 SB Ramps & North Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			7	ሻ							ની	7	
Traffic Volume (veh/h)	0	272	8	24	164	0	0	0	0	371	0	216	
Future Volume (veh/h)	0	272	8	24	164	0	0	0	0	371	0	216	
Number	7	4	14	3	8	18				1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
Ped-Bike Adj(A pbT)	1.00		1.00	1.00		1.00				1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1750	1610	1483	
Adj Flow Rate, veh/h	0	302	9	28	191	0				426	0	248	
Adj No. of Lanes	0	1	1	1	1	0				0	1	1	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86				0.87	0.87	0.87	
Percent Heavy Veh, %	0	2	2	2	2	0				18	18	18	
Cap, veh/h	0	968	758		1108	0				488	0	401	
Arrive On Green	0.00	1.00			1.00						0.00		
Sat Flow, veh/h		1863				0				1533		1261	
Grp Volume(v), veh/h	0	302	9	28	191	0				426	0		
Grp Sat Flow(s), veh/h/ln		1863				0				1533		1261	
Q Serve(g s), s	0.0	0.0	0.0	1.5	0.0	0.0				24.1		15.4	
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.5	0.0	0.0				24.1		15.4	
Prop In Lane	0.00	0.0	1.00	1.00	0.0	0.00				1.00	0.0	1.00	
Lane Grp Cap(c), veh/h	0.00	968	758		1108	0.00				488	0	401	
V/C Ratio(X)	0.00	0.31	0.01		0.17					0.87		0.62	
Avail Cap(c_a), veh/h	0.00	968	758		1108	0.00				733	0.00	603	
HCM Platoon Ratio	1.00				2.00					1.00		1.00	
Upstream Filter(I)	0.00		0.93							1.00		1.00	
Uniform Delay (d), s/veh	0.0	0.93		42.4	0.0	0.0				29.6		26.6	
Incr Delay (d2), s/veh	0.0	0.8	0.0	8.2	0.3	0.0				7.7	0.0	1.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	
- , ,	0.0	0.0	0.0	0.8	0.0	0.0				11.2	0.0	5.5	
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	50.6	0.1	0.0				37.3	0.0	28.2	
LnGrp Delay(d),s/veh	0.0					0.0					0.0		
LnGrp LOS		<u>A</u>	A	D	<u>A</u>					D	0=4	С	
Approach Vol, veh/h		311			219						674		
Approach Delay, s/veh		0.8			6.8						33.9		
Approach LOS		Α			Α						С		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs			3	4		6		8					
Phs Duration (G+Y+Rc), s			6.9	51.8		33.3		58.7					
Change Period (Y+Rc), s			4.9	4.9		4.6		4.9					
Max Green Setting (Gmax), s			5.1	29.1		43.4		39.1					
Max Q Clear Time (g_c+l1), s			3.5	2.0		26.1		2.0					
Green Ext Time (p_c), s			0.0	1.7		2.5		1.8					
Intersection Summary													
HCM 2010 Ctrl Delay			20.4										
HCM 2010 LOS			20.4 C										
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			7	ሻ	†						ની	7	
Traffic Volume (veh/h)	0	281	8	51	175	0	0	0	0	392	0	216	
Future Volume (veh/h)	0	281	8	51	175	0	0	0	0	392	0	216	
Number	7	4	14	3	8	18				1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
Ped-Bike Adj(A pbT)	1.00		1.00	1.00		1.00				1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00				1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln		1863				0					1610		
Adj Flow Rate, veh/h	0	312	9	59	203	0				451	0	248	
Adj No. of Lanes	0	1	1	1	1	0				0	1	1	
Peak Hour Factor	0.90	0.90	0.90	0.86	•	0.86				0.87	0.87	0.87	
Percent Heavy Veh, %	0.00	2	2	2	2	0.00				18	18	18	
Cap, veh/h	0	583	457		1095	0				508	0	418	
Arrive On Green	0.00				0.19						0.00		
Sat Flow, veh/h		1863				0.00				1533		1261	
·													
Grp Volume(v), veh/h	0	312	9	59	203	0				451	0		
Grp Sat Flow(s),veh/h/ln		1863				0				1533		1261	
Q Serve(g_s), s	0.0	9.3	0.2	3.3	9.0	0.0				27.6		16.2	
Cycle Q Clear(g_c), s	0.0	9.3	0.2	3.3	9.0	0.0				27.6	0.0	16.2	
Prop In Lane	0.00		1.00	1.00	400=	0.00				1.00		1.00	
Lane Grp Cap(c), veh/h	0	583	457		1095	0				508	0	418	
V/C Ratio(X)	0.00	0.53			0.19					0.89	0.00	0.59	
Avail Cap(c_a), veh/h	0	583	457		1095	0				728	0	598	
HCM Platoon Ratio	1.00				0.33					1.00		1.00	
Upstream Filter(I)	0.00				1.00					1.00		1.00	
Uniform Delay (d), s/veh	0.0	14.4		36.5		0.0				31.3		27.5	
Incr Delay (d2), s/veh	0.0	3.2	0.1	0.2	0.4	0.0				9.5	0.0	1.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.0	5.1	0.1	1.5	4.8	0.0				13.0	0.0	5.8	
LnGrp Delay(d),s/veh	0.0	17.7	12.8	36.7	20.5	0.0				40.8	0.0	28.9	
LnGrp LOS		В	В	D	С					D		С	
Approach Vol, veh/h		321			262						699		
Approach Delay, s/veh		17.6			24.1						36.6		
Approach LOS		В			С						D		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs			3	4		6		8					
Phs Duration (G+Y+Rc), s				35.0		36.8		62.2					
Change Period (Y+Rc), s			4.9	4.9		4.6		4.9					
Max Green Setting (Gmax), s				30.1		46.4		43.1					
Max Q Clear Time (g_c+I1), s				11.3		29.6		11.0					
Green Ext Time (p_c), s			0.2	1.0		2.6		0.9					
· · · ·			J. <u>L</u>	1.5				3.0					
Intersection Summary													
HCM 2010 Ctrl Delay			29.3										
HCM 2010 LOS			С										

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		→	*	•	N.	_	7	I		*	+	*	
Movement	EBL	EBT			WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑	- 7								ની	7	
Traffic Volume (veh/h)	0	835	24	94	471	0	0	0	0	863	0	490	
Future Volume (veh/h)	0	835	24	94	471	0	0	0	0	863	0	490	
Number	7	4	14	3	8	18				1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00		1.00				1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863				0					1610		
Adj Flow Rate, veh/h	0	928	27	109	548	0				992	0	563	
Adj No. of Lanes	0	1	1	1	1	0				0	1	1	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86				0.87		0.87	
Percent Heavy Veh, %	0	2	2	2	2	0				18	18	18	
Cap, veh/h	0	714	559	82	869	0				716	0	588	
Arrive On Green	0.00	0.77	0.77	0.10	0.93	0.00				0.47	0.00	0.47	
Sat Flow, veh/h	0	1863	1458	1634	1863	0				1533	0	1261	
Grp Volume(v), veh/h	0	928	27	109	548	0				992	0	563	
Grp Sat Flow(s),veh/h/ln	0		1458	1634	1863	0				1533	0	1261	
Q Serve(g_s), s	0.0	46.0	0.5	6.0	5.7	0.0				56.0	0.0	51.7	
Cycle Q Clear(g_c), s	0.0	46.0	0.5	6.0	5.7	0.0				56.0		51.7	
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00	
Lane Grp Cap(c), veh/h	0	714	559	82	869	0				716	0		
V/C Ratio(X)	0.00				0.63	0.00				1.39		0.96	
Avail Cap(c_a), veh/h	0	714	559	82	869	0				716	0	588	
HCM Platoon Ratio	1.00				2.00	1.00				1.00		1.00	
Upstream Filter(I)	0.00				0.95						0.00		
Uniform Delay (d), s/veh		14.0		54.0	2.3	0.0				32.0		30.8	
Incr Delay (d2), s/veh		135.8		210.2	3.3	0.0				182.4		26.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		49.2	0.2	7.4	3.2	0.0				59.9		22.2	
LnGrp Delay(d),s/veh		149.8		264.2	5.6	0.0			•	214.4		57.5	
LnGrp LOS	0.0	F	Α	F	A	0.0			-	F	0.0	E	
		955		'	657					'	1555		
Approach Polav, s/voh		955			48.5						1555		
Approach LOS		145.8 F			48.5 D						157.6 F		
Approach LOS											Г		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs			3	4		6		8					
Phs Duration (G+Y+Rc), s				50.0		60.0		60.0					
Change Period (Y+Rc), s			4.9	4.9		4.6		4.9					
Max Green Setting (Gmax), s			5.1	45.1		55.4		55.1					
Max Q Clear Time (g_c+I1), s			8.0	48.0		58.0		7.7					
Green Ext Time (p_c), s			0.0	0.0		0.0		8.1					
Intersection Summary													
HCM 2010 Ctrl Delay			131.4										
HCM 2010 LOS			F										
1 101VI 20 10 LOO													

