APPENDIX G/INITIAL STUDY FOR A MITIGATED NEGATIVE DECLARATION

Environmental Checklist Form for:
General Plan Amendment (GPA) & Rezone application
P22-02694 & CUP application P22-03569

1.	**Project Title:** Copper Express Car Wash
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:** Erik Young, Supervising Planner 559-621-8009 Erik.Young@fresno.gov
4.	**Project Location:** 1872 East Copper Avenue, Fresno CA. North side of East Copper Avenue near (approximately 525 ft. to the west of) the northwest corner of East Copper and North Maple Avenues (APN: 579-220-70S)
5.	**Project Sponsor's Name and Address:** KNRG LLC c/o Mr. Kanwarjit Batth 5434 West Kamm Avenue Caruthers, CA. 93609
6.	**General & Community Plan Land Use Designation:** Existing: Community Commercial Proposed: Commercial General Community Plan: Woodward Park Community Plan
7.	**Zoning:** Existing: CC/UGM/cz (*Commercial Community/Urban Growth Management/conditions of zoning*) Proposed: CG/UGM/cz (*Commercial General/Urban Growth Management/conditions of zoning*)
8.	**Description of Project:** The applicant proposes to develop a 3,500 square foot automated car wash located near (approximately 525 ft. to the west of) the northwest corner of East Copper and North Maple Avenues (Figure 1). The project site is within the Woodward Park Community Plan and includes a General Plan Amendment (GPA) from Commercial Community (CC) to Commercial General (CG). A Rezone from CC to the CG zone district will also be required to allow an automated automobile car wash. The rezone to CG would be limited to one proposed use of an automated car wash. No other uses are proposed.

	Primary ingress and egress to the site will be from East Copper Avenue on the south with access available from the east via a shared access driveway with the existing commercial shopping center. The existing curb and gutter along East Copper Avenue would be removed to construct a street-type approach in accordance with Public Works standard P-76. The car wash will have a tunnel with two driveway aisles and a 16-stall vacuuming area which will be located to the east of the car wash tunnel. One driveway aisle will be 9 ft. 3 in. and the other will be 9 ft. There will also be two pay stations located on the northern portion of the site. Total proposed building area including the car wash tunnel office, bathroom and storage is 3,500 sq. ft. There will also be 2,813 sq. ft. of canopy over the vacuum area and car wash tunnel entrance. The project site will be buffered by landscaping areas on the north, south and west of the property which will serve to mitigate noise and light generated by operation of the car wash (Figure 2 and Figures 3a - 3d). A landscaping strip will also be provided to the east of the car wash tunnel. An 8-ft. masonry sound barrier wall is proposed along the north and west property lines of the project site. Several existing utility easements will remain including an 11 ft. easement on the north of the property, a 30 ft. easement on the west of the property, and a 77 ft. PG&E easement on the south of the property. The highest point on the parapet of the car wash is 21 ft. and the canopy will be a height of 15 ft. The project would produce wastewater from the car wash process. However, the project integrates a recycling and filtering system that would remove and settle solids, greases, and other material into an underground reclamation tank for recycling and reuse. The project conserves water by recycling water. The project also includes two bathrooms, each with one toilet and sink, a 300 sq. ft. office and equipment room. Existing water, sewer, storm drains, and electricity are located within East Copper Avenue to the south as well as to the west and north. A water fire suppression line is located within the proposed driveway on the east (refer to Figure 2). Construction of the project would result in site preparation activities including minor grading, paving and trenching to install utilities as well as pouring concrete, laying pavement, erecting the car wash structure and teller booths, installing landscaping and lighting, etc.

9. **Surrounding land uses and setting (see Photos 1 & 2):**

	Planned Land Use	Existing Zoning	Existing Land Use
North	Community Commercial	CC (Commercial – Community)	Vacant
East	Community Commercial	CC (Commercial – Community)	Vacant
South	Low Density Residential	RS-3 (Residential Single-Family, Low Density)	Single-Family Residential south side of East Copper
West	Public/Quasi Public Facility	PI (Public and Institutional)	PG&E Substation

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

Fresno County, Department of Public Health

Fresno Metropolitan Flood Control District

Fresno Irrigation District

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 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. Pursuant to Senate Bill 18 (SB 18), Native American tribes traditionally and culturally affiliated with the project area were invited to consult regarding the project based on a list of contacts provided by the Native American Heritage Commission (NAHC). This list includes tribes that requested notification pursuant to Assembly Bill 52 (AB 52). Two tribes, the Dumna Wo Wah and Table Mountain tribes, requested notification. The City of Fresno mailed notices of the proposed project to the Dumna Wo Wah and Table Mountain tribes on February 28, 2023, which included the required 90-day time period for tribes to request consultation, which ended on May 29, 2023. Neither tribe requested consultation.