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		†	7	ሻ	†						ની	7
Traffic Volume (veh/h)	0	826	24	67	460	0	0	0	0	842	0	490
Future Volume (veh/h)	0	826	24	67	460	0	0	0	0	842	0	490
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1750	1610	1483
Adj Flow Rate, veh/h	0	918	27	78	535	0				968	0	563
Adj No. of Lanes	0	1	1	1	1	0				0	1	1
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				18	18	18
Cap, veh/h	0	714	559	82	869	0				716	0	588
Arrive On Green	0.00	0.51			0.15						0.00	
Sat Flow, veh/h			1458			0				1533		1261
Grp Volume(v), veh/h	0	918	27	78	535	0				968	0	563
Grp Sat Flow(s),veh/h/ln	0	1863	1458	1634	1863	0				1533	0	1261
Q Serve(g_s), s	0.0	46.0	1.1	5.7	32.2	0.0				56.0	0.0	51.7
Cycle Q Clear(g_c), s	0.0		1.1		32.2	0.0				56.0	0.0	
Prop In Lane	0.00		1.00			0.00				1.00		1.00
_ane Grp Cap(c), veh/h	0	714		82	869	0				716	0	588
V/C Ratio(X)	0.00	1.29		0.95		0.00				1.35		0.96
Avail Cap(c_a), veh/h	0	714		82	869	0				716	0	588
HCM Platoon Ratio	1.00	1.33		0.33		1.00				1.00		
Jpstream Filter(I)	0.00	0.09		0.96		0.00				1.00		1.00
Uniform Delay (d), s/veh			18.4			0.0				32.0		30.8
Incr Delay (d2), s/veh		129.5	0.0		3.1	0.0				167.8		26.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		49.0	0.5	4.5	17.4	0.0				57.0		22.2
LnGrp Delay(d),s/veh		159.0		141.2		0.0			,	199.8		57.5
LnGrp LOS		F	В	F	D					F		E
Approach Vol, veh/h		945			613						1531	
Approach Delay, s/veh		154.9			56.2						147.5	
Approach LOS		F			E						F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3		- 0	6	-	8				
Phs Duration (G+Y+Rc), s			10.0			60.0		60.0				
Change Period (Y+Rc), s			4.9	4.9		4.6		4.9				
Max Green Setting (Gmax), s				4.9		55.4		55.1				
• , ,				48.0		58.0		34.2				
Max Q Clear Time (g_c+l1), s Green Ext Time (p_c), s			0.0	0.0		0.0		2.2				
· · · · · · · · · · · · · · · · · · ·			0.0	0.0		0.0		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			131.7									
HCM 2010 LOS			F									

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Movement	EBL	EBT			WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑	- 7								ની	7	
Traffic Volume (veh/h)	0	835	24	94	471	0	0	0	0	863	0	490	
Future Volume (veh/h)	0	835	24	94	471	0	0	0	0	863	0	490	
Number	7	4	14	3	8	18				1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00		1.00				1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863				0					1610		
Adj Flow Rate, veh/h	0	928	27	109	548	0				992	0	563	
Adj No. of Lanes	0	1	1	1	1	0				0	1	1	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86				0.87		0.87	
Percent Heavy Veh, %	0	2	2	2	2	0				18	18	18	
Cap, veh/h	0	714	559	82	869	0				716	0	588	
Arrive On Green	0.00	0.77	0.77	0.10	0.93	0.00				0.47	0.00	0.47	
Sat Flow, veh/h	0	1863	1458	1634	1863	0				1533	0	1261	
Grp Volume(v), veh/h	0	928	27	109	548	0				992	0	563	
Grp Sat Flow(s),veh/h/ln	0		1458	1634	1863	0				1533	0	1261	
Q Serve(g_s), s	0.0	46.0	0.5	6.0	5.7	0.0				56.0	0.0	51.7	
Cycle Q Clear(g_c), s	0.0	46.0	0.5	6.0	5.7	0.0				56.0		51.7	
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00	
Lane Grp Cap(c), veh/h	0	714	559	82	869	0				716	0		
V/C Ratio(X)	0.00				0.63	0.00				1.39		0.96	
Avail Cap(c_a), veh/h	0	714	559	82	869	0				716	0	588	
HCM Platoon Ratio	1.00				2.00	1.00				1.00		1.00	
Upstream Filter(I)	0.00				0.95						0.00		
Uniform Delay (d), s/veh		14.0		54.0	2.3	0.0				32.0		30.8	
Incr Delay (d2), s/veh		135.8		210.2	3.3	0.0				182.4		26.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		49.2	0.2	7.4	3.2	0.0				59.9		22.2	
LnGrp Delay(d),s/veh		149.8		264.2	5.6	0.0			•	214.4		57.5	
LnGrp LOS	0.0	F	Α	F	A	0.0			-	F	0.0	E	
		955		'	657					'	1555		
Approach Polav, s/voh		955			48.5						1555		
Approach LOS		145.8 F			48.5 D						157.6 F		
Approach LOS											Г		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs			3	4		6		8					
Phs Duration (G+Y+Rc), s				50.0		60.0		60.0					
Change Period (Y+Rc), s			4.9	4.9		4.6		4.9					
Max Green Setting (Gmax), s			5.1	45.1		55.4		55.1					
Max Q Clear Time (g_c+I1), s			8.0	48.0		58.0		7.7					
Green Ext Time (p_c), s			0.0	0.0		0.0		8.1					
Intersection Summary													
HCM 2010 Ctrl Delay			131.4										
HCM 2010 LOS			F										
1 101VI 20 10 LOO													

Intersection 3 SR 41 NB Ramps & North Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	ĵ»			1	7		4	7				
Traffic Volume (veh/h)	136	518	0	0	172	170	16	0	48	0	0	0	
Future Volume (veh/h)	136	518	0	0	172	170	16	0	48	0	0	0	
Number	7	4	14	3	8	18	5	2	12				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1716	1863	1750	0	1863	1716	1750	1610	1483				
Adj Flow Rate, veh/h	151	576	0	0	177	175	23	0	69				
Adj No. of Lanes	1	1	0	0	1	1	0	1	1				
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.70	0.70	0.70				
Percent Heavy Veh, %	2	2	2	0	2	2	18	18	18				
Cap, veh/h	861	1545	0	0	1545	1210	128	0	105				
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.08	0.00	0.08				
Sat Flow, veh/h	944	1863	0	0	1863	1458	1533	0	1261				
Grp Volume(v), veh/h	151	576	0	0	177	175	23	0	69				
Grp Sat Flow(s), veh/h/ln		1863	0		1863				1261				
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	4.9				
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	4.9				
Prop In Lane	1.00		0.00			1.00	1.00		1.00				
Lane Grp Cap(c), veh/h		1545	0		1545		128	0	105				
V/C Ratio(X)		0.37						0.00	0.65				
Avail Cap(c_a), veh/h		1545	0		1545		367	0	301				
HCM Platoon Ratio	2.00		2.00		2.00			1.00	1.00				
Upstream Filter(I)	0.96							0.00					
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0			40.9				
Incr Delay (d2), s/veh	0.4	0.7	0.0	0.0	0.1	0.2	0.7	0.0	6.7				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.0	0.0	0.1	0.1	0.6	0.0	1.9				
LnGrp Delay(d),s/veh	0.4	0.7	0.0	0.0	0.1		39.9		47.6				
LnGrp LOS	Α	Α			Α	Α	D		D				
Approach Vol, veh/h		727			352			92					
Approach Delay, s/veh		0.6			0.2			45.6					
Approach LOS		Α			Α			D					
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4		- 0	1	8					
Phs Duration (G+Y+Rc), s		11.7		80.3				80.3					
Change Period (Y+Rc), s		4.6		4.9				4.9					
Max Green Setting (Gmax), s		21.4		61.1				61.1					
Max Q Clear Time (g_c+l1), s		6.9		2.0				2.0					
Green Ext Time (p_c), s		0.9		5.0				5.0					
 .		0.2		5.0				5.0					
Intersection Summary													
HCM 2010 Ctrl Delay			4.0										
HCM 2010 LOS			Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	٦	ĵ.				7		र्स	7				
Traffic Volume (veh/h)	136	548	0	0	210	195	16	0	68	0	0	0	
Future Volume (veh/h)	136	548	0	0	210	195	16	0	68	0	0	0	
Number	7	4	14	3	8	18	5	2	12				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1716	1863	1750	0	1863	1716	1750	1610	1483				
Adj Flow Rate, veh/h	151	609	0	0	216	201	23	0	97				
Adj No. of Lanes	1	1	0	0	1	1	0	1	1				
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.70	0.70	0.70				
Percent Heavy Veh, %	2	2	2	0	2	2	18	18	18				
Cap, veh/h	798	1519	0	0	1519	1189	159	0	131				
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.10	0.00	0.10				
Sat Flow, veh/h	889	1863	0	0	1863	1458	1533	0	1261				
Grp Volume(v), veh/h	151	609	0	0	216	201	23	0	97				
Grp Sat Flow(s), veh/h/ln		1863	0	~	1863			~	1261				
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	7.4				
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	7.4				
Prop In Lane	1.00	0.0	0.00		0.0	1.00	1.00	0.0	1.00				
Lane Grp Cap(c), veh/h		1519	0.00		1519		159	0	131				
V/C Ratio(X)	0.19		0.00					0.00	0.74				
Avail Cap(c_a), veh/h		1519	0.00		1519		356	0.00	293				
HCM Platoon Ratio	2.00				2.00			1.00	1.00				
Upstream Filter(I)	0.93				0.95								
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0		40.4		43.1				
Incr Delay (d2), s/veh	0.5	0.7	0.0	0.0	0.2	0.3	0.4	0.0	8.0				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.0	0.0	0.1	0.1	0.6	0.0	2.9				
LnGrp Delay(d),s/veh	0.1	0.7	0.0	0.0	0.1	0.1			51.0				
LnGrp LOS	Α	Α	0.0	0.0	Α	Α	40.0 D	0.0	D D				
								400					
Approach Vol, veh/h		760			417			120					
Approach Delay, s/veh		0.7			0.2			49.1					
Approach LOS		A			A			D					
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4				8					
Phs Duration (G+Y+Rc), s		14.3		84.7				84.7					
Change Period (Y+Rc), s		4.6		4.9				4.9					
Max Green Setting (Gmax), s		22.4		67.1				67.1					
Max Q Clear Time (g_c+l1), s		9.4		2.0				2.0					
Green Ext Time (p_c), s		0.3		5.7				5.7					
Intersection Summary													
HCM 2010 Ctrl Delay			5.0										
HCM 2010 LOS			Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	ĵ.			†	7		4	7				
Traffic Volume (veh/h)	381	1482	0	0	475	457	53	0	178	0	0	0	
Future Volume (veh/h)	381	1482	0	0	475	457	53	0	178	0	0	0	
Number	7	4	14	3	8	18	5	2	12				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1716	1863	1750	0	1863	1716	1750	1610	1483				
Adj Flow Rate, veh/h	423	1647	0	0	490	471	76	0	254				
Adj No. of Lanes	1	1	0	0	1	1	0	1	1				
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.70	0.70	0.70				
Percent Heavy Veh, %	2	2	2	0	2	2	18	18	18				
Cap, veh/h	477	1450	0	0	1450	1135	238	0	195				
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.16	0.00	0.16				
Sat Flow, veh/h	536	1863	0	0	1863	1458	1533	0	1261				
Grp Volume(v), veh/h	423	1647	0	0	490	471	76	0	254				
Grp Sat Flow(s), veh/h/ln		1863	0	~	1863				1261				
Q Serve(g_s), s		93.4	0.0	0.0	0.0	0.0	5.3		18.6				
Cycle Q Clear(g_c), s		93.4	0.0	0.0	0.0	0.0	5.3		18.6				
Prop In Lane	1.00		0.00			1.00	1.00		1.00				
Lane Grp Cap(c), veh/h		1450	0		1450		238	0	195				
V/C Ratio(X)		1.14			0.34				1.30				
Avail Cap(c_a), veh/h		1450	0		1450		238	0	195				
HCM Platoon Ratio		2.00	2.00		2.00			1.00	1.00				
Upstream Filter(I)	0.09	0.09						0.00					
Uniform Delay (d), s/veh	0.6	0.0	0.0	0.0	0.0		45.1		50.7				
Incr Delay (d2), s/veh	2.5	62.1	0.0	0.0	0.5	0.8	0.8	0.0	167.2				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	4.4	25.0	0.0	0.0	0.2	0.3	2.3	0.0	15.5				
LnGrp Delay(d),s/veh		62.1	0.0	0.0	0.5		45.8		217.9				
LnGrp LOS	Α	F			Α	Α	D		F				
Approach Vol, veh/h		2070			961			330					
Approach Delay, s/veh		50.1			0.6			178.3					
Approach LOS		D			A			F					
Timer	1	2	3	4	5	6	7						
Assigned Phs		2		4				8					
Phs Duration (G+Y+Rc), s		22.6		97.4				97.4					
Change Period (Y+Rc), s		4.6		4.9				4.9					
Max Green Setting (Gmax), s		18.0		92.5				92.5					
Max Q Clear Time (g_c+l1), s		20.6		95.4				2.0					
Green Ext Time (p_c), s		0.0		0.0				66.6					
Intersection Summary													
HCM 2010 Ctrl Delay			48.5										
HCM 2010 LOS			D										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ħ	ĵ»			†	7		र्स	7				
Traffic Volume (veh/h)	381	1452	0	0	437	432	53	0	158	0	0	0	
Future Volume (veh/h)	381	1452	0	0	437	432	53	0	158	0	0	0	
Number	7	4	14	3	8	18	5	2	12				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1716	1863	1750	0	1863	1716	1750	1610	1483				
Adj Flow Rate, veh/h	423	1613	0	0	451	445	76	0	226				
Adj No. of Lanes	1	1	0	0	1	1	0	1	1				
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.70	0.70	0.70				
Percent Heavy Veh, %	2	2	2	0	2	2	18	18	18				
Cap, veh/h	504	1450	0	0	1450	1135	238	0	195				
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.16	0.00	0.16				
Sat Flow, veh/h	570	1863	0	0	1863	1458	1 <u>5</u> 33	0	1261				
Grp Volume(v), veh/h	423	1613	0	0	451	445	76	0	226				
Grp Sat Flow(s),veh/h/ln		1863	0	0	1863				1261				
Q Serve(g_s), s		93.4	0.0	0.0	0.0	0.0	5.3		18.6				
Cycle Q Clear(g_c), s	0.0		0.0	0.0	0.0	0.0	5.3		18.6				
Prop In Lane	1.00		0.00			1.00	1.00		1.00				
Lane Grp Cap(c), veh/h		1450	0		1450		238	0	195				
V/C Ratio(X)		1.11	0.00		0.31								
Avail Cap(c_a), veh/h		1450	0		1450		238	0	195				
HCM Platoon Ratio		1.33	1.33	1.00	2.00	2.00		1.00	1.00				
Upstream Filter(I)	0.09	0.09			0.82			0.00	1.00				
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	45.1	0.0	50.7				
Incr Delay (d2), s/veh	1.7	51.7	0.0	0.0	0.5	0.8	0.8	0.0	112.9				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.2	20.8	0.0	0.0	0.2	0.3	2.3	0.0	12.6				
LnGrp Delay(d),s/veh	1.7	51.7	0.0	0.0	0.5	0.8	45.8	0.0	163.6				
LnGrp LOS	Α	F			Α	Α	D		F				
Approach Vol, veh/h		2036			896			302					
Approach Delay, s/veh		41.3			0.6			134.0					
Approach LOS		D			Α			F					
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	•	2		4				8					
Phs Duration (G+Y+Rc), s		22.6		97.4				97.4					
Change Period (Y+Rc), s		4.6		4.9				4.9					
Max Green Setting (Gmax), s		18.0		92.5				92.5					
Max Q Clear Time (g_c+l1), s		20.6		95.4				2.0					
Green Ext Time (p_c), s		0.0		0.0				61.7					
Intersection Summary													
HCM 2010 Ctrl Delay			38.7										
HCM 2010 LOS			D										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	f)			†	7		सी	7				
Traffic Volume (veh/h)		1482	0	0		457	53	0	178	0	0	0	
Future Volume (veh/h)		1482	0	0		457	53	0	178	0	0	0	
Number	7	4	14	3		18	5	2	12				
Initial Q (Qb), veh	0	0	0	0		0	0	0	0				
Ped-Bike Adj(A pbT)	1.00		1.00	1.00			1.00		1.00				
Parking Bus, Adj		1.00		1.00	1.00			1.00					
Adj Sat Flow, veh/h/ln		1863	1750	0	1863								
Adj Flow Rate, veh/h		1647	0	0	490	471	76	0	254				
Adj No. of Lanes	1	1	0	0		1	0	1	1				
Peak Hour Factor	0.90	0.90	0.90			0.97	0.70	0.70	0.70				
Percent Heavy Veh, %	2	2	2	0.07		2	18	18	18				
Cap, veh/h		1450	0		1450		238	0	195				
Arrive On Green					1.00								
Sat Flow, veh/h		1863	0.00		1863				1261				
Grp Volume(v), veh/h		1647	0	0		471	76		254				
Grp Sat Flow(s),veh/h/ln		1863	0		1863				1261				
Q Serve(g_s), s		93.4	0.0	0.0	0.0	0.0	5.3		18.6				
Cycle Q Clear(g_c), s		93.4	0.0	0.0	0.0	0.0	5.3	0.0	18.6				
Prop In Lane	1.00		0.00				1.00		1.00				
Lane Grp Cap(c), veh/h		1450	0		1450		238	0	195				
V/C Ratio(X)		1.14	0.00		0.34			0.00	1.30				
Avail Cap(c_a), veh/h		1450	0		1450		238	0	195				
HCM Platoon Ratio	2.00				2.00				1.00				
Upstream Filter(I)	0.09				0.73			0.00					
Uniform Delay (d), s/veh	0.6	0.0	0.0	0.0	0.0		45.1		50.7				
Incr Delay (d2), s/veh	2.5	62.1	0.0	0.0		8.0	0.8		167.2				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	4.4	25.0	0.0	0.0	0.2	0.3	2.3	0.0	15.5				
LnGrp Delay(d),s/veh	3.2	62.1	0.0	0.0	0.5	8.0	45.8	0.0	217.9				
LnGrp LOS	Α	F			Α	Α	D		F				
Approach Vol, veh/h		2070			961			330					
Approach Delay, s/veh		50.1			0.6			178.3					
Approach LOS		D			Α			F					
Timer	1	2	3	4		6	7						
Assigned Phs	<u> </u>	2		4				8					
		22.6		97.4				97.4					
Phs Duration (G+Y+Rc), s													
Change Period (Y+Rc), s		4.6		4.9				4.9					
Max Green Setting (Gmax), s		18.0		92.5				92.5					
Max Q Clear Time (g_c+l1), s		20.6		95.4				2.0					
Green Ext Time (p_c), s		0.0		0.0				66.6					
Intersection Summary													
HCM 2010 Ctrl Delay			48.5										
HCM 2010 LOS			D										