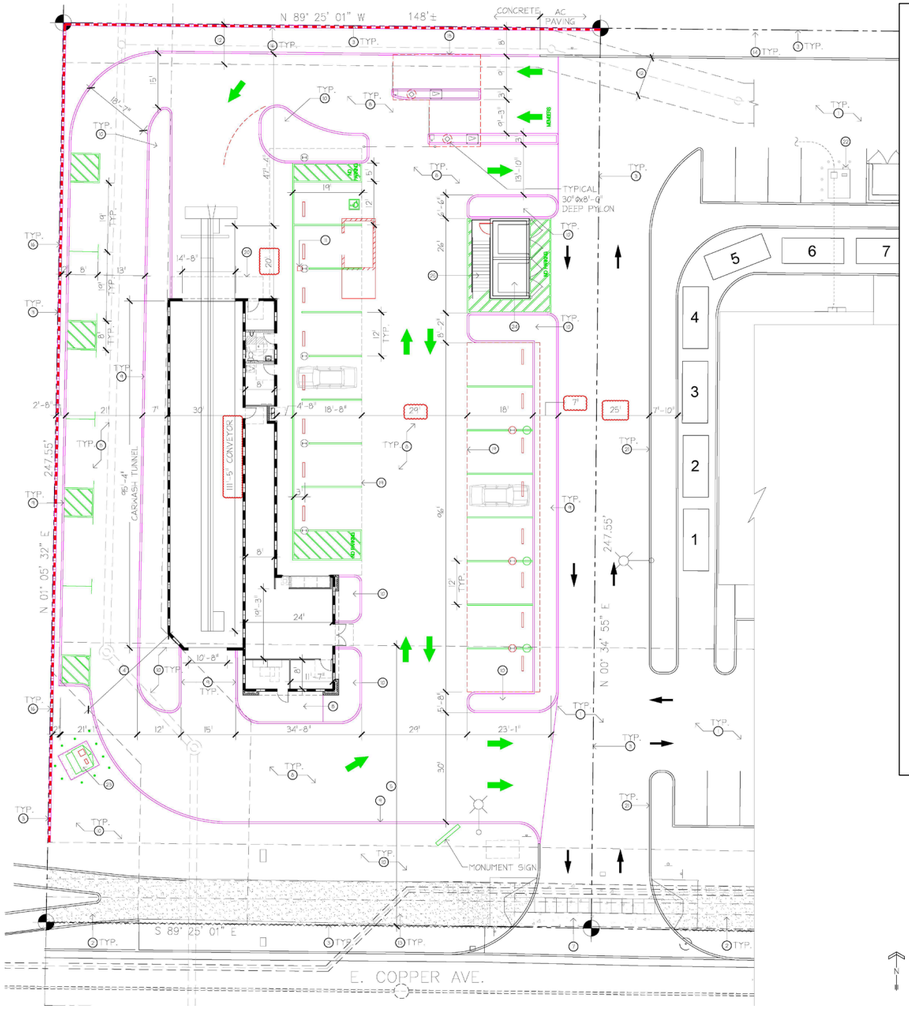
Figure 1
Aerial of Project Site and Surrounding Area



Photo 1: View looking northwest from southeastern corner of project site. The site has been rough graded and disturbed in anticipation of development.



Photo 2: View looking northwest towards project site. PG&E Substation to the west and residential development to the north are visible. Infrastructure including fire hydrant, manhole and overhead electrical are visible.



KEYED NOTES

1. LOCATION OF EXISTING AC PAVING TO REMAIN.
2. LOCATION OF EXISTING PUBLIC SIDEWALK TO REMAIN.
3. LOCATION OF EXISTING PROPERTY LINE TO REMAIN, TYP.
4. LOCATION OF EXISTING 30' P.U.E. TO REMAIN.
5. LOCATION OF EXISTING 77' PG&E EASEMENT TO REMAIN.
6. LOCATION OF EXISTING SHARED TRASH ENCLOSURE.
7. LOCATION OF EXISTING DRIVE APPROACH.
8. LOCATION OF NEW CONCRETE FLATWORK.
9. LOCATION OF NEW CONCRETE CURB.
10. LOCATION OF NEW LANDSCAPE AND IRRIGATION.
11. LOCATION OF NEW PULL BOX FOR FUTURE EV CHARGERS.
12. LOCATION OF EXISTING 11' EASEMENT TO REMAIN.
13. LOCATION OF NEW PUBLIC SIDEWALK.
14. LOCATION OF EXISTING CMU BLOCK WALL TO REMAIN.
15. LOCATION OF NEW 12' HIGH CMU BLOCK SOUND WALL.
16. LOCATION OF NEW 8' HIGH CMU BLOCK RETAINING WALL.
17. LOCATION OF NEW VACUUM PUMP HOUSE.
18. LOCATION OF NEW PAY STATION AND CANOPY.
19. DASHED LINES INDICATES LOCATION OF NEW CARPORT ABOVE.
20. DASHED LINES INDICATES LOCATION OF NEW CANOPY ABOVE.
21. LOCATION OF EXISTING CONCRETE CURB TO REMAIN.
22. LOCATION OF EXISTING TRANSFORMER TO REMAIN.
23. LOCATION OF NEW TRANSFORMER.
24. LOCATION OF VACUUM/COMPRESSED AIR STRUCTURE WITH OPEN TRASH ENCLOSURE BELOW.
25. LOCATION OF OPEN STEEL STAIRS WITH HANDRAIL/GAURDRAIL TO ACCESS VACUUM/COMPRESSED AIR STRUCTURE ABOVE THE OPEN TRASH ENCLOSURE.