Intersection 4 Cherry Ave & North Ave



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Movement	EBL	EBT	EBR		WBT			NBT	NBR	SBL		SBR	
Lane Configurations	ሻ		7	7	↑ ↑	7	- 1		7	<u> "</u>		7	
Traffic Volume (veh/h)	68	355	111	46	248	53	66	28	36	28	33	39	
Future Volume (veh/h)	68	355	111	46	248	53	66	28	36	28	33	39	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj		1.00			1.00			1.00		1.00		1.00	
Adj Sat Flow, veh/h/ln	1716		2451			1716		1863	1716	1716	1863	1716	
Adj Flow Rate, veh/h	76	399	125	58	310	66	86	36	47	35	41	49	
Adj No. of Lanes	1	1	1	1	2	1	1	1	1	1	1	1	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.77	0.77	0.77	0.80	0.80	0.80	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	586	1194	1335	88	1189	490	122	112	88	117	105	82	
Arrive On Green	0.24	0.43	0.43	0.02	0.11	0.11	0.07	0.06	0.06	0.07	0.06	0.06	
Sat Flow, veh/h	1634	1863	2083	<u>1634</u>	3539	1458	1634	1863	<u>145</u> 8	<u>1634</u>	1863	1458	
Grp Volume(v), veh/h	76	399	125	58	310	66	86	36	47	35	41	49	
Grp Sat Flow(s),veh/h/ln								1863					
Q Serve(g_s), s		13.1	3.3	3.2	7.4	3.8	4.7	1.7	2.4	1.9	2.0	1.5	
Cycle Q Clear(g_c), s		13.1	3.3	3.2	7.4	3.8	4.7	1.7	2.4	1.9	2.0	1.5	
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		1194			1189	490	122	112	88	117	105	82	
V/C Ratio(X)					0.26			0.32		0.30	0.39		
Avail Cap(c_a), veh/h		1194			1189	490	137	636	498	117	611	479	
HCM Platoon Ratio	0.67				0.33			1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.93				0.99			1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh								41.4			41.9	10.9	
Incr Delay (d2), s/veh	0.1	0.7	0.1	12.6	0.5	0.6		1.6	5.0	1.4	2.3	6.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.5	7.0	1.9	1.8	3.7	1.6	2.6	0.9	1.1	0.9	1.1	0.8	
LnGrp Delay(d),s/veh		13.9						43.1			44.2		
LnGrp LOS	20.0 C	В	В	E	C	C		D	C	D	D	В	
Approach Vol, veh/h		600			434			169			125		
Approach Delay, s/veh		14.4			34.2			46.5			33.1		
Approach LOS		14.4 B			34.2 C			46.5 D			33.1 C		
Apploacificos		Б			C			U			C		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	10.6	9.5	9.0	63.0	10.9	9.2	37.0	34.9					
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9					
Max Green Setting (Gmax), s	5.6	30.5	4.7	31.6	6.8	29.3	6.3	30.0					
Max Q Clear Time (g_c+I1), s	3.9	4.4	5.2	15.1	6.7	4.0	5.4	9.4					
Green Ext Time (p_c), s	0.1	0.2	0.0	2.0	0.0	0.4	0.3	1.4					
Intersection Summary													
HCM 2010 Ctrl Delay			26.7										
HCM 2010 LOS			C										
2010 200			9										

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Movement	EBL	EBT			WBT				NBR	SBL	SBT	SBR	
Lane Configurations	<u>ነ</u>	7	404	<u>ነ</u>	^	7	1 00	↑	*	<u>ነ</u>	↑	7	
Traffic Volume (veh/h)	68	355	161	66	248	53	129	28	60	28	33	39	
Future Volume (veh/h)	68	355	161	66	248	53	129	28	60	28	33	39	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	4.00	1.00		4.00	1.00	1.00	4 00	1.00	1.00	4.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716				1863								
Adj Flow Rate, veh/h	76	399	181	82	310	66	168	36	78	35	41	49	
Adj No. of Lanes	1	1	1	1	2	1	1	1	1	1	1	1	
Peak Hour Factor	0.89	0.89	0.89		0.80			0.77	0.77	0.80	0.80		
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h		1067			1115	460	211	296	232	57	120	94	
Arrive On Green	0.11		0.19		0.10			0.16				0.06	
Sat Flow, veh/h	1634				3539						1863	1458	
Grp Volume(v), veh/h	76	399	181	82		66	168	36	78	35	41	49	
Grp Sat Flow(s),veh/h/ln	1634	1863	2083	1634	1770	1458	1634	1863	1458	1634	1863	1458	
Q Serve(g_s), s	4.2	18.5	3.3	4.9	8.0	3.3	9.9	1.6	4.7	2.1	2.1	3.2	
Cycle Q Clear(g_c), s	4.2	18.5	3.3	4.9	8.0	3.3	9.9	1.6	4.7	2.1	2.1	3.2	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	539	1067	1194	117	1115	460	211	296	232	57	120	94	
V/C Ratio(X)	0.14	0.37	0.15	0.70	0.28	0.14	0.80	0.12	0.34	0.62	0.34	0.52	
Avail Cap(c_a), veh/h	539	1067	1194	132	1115	460	233	709	555	109	568	445	
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.92	0.92	0.92	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	31.4	24.6	4.3	47.3	34.0	20.9	41.8	35.7	37.0	47.1	44.3	44.8	
Incr Delay (d2), s/veh	0.1	0.9	0.2	13.1	0.6	0.6	15.9	0.2	0.8	10.5	1.7	4.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.9	9.8	2.0	2.7	4.0	1.4	5.4	0.9	1.9	1.1	1.1	1.4	
LnGrp Delay(d),s/veh	31.5	25.6	4.6	60.3	34.6	21.5	57.8	35.9	37.8	57.6	46.0	49.3	
LnGrp LOS	С	С	Α	Е	С	С	Е	D	D	Е	D	D	
Approach Vol, veh/h		656			458			282			125		
Approach Delay, s/veh		20.5			37.3			49.5			50.5		
Approach LOS		20.5 C			D			D			D		
			0				7						
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3		5	6	7	8					
Phs Duration (G+Y+Rc), s	7.4		11.1			10.4		35.2					
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9					
Max Green Setting (Gmax), s		36.8	7.1		13.2			30.3					
Max Q Clear Time (g_c+l1), s	4.1	6.7		20.5		5.2		10.0					
Green Ext Time (p_c), s	0.0	1.0	0.0	1.8	0.1	0.2	0.1	1.4					
Intersection Summary													
HCM 2010 Ctrl Delay			33.4										
HCM 2010 LOS			С										

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Movement	EBL	EBT	EBR		WBT		NBL	NBT	NBR	SBL		SBR	
Lane Configurations	ሻ		7		^	7			7	- 1		7	
Traffic Volume (veh/h)	173	902	332	134	616	132	180	50	88	68	80	94	
Future Volume (veh/h)	173	902	332	134	616	132	180	50	88	68	80	94	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	2451	1716	1863	1716	1716	1863	1716	1716	1863	1716	
Adj Flow Rate, veh/h	194	1013	373	168	770	165	234	65	114	85	100	118	
Adj No. of Lanes	1	1	1	1	2	1	1	1	1	1	1	1	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.77	0.77	0.77	0.80	0.80	0.80	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	231	804	899	357	1801	742	177	195	153	183	202	158	
Arrive On Green	0.19	0.57	0.57	0.44	1.00	1.00	0.11	0.10	0.10	0.11	0.11	0.11	
Sat Flow, veh/h	1634							1863				1458	
Grp Volume(v), veh/h		1013	373	168	770	165	234	65	114	85	100	118	
Grp Sat Flow(s), veh/h/ln								1863					
Q Serve(g_s), s		51.8	8.0	8.8	0.0		13.0	3.9	9.1	5.8	6.1	9.4	
Cycle Q Clear(g_c), s		51.8	8.0	8.8	0.0	0.0		3.9	9.1	5.8	6.1	9.4	
Prop In Lane	1.00	01.0		1.00	0.0		1.00	0.0	1.00	1.00	0.1	1.00	
Lane Grp Cap(c), veh/h	231	804	899		1801	742	177	195	153	183	202	158	
V/C Ratio(X)	0.84	1.26	0.41		0.43		1.32		0.75	0.46	0.50		
Avail Cap(c_a), veh/h	319	804	899		1801	742	177	523	410	183	469	367	
HCM Platoon Ratio	1.33				2.00			1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.09				0.91		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		25.6		28.9	0.0			49.8				51.9	
Incr Delay (d2), s/veh		117.9	0.1	0.9	0.7		178.7	1.0	7.0	1.8	1.9	6.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		52.5	4.5	4.0	0.0	0.0		2.1	4.0	2.7	3.2	4.1	
%ile BackOfQ(50%),veh/ln LnGrp Delay(d),s/veh		143.4		29.8	0.2			50.8					
	40.0 D	143.4 F		29.6 C			232.Z F	50.6 D	59.Z	51.6 D	52.3 D	56. <i>1</i>	
LnGrp LOS	U		<u>A</u>		A 4400	A				ט		드	
Approach Vol, veh/h		1580			1103			413			303		
Approach Delay, s/veh		99.8			5.1			155.9			54.6		
Approach LOS		F			Α			F			D		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	17.4	16.6	30.2	55.8	17.0	17.0	20.9	65.1					
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9		4.9					
Max Green Setting (Gmax), s		32.8			12.1			36.5					
Max Q Clear Time (g_c+l1), s		11.1		53.8		11.4		2.0					
Green Ext Time (p_c), s	0.1	0.6	0.0	0.0	0.0	0.7							
Intersection Summary													
HCM 2010 Ctrl Delay			71.9										
HCM 2010 LOS			7 1.5 E										
TION ZUTU LOU			_										

			-			25.40	520		100.01	- 1			
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Movement	EBL	EBT	EBR		WBT		NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ		7		↑ ↑	7			7	<u> "</u>		7	
Traffic Volume (veh/h)	173	902	282	114	616	132	117	50	64	68	80	94	
Future Volume (veh/h)	173	902	282	114	616	132	117	50	64	68	80	94	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	2451	1716	1863	1716	1716	1863	1716	1716	1863	1716	
Adj Flow Rate, veh/h	194	1013	317	142	770	165	152	65	83	85	100	118	
Adj No. of Lanes	1	1	1	1	2	1	1	1	1	1	1	1	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.77	0.77	0.77	0.80	0.80	0.80	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	227	866	969		1912	788	123	235	184	99	209	164	
Arrive On Green	0.28							0.13			0.11		
Sat Flow, veh/h								1863					
Grp Volume(v), veh/h		1013	317		770	165	152	65	83	85	100	118	
Grp Sat Flow(s), veh/h/ln								1863					
Q Serve(g_s), s		55.8	1.3	9.0	15.3	7.0	9.0	3.8	4.2	6.2	6.0	9.4	
Cycle Q Clear(g_c), s	13.5		1.3	9.0	15.3	7.0	9.0	3.8	4.2	6.2	6.0	9.4	
Prop In Lane	1.00	55.0			10.0		1.00	5.0	1.00		0.0	1.00	
Lane Grp Cap(c), veh/h	227	866	969		1912	788	123	235	184	99	209	164	
V/C Ratio(X)	0.85	1.17	0.33		0.40						0.48		
Avail Cap(c_a), veh/h	323	866	969		1912	788	123	495	388	99	469	367	
HCM Platoon Ratio	2.00	2.00			1.00			1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.09	0.09	0.09		0.91		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	42.1	4.2						47.4					
Incr Delay (d2), s/veh	1.5	77.5	0.1	0.7	0.6		159.5	0.6		47.7	1.7	5.9	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Q Delay(d3),s/veh						2.9	9.5	2.0	1.8	4.1	3.2	4.1	
%ile BackOfQ(50%),veh/ln	6.1	81.7	0.5	4.1	7.6								
LnGrp Delay(d),s/veh								48.1			51.7		
LnGrp LOS	<u>D</u>	F	A	D	<u>B</u>	В	F	<u>D</u>	С	F	<u>D</u>	E	
Approach Vol, veh/h		1524			1077			300			303		
Approach Delay, s/veh		60.2			19.7			125.7			68.4		
Approach LOS		Ε			В			F			Е		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	11.3	19.2	29.7	59.8	13.0	17.5	20.7	68.8					
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9						
Max Green Setting (Gmax), s		31.0		54.9		29.3							
Max Q Clear Time (g_c+l1), s	8.2		11.0					17.3					
Green Ext Time (p_c), s	0.0		0.0	0.0	0.0	1.2							
Intersection Summary													
HCM 2010 Ctrl Delay			53.5										
HCM 2010 Cur Delay			55.5 D										
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	_	→	*	•			1	T		-	¥	*	
Movement	EBL	EBT	EBR	WBL	WBT			NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ		7			- 7			7	ሻ		7	
Traffic Volume (veh/h)	173	902	332	134	616	132	180	50	88	68	80	94	
Future Volume (veh/h)	173	902	332	134	616	132	180	50	88	68	80	94	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	2451	1716	1863	1716	1716	1863	1716	1716	1863	1716	
Adj Flow Rate, veh/h	194	1013	373	168	770	165	234	65	114	85	100	118	
Adj No. of Lanes	1	1	1	1	2	1	1	1	1	1	1	1	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.77	0.77	0.77	0.80	0.80	0.80	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	231	804	899	357	1801	742	177	195	153	183	202	158	
Arrive On Green	0.19	0.57	0.57	0.44	1.00	1.00	0.11	0.10	0.10	0.11	0.11	0.11	
Sat Flow, veh/h					3539								
Grp Volume(v), veh/h	194	1013	373	168	770	165	234	65	114	85	100	118	
Grp Sat Flow(s),veh/h/ln					1770								
Q Serve(g_s), s		51.8	8.0	8.8	0.0		13.0	3.9	9.1	5.8	6.1	9.4	
Cycle Q Clear(g_c), s	13.7		8.0	8.8	0.0	0.0	13.0	3.9	9.1	5.8	6.1	9.4	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	231	804	899		1801	742	177	195	153	183	202	158	
V/C Ratio(X)	0.84	1.26	0.41		0.43				0.75	0.46		0.75	
Avail Cap(c_a), veh/h	319	804	899		1801	742	177	523	410	183	469	367	
HCM Platoon Ratio	1.33	1.33			2.00			1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.09				0.91		1.00		1.00	1.00	1.00		
Uniform Delay (d), s/veh		25.6		28.9	0.0			49.8			50.4		
Incr Delay (d2), s/veh		117.9	0.1	0.9	0.7		178.7	1.0	7.0	1.8	1.9	6.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.3		4.5	4.0	0.2	0.1	14.6	2.1	4.0	2.7	3.2	4.1	
LnGrp Delay(d),s/veh		143.4		29.8	0.2			50.8					
LnGrp LOS	40.0 D	143.4 F	Α	29.0 C	Α	Α	232.2 F	50.0 D	59.Z	J1.0	J2.5	50.7 E	
	<u> </u>												
Approach Vol, veh/h		1580			1103			413			303		
Approach LOS		99.8			5.1			155.9			54.6		
Approach LOS		F			Α			F			D		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3		5	6	7	8					
Phs Duration (G+Y+Rc), s	17.4	16.6	30.2	55.8	17.0	17.0	20.9	65.1					
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9					
Max Green Setting (Gmax), s	8.6	32.8	8.1	50.9	12.1	29.3	22.5	36.5					
Max Q Clear Time (g_c+l1), s	7.8	11.1	10.8	53.8	15.0	11.4	15.7	2.0					
Green Ext Time (p_c), s	0.1	0.6	0.0	0.0	0.0	0.7	0.3	5.1					
Intersection Summary													
HCM 2010 Ctrl Delay			71.9										
HCM 2010 Ctil Delay			7 1.9 E										
1 10 W 20 10 LOO													