PROJECT DATA

GENERAL DATA:

SITE ADDRESS:	NWC OF COPPER AVE. AND MAPLE AVE. FRESNO, CALIFORNIA 93730

BUILDING DATA:

OCCUPANCY TYPE:	B (CAR WASH)
TYPE OF CONSTRUCTION:	TYPE VB (SPRINKLERED)
NUMBER OF STORIES:	SINGLE STORY
FIRE SPRINKLERS:	YES
FIRE ALARM:	YES
OTHER FIRE PROTECTION SYSTEM:	NO
SMOKE CONTROL SYSTEM:	NO
SEISMIC JOINTS:	NO
EMERGENCY RESPONDER RADIO COVERAGE:	NO
SEPARATED:	NO
BUILDING AREA:	3,500 SQ.FT.
CANOPY AREA:	2,813 SQ.FT.
GROSS BUILDING AREA:	6,313 SQ.FT.

PARKING DATA:

PARKING STALL REQUIREMENTS:
1 SPACES PER 250 SQ. FT. OF ANY INDOOR SALES, OFFICE, OR LOUNGE AREAS.

OFFICE AREA:	161 SQ.FT.
TOTAL AREA:	161 SQ.FT.

REQUIRED PARKING STALLS:
1 PARKING SPACES 15 REQUIRED.

STALLS PROVIDED:

STANDARD VEHICLE PARKING STALLS PROVIDED:	15 STALLS
VAN ACCESSIBLE PARKING STALLS PROVIDED:	1 STALL
EMPLOYEE PARKING STALLS PROVIDED:	6 STALL
TOTAL PROVIDED VEHICLE PARKING STALLS:	22 STALLS

EV CAPABLE SPACES:

4 FUTURE (PER CALGREEN TABLE 5.106.5.3.1)

Figure 2
Proposed Project Site Plan

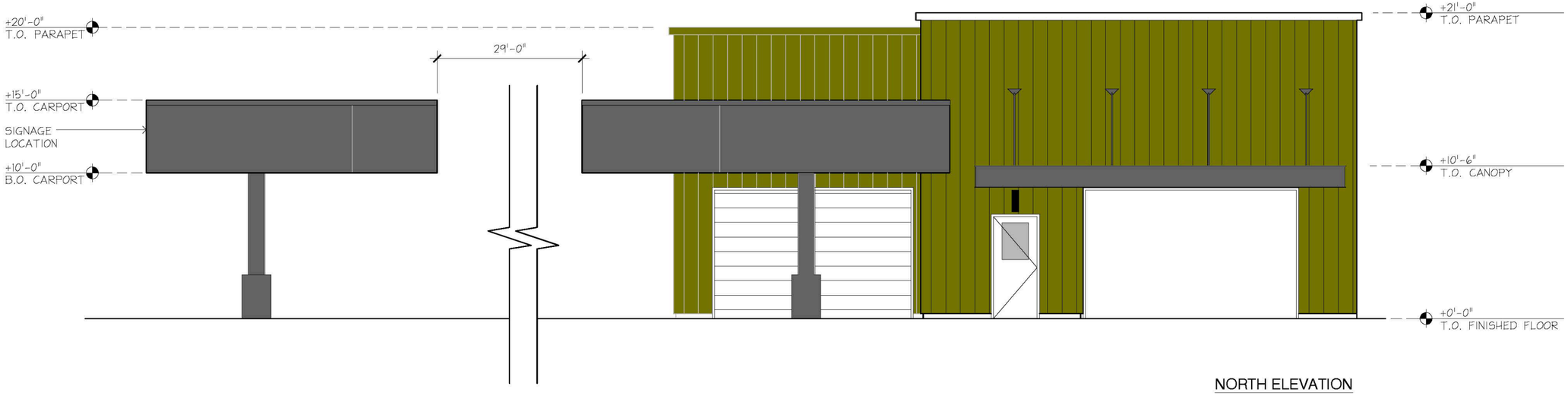
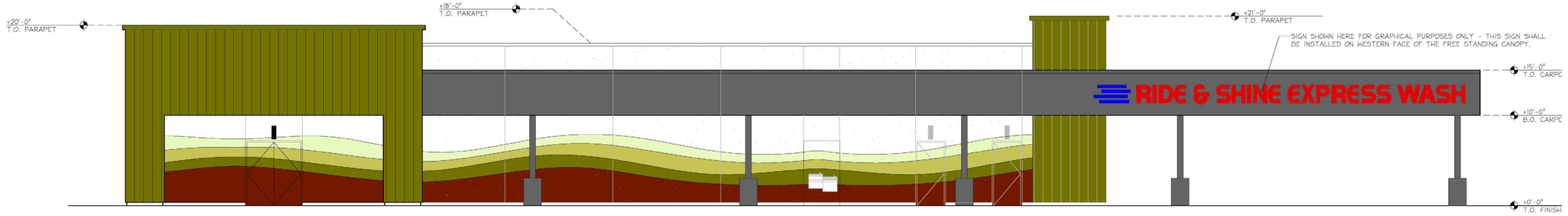


Figure 3a
North Elevation



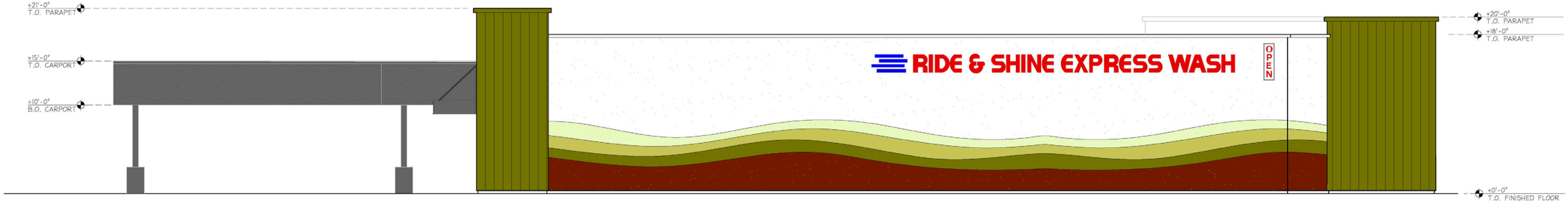
SOUTH ELEVATION

Figure 3b
South Elevation



EAST ELEVATION

Figure 3c
East Elevation



WEST ELEVATION

Figure 3d
West Elevation

SITE CROSS-SECTIONAL ELEVATION

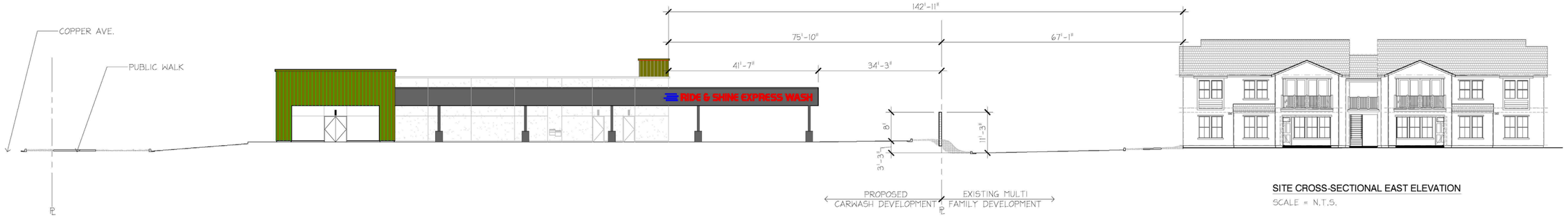


Figure 3e
Site Cross Sectional Elevations

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐	Aesthetics	☐	Agriculture 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.

Erik Young 9/11/2025

Planner Name, Title Date

EVALUATION OF 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. For purposes of this Initial Study “mitigation incorporated into the project” means mitigation developed specifically for an individual project.

    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 tiering or another 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 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.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in PRC Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

DISCUSSION

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

No Impact. A scenic vista is generally defined as a public vantage point with an expansive view of a significant landscape feature. An impact on scenic vistas is considered significant if it substantially diminishes, blocks, or impedes an expansive view of a significant landscape feature from a public vantage point. The City of Fresno contains views of highly valued features such as the San Joaquin River, Sierra Nevada Mountain foothills, and buildings in Downtown Fresno. Figure POSS-2 in the

Fresno General Plan has identified six vista points along the San Joaquin River bluff.[1]

The project site is within the Woodward Park Community Plan and is surrounded by development. The project would be located on a vacant parcel on the north side of East Copper Avenue, near (approximately 525 feet to the west of) the northwest corner of East Copper and North Maple Avenues. This area is not designated as having scenic quality nor would development of the site adversely affect a scenic vista as there are no scenic vistas in the area. No impact would occur.

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

No Impact. There are no designated scenic highways in Fresno County. A segment of Highway 168 starting near Fresno State University (approximately 5 miles southeast of the project site) and terminating at Shaver Lake is designated as "eligible." (Caltrans 2025). The project site is currently vacant, disturbed land that has been rough graded. There are no scenic resources as trees or rock outcroppings nor are there historic buildings on the site No impact to scenic resources would occur.