Intersection 5 East Ave & North Ave



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ		7			7			7
Traffic Volume (veh/h)	21	231	85	76	287	72	44	31	30	30	41	18
Future Volume (veh/h)	21	231	85	76	287	72	44	31	30	30	41	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00			1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	23	257	94	86	326	82	58	41	39	33	45	20
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	88.0	0.76	0.76	0.76	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1077	444		2443		82	151	118	49	105	82
Arrive On Green	0.01	0.10	0.10	0.41	0.69	0.69	0.05	0.08	0.08	0.03	0.06	0.06
Sat Flow, veh/h	1634	3539	1458	<u> 1634</u>	3539	1458	<u>1634</u>	1863	1458	<u>1634</u>	1863	1458
Grp Volume(v), veh/h	23	257	94	86	326	82	58	41	39	33	45	20
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.3	6.2	5.5	3.0	2.9	1.7	3.2	1.9	1.0	1.8	2.1	1.0
Cycle Q Clear(g_c), s	1.3	6.2	5.5	3.0	2.9	1.7	3.2	1.9	1.0	1.8	2.1	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1077	444	664	2443	1006	82	151	118	49	105	82
V/C Ratio(X)	0.57	0.24	0.21	0.13	0.13	0.08	0.70	0.27	0.33	0.67	0.43	0.24
Avail Cap(c_a), veh/h	124	1077	444	664	2443	1006	178	547	428	142	506	396
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	31.6	31.2	17.1	4.9	4.7	43.0	39.7	7.6	44.2	42.0	30.8
Incr Delay (d2), s/veh	11.3	0.5	1.0	0.1	0.1	0.2	10.4	1.0	1.6	14.5	2.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.1	2.3	1.4	1.4	0.7	1.7	1.0	0.5	1.0	1.2	0.5
LnGrp Delay(d),s/veh	56.5	32.1	32.3	17.2	5.0	4.8	53.4	40.7	9.3	58.6	44.7	32.3
LnGrp LOS	Е	С	С	В	Α	Α	D	D	Α	Е	D	С
Approach Vol, veh/h		374			494			138			98	
Approach Delay, s/veh		33.6			7.1			37.2			46.9	
Approach LOS		С			Α			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	6.8	11.4	41.8	32.0	9.0	9.2	6.3	67.5				
Change Period (Y+Rc), s	4.5			* 4.9		* 4.9	4.5					
Max Green Setting (Gmax), s	7.5	26.1		* 27				33.1				
Max Q Clear Time (g_c+l1), s	3.8		5.0	8.2		4.1	3.3					
Green Ext Time (p_c), s	0.0		1.2	1.3		0.1	0.0					
Intersection Summary												
HCM 2010 Ctrl Delay			23.4									
HCM 2010 LOS			С									
Notes												

^{*} HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7			7			7
Traffic Volume (veh/h)	21	255	85	76	307	72	44	31	30	30	41	18
Future Volume (veh/h)	21	255	85	76	307	72	44	31	30	30	41	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	23	283	94	86	349	82	58	41	39	33	45	20
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.76	0.76	0.76	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	1072	442	690	2497	1029	83	148	116	48	101	79
Arrive On Green	0.01	0.10	0.10	0.42	0.71	0.71	0.05	0.08	0.08	0.03	0.05	0.05
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	23	283	94	86	349	82	58	41	39	33	45	20
Grp Sat Flow(s),veh/h/ln	1634										1863	
Q Serve(g s), s	1.4	7.3	5.9	3.2	3.2	1.7	3.5	2.1	1.1	2.0	2.3	1.1
Cycle Q Clear(g_c), s	1.4	7.3	5.9	3.2	3.2	1.7	3.5	2.1	1.1	2.0	2.3	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	1072	442	690	2497	1029	83	148	116	48	101	79
V/C Ratio(X)	0.59	0.26	0.21	0.12	0.14	0.08	0.70	0.28	0.34	0.69	0.45	0.25
Avail Cap(c_a), veh/h	132	1072	442	690	2497	1029	215	546	427	149	470	368
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6		33.7		4.8	4.5	46.3	42.9	7.9	47.6	45.4	34.0
Incr Delay (d2), s/veh	12.2	0.6	1.0	0.1	0.1	0.2		1.0	1.7	16.5	3.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	2.5	1.4	1.6	0.7	1.8	1.1	0.5	1.1	1.3	0.5
LnGrp Delay(d),s/veh	60.9	34.9	34.7	17.5	4.9	4.7	56.5	43.9	9.6	64.1	48.5	35.6
LnGrp LOS	Е	С	С	В	A	Α	Е	D	Α	Е	D	D
Approach Vol, veh/h		400			517			138			98	
Approach Delay, s/veh		36.3			7.0			39.5			51.1	
Approach LOS		D.0			Α.			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3			6	7	8				
Phs Duration (G+Y+Rc), s	-	11.9			9.4	9.4		73.9				
Change Period (Y+Rc), s	4.5	4.9		* 4.9		* 4.9	4.5					
Max Green Setting (Gmax), s		28.1				* 24		36.1				
Max Q Clear Time (g_c+I1), s	4.0		5.2		5.5	4.3	3.4					
Green Ext Time (p_c), s	0.0				0.2	0.1	0.0					
Intersection Summary												
HCM 2010 Ctrl Delay			24.8									
HCM 2010 LOS			С									
N												

^{*} HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ች	^	7			7			7
Traffic Volume (veh/h)	52	597	211	183	712	174	100	71	68	41	56	25
Future Volume (veh/h)	52	597	211	183	712	174	100	71	68	41	56	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00			1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	663	234	208	809	198	132	93	89	45	61	27
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.76	0.76	0.76	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	1961	808		1498	617	168	234	183	63	108	84
Arrive On Green	0.55	1.00	1.00	0.15	0.42	0.42	0.10	0.13	0.13	0.04	0.06	0.06
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	58	663	234	208	809	198	132	93	89	45	61	27
Grp Sat Flow(s),veh/h/ln								1863				
Q Serve(g_s), s	2.1	0.0		14.9		8.6	9.5	5.5	6.8	3.3	3.8	2.1
Cycle Q Clear(g_c), s	2.1	0.0	0.0		20.5	8.6	9.5	5.5	6.8	3.3	3.8	2.1
Prop In Lane	1.00			1.00			1.00		1.00			1.00
Lane Grp Cap(c), veh/h		1961	808		1498	617	168	234	183	63	108	84
V/C Ratio(X)	0.13							0.40			0.57	
Avail Cap(c_a), veh/h		1961	808		1498	617	245	525	411	125	388	304
HCM Platoon Ratio	2.00				1.00		1.00		1.00	1.00	1.00	
Upstream Filter(I)		0.35		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	49.9		14.5		48.3	48.8	57.1	55.1	54.3
Incr Delay (d2), s/veh	0.0	0.2	0.3		1.4	1.4	9.7	1.1	2.0	14.2	4.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	7.6	10.3	3.7	4.7	2.9	2.8	1.7	2.1	0.9
LnGrp Delay(d),s/veh	20.0	0.2	0.3		27.3	15.8	62.2	49.3		71.2	59.7	
LnGrp LOS	В	A	A	E	C	В	E	D	D	E	E	E
Approach Vol, veh/h		955		_	1215		_	314		_	133	_
Approach Vol, verim		1.4			31.5			55.2			62.9	
Approach LOS		Α			31.5 C			55.Z			02.9 E	
											Ľ	
Timer	1	2		4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	8.6					10.9						
Change Period (Y+Rc), s	4.5					* 4.9		* 4.9				
Max Green Setting (Gmax), s		32.9						* 50				
Max Q Clear Time (g_c+l1), s	5.3		16.9		11.5	5.8		22.5				
Green Ext Time (p_c), s	0.0	1.1	0.4	4.3	0.6	0.2	0.1	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay			25.0									
HCM 2010 LOS			С									
Notos												

^{*} HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	^	7	ሻ	^	7	7		7	ሻ		7	
Traffic Volume (veh/h)	52	573	211	183	692	174	100	71	68	41	56	25	
Future Volume (veh/h)	52	573	211	183	692	174	100	71	68	41	56	25	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716	
Adj Flow Rate, veh/h	58	637	234	208	786	198	132	93	89	45	61	27	
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.76	0.76	0.76	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	474	1958	807	243	1445	595	169	235	184	63	108	84	
Arrive On Green	0.58	1.00	1.00	0.15	0.41	0.41	0.10	0.13	0.13	0.04	0.06	0.06	
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458	
Grp Volume(v), veh/h	58	637	234	208	786	198	132	93	89	45	61	27	
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458		1863	1458	1634	1863	1458	
Q Serve(g s), s	1.9	0.0	0.0	14.9	20.3	8.9	9.5	5.5	6.8	3.3	3.8	2.1	
Cycle Q Clear(g_c), s	1.9	0.0	0.0	14.9	20.3	8.9	9.5	5.5	6.8	3.3	3.8	2.1	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	474	1958	807	243	1445	595	169	235	184	63	108	84	
V/C Ratio(X)	0.12	0.33	0.29	0.86	0.54	0.33	0.78		0.48	0.72	0.57	0.32	
Avail Cap(c_a), veh/h	474	1958	807	368	1445	595	259	528	413	136	388	304	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	18.3	0.0	0.0	49.8	27.0	15.4	52.5	48.2	48.8	57.0	55.1	54.3	
Incr Delay (d2), s/veh	0.0	0.2	0.3	11.9	1.5	1.5	8.1	1.1	2.0	14.1	4.6	2.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	7.5	10.1	3.8	4.6	2.9	2.8	1.7	2.1	0.9	
LnGrp Delay(d),s/veh	18.3	0.2	0.3	61.7	28.5	16.9	60.5	49.3	50.7	71.2	59.7	56.4	
LnGrp LOS	В	Α	Α	Е	С	В	Е	D	D	Е	Е	Е	
Approach Vol, veh/h		929			1192			314			133		
Approach Delay, s/veh		1.3			32.4			54.4			62.9		
Approach LOS		Α			C			D			E		
Timer	1	2	3	4		6	7	8			_		
Assigned Phs	1	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	8.6					10.9							
Change Period (Y+Rc), s	4.5					* 4.9		* 4.9					
Max Green Setting (Gmax), s						* 24							
Max Q Clear Time (g_c+l1), s	5.3		16.9		11.5	5.8		22.3					
Green Ext Time (p_c), s	0.0		0.5	4.1	0.6	0.2							
· — /	0.0	1.1	0.5	4.1	0.0	0.2	0.1	4.4					
Intersection Summary													
HCM 2010 Ctrl Delay			25.4										
HCM 2010 LOS			С										