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 is in an urbanized area surrounded by residential uses to the north and south, community commercial uses to the east (Rite Aid, restaurants, etc.). The parcel is currently zoned Community Commercial and requires a rezone to General Commercial to allow the proposed car wash use. The project has been designed to fit the context of the site and will be designed to be architecturally compatible with the style and materials used in the surrounding area. Such materials will include stucco finished masonry walls and stacked stone veneer treatments. Landscaping is proposed along the north, south and west boundaries of the project site and a landscaping strip is proposed to the east of the car wash tunnel. An 8-foot masonry sound barrier wall is proposed along the north and west property lines of the project site. These features would provide both noise and light mitigation. The project would not conflict with specific regulations governing scenic quality. Following rezoning of the site, the project would have no conflict or impact with applicable zoning and other regulations governing scenic quality. Impacts to scenic quality are considered less than significant.

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 project is in an urbanized area with existing street lighting as well as lighting at the Rite Aid shopping center to the east. Outdoor lighting

1 City of Fresno. 2014. Fresno General Plan. Chapter 5: Parks, Open Space, and Schools. Figure POSS-2: San Joaquin River Parkway Path & Trail Access Points. pg. 5-19. Website: https://www.fresno.gov/wp-content/uploads/2023/03/General-Plan-5-Parks-Open-Space-and-Schools-7-19.pdf (accessed August 2023).

will be designed consistently with Citywide Development Code SEC. 15-2015. - Outdoor Lighting and Illumination. All lighting will be hooded and directed to avoid causing any trespass or nuisance to the public right-of-way or nearby residents. Landscaped areas proposed on the north, south and west property lines of the project site will serve to mitigate lighting at the car wash as well as the headlights of vehicles using the car wash. In addition, an 8-foot masonry sound barrier wall is proposed along the north and west property lines of the project site which would also obscure vehicle headlights. Based on design features of the project (landscaping, light shielding, walls), the project would not create a new source of substantial light which would adversely impact nighttime views in the area. Impacts would be less than significant.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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 proposed project site is located on land designated as "Urban and Built-Up Land" on the California Important Farmland Finder website (DOC 2025). Development of the proposed project would have no impact on conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. *

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

No Impact. The project site is currently identified for urban development and is designated and zoned Community Commercial. As noted in item "a)" above, the project would not convert farmland. In addition, the site is not encumbered with a Williamson Act Contract. Therefore, no impact would occur.

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. The City of Fresno General Plan Land Use and Circulation Map does not include forest or timberland land uses. The project site is currently zoned Community Commercial. No impact to forests or timberlands would occur.

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

No Impact. See response to item "c)" above. No impact would occur with regard to loss or conversion of forest land.

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. As described in items a), b) and c) above, the project site is not designated agricultural/farmland and there are no forest lands within the city. No impact on conversion of farmland or forest land would occur in association with the proposed project.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

DISCUSSION

The following discussion is based on the Copper Express Car Wash Development Air Quality/GHG Assessment prepared by JK Consulting (2025a-) which is included as Attachment A of this document.

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

Less than Significant Impact. A significant impact could occur if the proposed project conflicts with or obstructs with implementation of the San Joaquin Valley Air Pollution Control District's (SJVAPCD) 2016 Plan for the 2008 8-Hour Ozone Standard, 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards, and 2007 PM10 Maintenance Plan. Conflicts and obstructions that hinder implementation of the SJVAPCD Plans can delay efforts to meet attainment deadlines for criteria pollutants and maintain existing compliance with applicable air quality standards.

As noted previously, the project includes a GPA from Commercial Community and Residential Multi-Family Urban Neighborhood (CC) to Commercial General as well as a Rezone from Commercial Community (CC) to Commercial General (CG) Zone District. The City of Fresno General Plan Policy RC-4-b requires the development and incorporation of air quality maintenance requirements (Air Quality Attainment and Maintenance Plans) as conditions of approval for GPA's. General Plan Policy RC-4-c requires the use of SJVAPCD approved computer models to evaluate the air quality

impacts of projects that require environmental review. Lastly, City of Fresno General Plan Policy RC-4-d requires the forwarding of GPAs to the SJVAPCD for review of potential air quality and health impacts.

Pursuant to City of Fresno General Plan Policy RC-4-b, RC-4-C, and RC-4-d, consistency with the SJVAPCD's Air Quality Plans (AQPs) is affirmed when a project: 1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and 2) is consistent with the growth assumptions in the AQPs. The analysis presented below demonstrates that the project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

Short-Term (Construction) Impacts

Construction associated with the project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone precursor pollutants (i.e., Reactive Organic Gases [ROG] and Nitric Oxide [NOX) and particulate matter less than 10 microns in diameter (PM10) and less than 2.5 microns in diameter (PM2.5). Construction-generated emissions are temporary in nature, lasting only as long as construction activities occur but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SJVAPCD's thresholds of significance.

Construction-generated emissions associated with the project were calculated using the California Air Resources Board (CARB) and SJVAPCD approved CalEEMod computer program. CalEEMod is designed to model emissions for land use development projects based on typical construction requirements.

The significance criteria established by the SJVAPCD for criteria pollutants, as shown in Table AQ-1, is used for determining environmental significance. These screening criteria can be used to demonstrate that a project's total emissions would not result in a significant impact as defined by CEQA

TABLE AQ-1
SJVAPCD SIGNIFICANCE THRESHOLDS

Pollutant	Construction Emissions tons/year	Operational Emissions (Permitted Equipment & Activities) tons/year	Operational Emissions (Non-Permitted Equipment & Activities) tons/year
ROG	10	10	10
NOx	10	10	10
PM10	15	15	15
PM 2.5	15	15	15
Carbon Monoxide (CO)	100	100	100

Sulfur Oxides (SOx)	27	27	27
Greenhouse Gas (CO2)	None	None	None

Source: JK Consulting, 2025a.

Table AQ-2 summarizes predicted construction emissions for the project. As shown, all criteria pollutant emissions would remain below their respective thresholds during construction. Therefore, project construction emissions would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation. Thus, impacts with regard to conflicting with an AQP are considered less than significant.

TABLE AQ-2
PROJECT CONSTRUCTION EMISSIONS

Pollutant	Project Construction Emissions (tons/year)	SJVAPCD Construction Emissions Threshold (tons/year)	Exceed SJVAPCD Threshold?
ROG	0.0462	10	No
NOx	0.2240	10	No
PM10	0.0154	15	No
PM 2.5	0.0112	15	No
Carbon Monoxide (CO)	0.2514	100	No
Sulfur Oxides (SOx)	0.00041	27	No
Greenhouse Gas (CO2)	36.4640	None	No

Source: JK Consulting, 2025a.

Long-Term (Operational) Impacts

Operational air pollutant emissions are typically estimated using the CalEEMod computer program. However, the quantification of criteria pollutant emissions for CEQA purposes is not required based upon the SJVAPCD's Small Project Analysis Levels (SPAL) guidance. The project includes the development of a 3,500 square foot car wash tunnel which is projected to generate approximately 775 daily trips. (The trip generation for the proposed project with trip generation rates for 1 car wash tunnel equates to 775 daily trips. The full trip generation table can be found in Attachment D.) SPAL guidance has determined that Automobile Care Center land uses that are less than 105,000 square feet AND generate less than 1,550 average daily one-trips for all fleet types (except HHDT) are deemed to have a less than significant impact on air quality. Fast-Food Restaurants with a Drive-Thru that are less than 4,500 square feet AND generate less than 1,500 Daily one-way trips are also deemed to have a less than significant impact on air quality. While the exact characteristics of the Project are not identified in the SPAL guidance, the project's square footage and estimated daily trips fall below the SPAL criteria for the two land uses described above and 90% of the Commercial, Retail, and Recreational land uses.

Nevertheless, the Project's operational emissions in comparison to the SJVAPCD's thresholds of significance are provided in Table AQ-3. As shown in Table AQ-3, all

criteria pollutant emissions would remain below their respective thresholds during project operations. As a result, the project is deemed to have a less than significant impact on air quality. Therefore, project operational emissions would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

Consistency with AQP's

The project's consistency with the SJVAPCD's Plan for the 2008 8-Hour Ozone Standard, 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards, and 2007 PM10 Maintenance Plan is confirmed by determining consistency with the City of Fresno General Plan which was adopted on December 18, 2014. The City of Fresno and Fresno County general plans include Land Use Elements that contain various types of land uses needed for future growth within their respective jurisdictions. Growth projections included within the general plans are utilized by Fresno Council of Governments (Fresno COG) to project future trips and Vehicle Miles Traveled (VMT) which is ultimately used by the SJVAPCD in the development of the Air Quality Plans (AQPs). The AQPs compute current and future pollutant emissions based on land uses from the general plans. The control measures and emission reductions necessary to meet the air quality standards are described in the AQPs.

The Trip Generation and Vehicle Miles Traveled Analysis prepared for the project includes a comparison of regional VMT with and without the project. The analysis utilized VMT outputs from the Fresno COG regional model. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the project and a VMT of 22,835,426 with the project, which is within the City's VMT threshold of a net zero increase for retail land uses. As a result, there are no impacts to VMT associated with the project. Therefore, the project would be consistent with the growth projections and VMT applied in the City of Fresno General Plan and the growth assumptions used in the applicable AQPs. The project will not conflict with or obstruct implementation of any air quality plans.

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?