^{*} HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ች	^	7			7			7
Traffic Volume (veh/h)	52	597	211	183	712	174	100	71	68	41	56	25
Future Volume (veh/h)	52	597	211	183	712	174	100	71	68	41	56	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00			1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	663	234	208	809	198	132	93	89	45	61	27
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.76	0.76	0.76	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	1961	808		1498	617	168	234	183	63	108	84
Arrive On Green	0.55	1.00	1.00	0.15	0.42	0.42	0.10	0.13	0.13	0.04	0.06	0.06
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	58	663	234	208	809	198	132	93	89	45	61	27
Grp Sat Flow(s),veh/h/ln								1863				
Q Serve(g_s), s	2.1	0.0		14.9		8.6	9.5	5.5	6.8	3.3	3.8	2.1
Cycle Q Clear(g_c), s	2.1	0.0	0.0		20.5	8.6	9.5	5.5	6.8	3.3	3.8	2.1
Prop In Lane	1.00			1.00			1.00		1.00			1.00
Lane Grp Cap(c), veh/h		1961	808		1498	617	168	234	183	63	108	84
V/C Ratio(X)	0.13							0.40			0.57	
Avail Cap(c_a), veh/h		1961	808		1498	617	245	525	411	125	388	304
HCM Platoon Ratio	2.00				1.00		1.00		1.00	1.00	1.00	
Upstream Filter(I)		0.35		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	49.9		14.5		48.3	48.8	57.1	55.1	54.3
Incr Delay (d2), s/veh	0.0	0.2	0.3		1.4	1.4	9.7	1.1	2.0	14.2	4.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	7.6	10.3	3.7	4.7	2.9	2.8	1.7	2.1	0.9
LnGrp Delay(d),s/veh	20.0	0.2	0.3		27.3	15.8	62.2	49.3		71.2	59.7	
LnGrp LOS	В	A	A	E	C	В	E	D	D	E	E	E
Approach Vol, veh/h		955		_	1215		_	314		_	133	_
Approach Vol, verim		1.4			31.5			55.2			62.9	
Approach LOS		Α			31.5 C			55.Z			02.9 E	
											Ľ	
Timer	1	2		4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	8.6					10.9						
Change Period (Y+Rc), s	4.5					* 4.9		* 4.9				
Max Green Setting (Gmax), s		32.9						* 50				
Max Q Clear Time (g_c+l1), s	5.3		16.9		11.5	5.8		22.5				
Green Ext Time (p_c), s	0.0	1.1	0.4	4.3	0.6	0.2	0.1	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay			25.0									
HCM 2010 LOS			С									
Notos												

^{*} HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Traffic Study 524-30

Intersection 6 Cherry Ave & Central Ave



Intersection																
Intersection Delay, s/ve	eh		8.3													
Intersection LOS			Α													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	29	62	10	0	7	50	19	0	16	41	11	0	17	34	21
Future Vol, veh/h	0	29	62	10	0	7	50	19	0	16	41	11	0	17	34	21
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.67	0.67	0.67	0.92	0.62	0.62	0.92	0.92	0.59	0.59	0.59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	74	12	0	10	75	28	0	26	66	12	0	29	58	36
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Approach			EB				WB				NB				SB	
Opposing Approach			WB				EB				SB				NB	
Opposing Lanes			1				1				1				1	
Conflicting Approach L	.eft		SB				NB				EB				WB	
Conflicting Lanes Left			1				1				1				1	
Conflicting Approach F	Right		NB				SB				WB				EB	
Conflicting Lanes Righ	t		1				1				1				1	
HCM Control Delay			8.4				8.2				8.3				8.3	
HCM LOS			Α				Α				Α				Α	

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	24%	29%	9%	24%	
Vol Thru, %	60%	61%	66%	47%	
Vol Right, %	16%	10%	25%	29%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	68	101	76	72	
LT Vol	16	29	7	17	
Through Vol	41	62	50	34	
RT Vol	11	10	19	21	
Lane Flow Rate	104	120	113	122	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.132	0.153	0.141	0.151	
Departure Headway (Hd)	4.564	4.583	4.465	4.468	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	785	783	803	802	
Service Time	2.593	2.611	2.492	2.497	
HCM Lane V/C Ratio	0.132	0.153	0.141	0.152	
HCM Control Delay	8.3	8.4	8.2	8.3	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.5	0.5	0.5	0.5	

Intersection																
Intersection Delay, s/ve	eh		8.4													
Intersection LOS			Α													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	29	62	10	0	7	50	19	0	16	49	11	0	17	34	21
Future Vol, veh/h	0	29	62	10	0	7	50	19	0	16	49	11	0	17	34	21
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.67	0.67	0.67	0.92	0.62	0.62	0.92	0.92	0.59	0.59	0.59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	74	12	0	10	75	28	0	26	79	12	0	29	58	36
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Approach			EB				WB				NB				SB	
Opposing Approach			WB				EB				SB				NB	
Opposing Lanes			1				1				1				1	
Conflicting Approach L	.eft		SB				NB				EB				WB	
Conflicting Lanes Left			1				1				1				1	
Conflicting Approach F	Right		NB				SB				WB				EB	
Conflicting Lanes Righ	t		1				1				1				1	
HCM Control Delay			8.5				8.3				8.4				8.3	
HCM LOS			Α				Α				Α				Α	

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	21%	29%	9%	24%	
Vol Thru, %	64%	61%	66%	47%	
Vol Right, %	14%	10%	25%	29%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	76	101	76	72	
LT Vol	16	29	7	17	
Through Vol	49	62	50	34	
RT Vol	11	10	19	21	
Lane Flow Rate	117	120	113	122	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.148	0.154	0.142	0.152	
Departure Headway (Hd)	4.574	4.615	4.497	4.487	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	784	777	797	799	
Service Time	2.604	2.645	2.526	2.516	
HCM Lane V/C Ratio	0.149	0.154	0.142	0.153	
HCM Control Delay	8.4	8.5	8.3	8.3	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.5	0.5	0.5	0.5	

Intersection																
Intersection Delay, s/ve	eh		9.3													
Intersection LOS			Α													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	36	76	12	0	9	61	23	0	19	56	13	0	30	60	37
Future Vol, veh/h	0	36	76	12	0	9	61	23	0	19	56	13	0	30	60	37
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.67	0.67	0.67	0.92	0.62	0.62	0.92	0.92	0.59	0.59	0.59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	90	14	0	13	91	34	0	31	90	14	0	51	102	63
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Approach			EB				WB				NB				SB	
Opposing Approach			WB				EB				SB				NB	
Opposing Lanes			1				1				1				1	
Conflicting Approach L	.eft		SB				NB				EB				WB	
Conflicting Lanes Left			1				1				1				1	
Conflicting Approach F	Right		NB				SB				WB				EB	
Conflicting Lanes Righ	t		1				1				1				1	
HCM Control Delay			9.3				9				9				9.6	
HCM LOS			Α				Α				Α				Α	

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	22%	29%	10%	24%	
Vol Thru, %	64%	61%	66%	47%	
Vol Right, %	15%	10%	25%	29%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	88	124	93	127	
LT Vol	19	36	9	30	
Through Vol	56	76	61	60	
RT Vol	13	12	23	37	
Lane Flow Rate	135	148	139	215	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.182	0.203	0.186	0.28	
Departure Headway (Hd)	4.853	4.942	4.829	4.675	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	735	722	737	764	
Service Time	2.916	3.006	2.894	2.731	
HCM Lane V/C Ratio	0.184	0.205	0.189	0.281	
HCM Control Delay	9	9.3	9	9.6	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.7	8.0	0.7	1.1	