The Fresno County area is nonattainment for Federal and State air quality standards for ozone; in attainment of Federal standards and nonattainment for State standards for PM10; and nonattainment for Federal and State standards for PM2.5. The SJVAPCD has prepared the 2016 Plan for the 2008 8-Hour Ozone Standard, 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards, and 2007 PM10 Maintenance Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed above, the project is consistent with the currently adopted General Plan for the City of Fresno and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the project is consistent with the growth assumptions used in the 2016 Ozone Plan, 2007 PM10 Maintenance Plan, and 2018 PM2.5 Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project isn't characterized as cumulatively insignificant when project emissions fall below thresholds of significance. Table AQ-2 below summarizes thresholds of significance for determining environmental significance established by the SJVAPCD.

As discussed above (Short-Term and Long-Term Impacts), results of the analysis show that emissions generated from construction and operation of the project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. As a result, the project will not 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. Therefore, mitigation is not warranted because the project will result in a less than significant impact.

TABLE AQ-2
PROJECT CONSTRUCTION EMISSIONS

Pollutant	Construction Emissions tons/year	Operational Emissions (Permitted Equipment & Activities) tons/year	Operational Emissions (Non-Permitted Equipment & Activities) tons/year
ROG	10	10	10
Nox	10	10	10
PM10	15	15	15
PM 2.5	15	15	15
Carbon Monoxide (CO)	100	100	100
Sulfur Oxides (SOx)	27	27	27
Greenhouse Gas (CO2)	None	None	None

Source: JK Consulting, 2025a.

c) Expose sensitive receptors to substantial pollutant concentrations?

Short-Term (Construction) Impacts

According to the California Air Resources Control Board, sensitive receptors are children, elderly, asthmatics and others whose are at a heightened risk of negative health outcomes due to exposure to air pollution. The closest sensitive receptor (i.e. residence) to the project site is located approximately 250 feet away on the south side of East Copper Avenue. Fugman Elementary School is located approximately 2,100 feet (0.41 miles) southwest of the project site. Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone precursor pollutants (i.e., ROG and NOX) and PM10 and PM2.5. Construction-generated emissions from heavy equipment and dust are temporary in nature, lasting only as long as construction activities occur but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SJVAPCD's thresholds of significance.

Construction-generated emissions associated with the project were calculated using the CARB and SJVAPCD approved CalEEMod computer program. CalEEMod is designed to model emissions for land use development projects based on typical construction requirements. Table AQ-1 (above) summarizes predicted construction emissions for the project and demonstrates that all criteria for pollutant emissions would remain below their respective thresholds during construction. Therefore, mitigation is not warranted since there is a less than significant impact from project construction emissions.

Long-Term (Operational) Impacts

Criteria Pollutants

Operational air pollutant emissions are typically estimated using the CalEEMod computer program. However, the quantification of criteria pollutant emissions for CEQA purposes is not required based upon the SJVAPCD's Small Project Analysis Levels (SPAL) guidance. Automobile Care Center land uses, identified in the SPAL guidance, that are less than 105,000 square feet AND generate less than 1,550 average daily one-trips for all fleet types (except HHDT) are deemed to have a less than significant impact on air quality. Fast-Food Restaurants with a Drive-Thru that are less than 4,500 square feet AND generate less than 1,500 Daily one-way trips are also deemed to have a less than significant impact on air quality. The project `includes the development of a 95-ft 4-in. car wash tunnel with total building area of 3,500 sq. ft. which is projected to generate approximately 775 daily trips. While the exact characteristics of the project are not identified in the SPAL guidance, the project's square footage and estimated daily trips fall below the SPAL criteria for the two land uses described above and 90% of the Commercial, Retail, and Recreational land uses (JK Consulting 2025a, p. 11). As a result, the project is deemed to have a less than significant impact on air quality, and as such, are excluded from quantifying criteria pollutant emissions for CEQA purposes. Therefore, mitigation is not warranted since there is a less than significant impact from project operational emissions.

Toxic Air Contaminants

The solid particles in diesel exhaust, according to the CARB California Almanac of Emissions and Air Quality (2013), are known as particulate matter (PM), which includes carbon particles. In 1998, CARB identified diesel particulate matter (DPM) as a toxic air contaminant based on its potential to cause cancer and other health problems. Diesel exhaust has hundreds of different gaseous and particulate components, many of which are harmful, and have been classified as a human carcinogen. Diesel particles are so small that they penetrate deep into the lungs. According to studies, DPM concentrations are significantly greater near busy intersections and roads. Heavy-duty vehicles and off-road construction equipment are the main sources of diesel-related emissions. The CARB's Air Quality and Land Use Handbook (2005) provides recommendations for siting new sensitive land uses

within proximity to facilities known to generate TACs such as freeways, distribution centers, railyards, and refineries (refer to Table 6 of Appendix A of this document) (JK Consulting 2025a, p. 16).