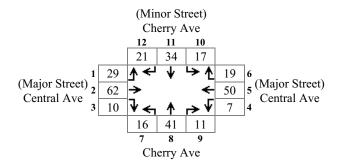
Intersection																
Intersection Delay, s/ve	eh		9.2													
Intersection LOS			Α													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	36	76	12	0	9	61	23	0	19	48	13	0	30	60	37
Future Vol, veh/h	0	36	76	12	0	9	61	23	0	19	48	13	0	30	60	37
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.67	0.67	0.67	0.92	0.62	0.62	0.92	0.92	0.59	0.59	0.59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	90	14	0	13	91	34	0	31	77	14	0	51	102	63
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Approach			EB				WB				NB				SB	
Opposing Approach			WB				EB				SB				NB	
Opposing Lanes			1				1				1				1	
Conflicting Approach L	eft		SB				NB				EB				WB	
Conflicting Lanes Left			1				1				1				1	
Conflicting Approach R	light		NB				SB				WB				EB	
Conflicting Lanes Right	t		1				1				1				1	
HCM Control Delay			9.2				9				8.9				9.5	
HCM LOS			Α				Α				Α				Α	

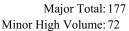
Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	24%	29%	10%	24%	
Vol Thru, %	60%	61%	66%	47%	
Vol Right, %	16%	10%	25%	29%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	80	124	93	127	
LT Vol	19	36	9	30	
Through Vol	48	76	61	60	
RT Vol	13	12	23	37	
Lane Flow Rate	122	148	139	215	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.164	0.201	0.185	0.278	
Departure Headway (Hd)	4.844	4.909	4.795	4.655	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	736	726	744	768	
Service Time	2.903	2.967	2.854	2.707	
HCM Lane V/C Ratio	0.166	0.204	0.187	0.28	
HCM Control Delay	8.9	9.2	9	9.5	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.6	0.7	0.7	1.1	

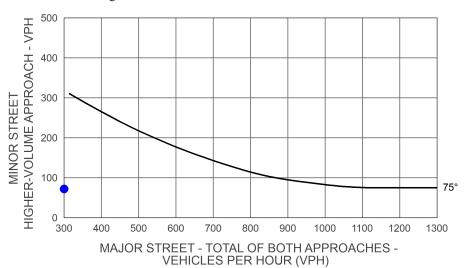
T SBR
0 37
0 37
9 0.59
2 2
2 63
1 0
В
В
1
В
1
В
1
6
A
66 55 50 70 71 71

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	22%	29%	10%	24%	
Vol Thru, %	64%	61%	66%	47%	
Vol Right, %	15%	10%	25%	29%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	88	124	93	127	
LT Vol	19	36	9	30	
Through Vol	56	76	61	60	
RT Vol	13	12	23	37	
Lane Flow Rate	135	148	139	215	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.182	0.203	0.186	0.28	
Departure Headway (Hd)	4.853	4.942	4.829	4.675	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	735	722	737	764	
Service Time	2.916	3.006	2.894	2.731	
HCM Lane V/C Ratio	0.184	0.205	0.189	0.281	
HCM Control Delay	9	9.3	9	9.6	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.7	0.8	0.7	1.1	

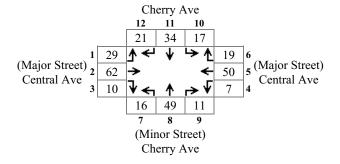
Scenario: AM Existing Intersection #:6

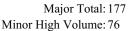


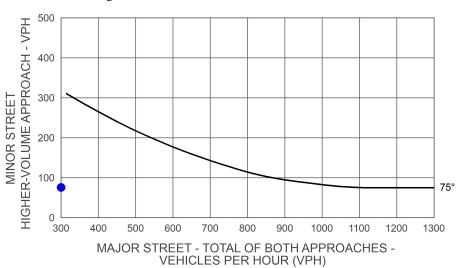




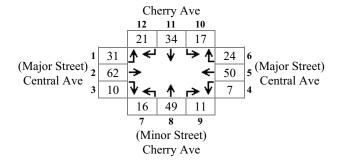
Scenario: AM Existing+Project Intersection #:6

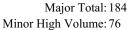


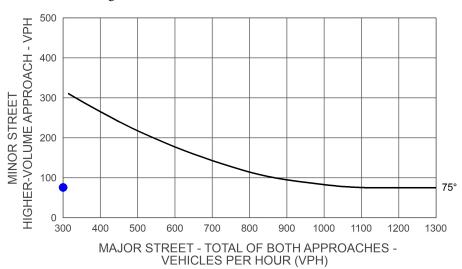




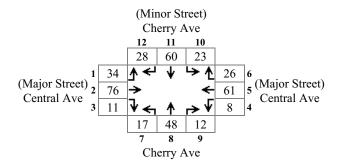
Scenario: AM Future+Proj Cumulative Intersection #:6

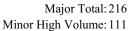


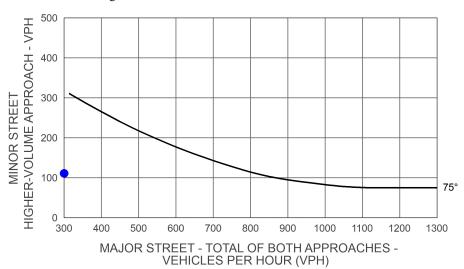




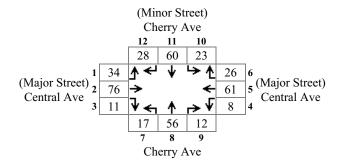
Scenario: AM Future Cumulative Intersection #:6



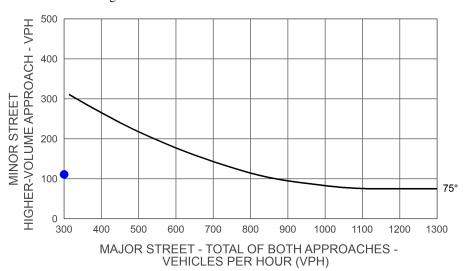




Scenario: AM Future+Proj Cumulative Intersection #:6



Major Total: 216 Minor High Volume: 111



Traffic Study 524-30

Intersection 3001 Cherry Ave &



Traffic Study 524-30

Intersection 3002 Cherry Ave &



MITIGATION MONITORING AND REPORTING PROGRAM – May 22, 2025

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for Environmental Assessment No. T-21-05778/P21-05870/P23-00149. The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

The first column of the Table identifies the mitigation measure. The second column, entitled "Party Responsible for Implementing Mitigation," names the party responsible for carrying out the required action. The third column, "Implementation Timing," identifies the time the mitigation measure should be initiated. The fourth column, "Party Responsible for Monitoring," names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that individual mitigation measures have been monitored.

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
AIR-1. Construction Equipment Requirements. Before a construction permit is issued for the proposed project, the project applicant, project sponsor, or construction contractor shall submit documentation demonstrating reasonably detailed compliance with the following requirements to the City of Fresno: Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet or exceed either United States Environmental Protection Agency (EPA) or California Air Resources Board (CARB) Tier 4 Interim off-road emission standards or be equipped with Level 3 diesel particulate filters. Tier 4 Interim engines shall, at a minimum, meet EPA or CARB particulate matter emissions standards for Tier 4 Interim engines. Alternatively, use of CARB-certified Level 3 diesel particulate filters on off-road equipment with engines greater than 75 horsepower can be used in lieu of Tier 4 Interim engines or in combination with Tier 4 Interim or better engines. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include, but are not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of Fresno.	Project Applicant and Construction	Prior to ground disturbance and construction	City of Fresno, Planning and Development Department	
CUL-1: Resource Discovery. If previously unknown resources are incountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources pecialist shall be consulted to determine whether the resource requires author study. The qualified historical resources specialist shall make ecommendations to the City on the measures that shall be implemented to	l . '	Planning and Development Department to review construction specifications to ensure inclusion of provisions	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.		included in mitigation measure.		
CUL-2: Resource Protection. Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for prehistoric archaeological resources shall be conducted. The following procedures shall be followed. If prehistoric resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that buried prehistoric archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not	Project Applicant and qualified historical resources specialist	Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5. If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any prehistoric archaeological artifacts recovered as a result of mitigation shall be provided to a City approved institution or person who is capable of providing long term preservation to allow future scientific study. If prehistoric resources are found during the field survey or literature review, the resources shall be inventoried using appropriate State record forms and submit the forms to the Southern San Joaquin Valley Information Center. The resources shall be evaluated for significance. If the resources are found to be significant, measures shall be identified by the qualified archaeologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include an archaeological monitor. The monitoring period shall be determined by the qualified archaeologist. If additional prehistoric archaeological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.				

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
CUL-3: Resource Protection. In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.	Project Applicant and qualified historical resources specialist	Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.	City of Fresno, Planning and Development Department	
TRA-1: The Applicant shall pay the City of Fresno for their Fair Share Portion of the intersection improvements described below in order to maintain or improve the operational level of service of the street system in the Project vicinity.	Project Applicant	Prior to issuance of grading permits.	City of Fresno, Planning and Development Department	

Mitigation Measure				Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date
#	Intersection	Improvements Required by 2043	Percent Share				
1	Elm Ave & North Ave	Change NBTR to NBT, add NBR	0.14%				
2	SR 41 SB Ramps & North Ave	Change EBR to EBTR	0.95%				
3	SR 41 NB Ramps & North Ave	Add EBT	3.7%				