The characteristics of the proposed project are not consistent with the TAC source categories presented in Table 6 of Attachment A. Furthermore, the closest sensitive receptor is approximately 250 feet away on the south side of East Copper Avenue. As a result, the project would not expose adjacent sensitive receptors to toxic air emissions or generate TAC's that would have a significant impact on the environment. Therefore, mitigation is not warranted since there is a less than significant impact from project operational emissions.

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

The likelihood that a project might produce odors should be assessed per CEQA guidelines. Any project that has the potential to regularly subject people to offensive odors should be considered to have a major impact. Nuisance odors may be assessed qualitatively by taking into consideration project design elements and proximity to off-site receptors that potentially would be exposed objectionable odors.

The potential significance of odor emissions depends on an odor source's strength and proximity to sensitive receptors. Various facilities that have been reported to cause odors in the SJVAB have been identified by the SJVAPCD. These include wastewater treatment facilities, landfills, food processing facilities, dairy feedlots etc. (refer to Table 7 of Appendix A of this document). The characteristics of the proposed project do not fit any of the facilities identified in Table 7 of Appendix A. In addition, the project is not expected to generate any offensive odors given the nature of the project as a car wash. As a result, emissions generated during project construction and operations would not expose sensitive receptors to objectionable odors. Therefore, mitigation is not warranted since there is a less than significant impact from project operational emissions.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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 project is in an urban setting in north Fresno. The site is vacant, rough graded and surrounded by development including the PG&E Substation to the west, residential uses to the north and a Rite Aid to the west of Maple Avenue. East Copper Avenue borders the site on the south with residential uses further to the south. The project site does not contain any natural habitat that would serve to attract candidates, sensitive or special status species. Therefore, the project would have a less than significant impact on any species identified as a candidate, sensitive or special status species.

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. The project site is in an urban setting in north Fresno. The site is vacant, rough graded and surrounded by development. No riparian habitat or other sensitive natural community are present as evidenced by the disturbed nature of the site and surrounding urban development (see Photos 1 and 2). Therefore, the project would have no impact on any riparian habitat or other sensitive natural community.

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. As discussed under items “a)” and “b)” above, the project site is in an urban setting in north Fresno. The site is highly disturbed, surrounded by development and does not have any wetlands present. No impact would occur to a federally protected wetland.

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. Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. The project site is in north Fresno surrounded by urban uses including a PG&E substation on the west, residential development to the north, commercial uses to the east, and East Copper Avenue to the south. While there is a man-made retention basin to the northeast of the site, the area is void of natural open space. As such, the project site does not serve as an important wildlife corridor or habitat linkage for larger mammals and species that are limited to native habitats. Therefore, impacts regarding interfering with the movement of wildlife would occur are considered less than significant.

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

No Impact. As discussed under item “a)” rough grading of the site has limited vegetation growth and potential for biological resources. There are no trees on the site. Therefore, the project would not conflict with any local policies or ordinances protecting a biological resource. No impact would occur.

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 City of Fresno is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. No impact would occur.

Mitigation Measures

None.

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

DISCUSSION

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

No Impact. Section 15064.5 identifies four specific criteria to determine if a resource is determined to be historic. The project site is a vacant parcel in an urban setting in north Fresno. The site does not have any structures, therefore there are no resources to evaluate relative to the Section 10564.5 criteria. Given the vacant condition of the site, no impact to a historical resource would occur in association with the project.

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

Less than Significant with Mitigation Incorporated. The project site is in an urban setting in northwest Fresno. The site has been disturbed (rough graded) and the surrounding area is developed. While there is no evidence that archaeological resources exist on the project site, there is some possibility that hidden and buried resources may exist on the project site with no surface evidence which would be potentially significant. Thus, to further assure construction activities do not result in significant impacts to any potential cultural resources discovered below ground surface, the project shall incorporate Mitigation Measure CUL-1 which requires construction to stop in the immediate vicinity of the find and consultation with a qualified historical resources specialist to determine whether the resource requires further study. (see Attachment E).

With mitigation measure CUL-1 incorporated, impacts to previously unknown archaeological resources will be reduced to less than significant.

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

Less than Significant with Mitigation Incorporated. As described in item "a)" above, the project site and the surrounding area have been previously disturbed. In the unlikely event that human remains are discovered, implementation of Mitigation Measure CUL-2 which would require construction activity to cease immediately and contact the County Coroner to determine deposition origin and deposition of remains (see Attachment E). Following implementation of Mitigation Measure CUL-2, potential impacts to unknown human remains would be reduced to less than significant.

Mitigation Measures

Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities. 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 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 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.

Mitigation Measure CUL-2: 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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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 following analysis of Energy is based on the Energy Assessment prepared by JK Consulting (2025b) included as Attachment B to this document.

Short-Term (Construction)

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Energy impacts from construction are generally attributable to the manufacture and transportation of building materials, preparation of the site for grading activities, utility installation, paving, and building construction and architectural coating. It should be noted that the project is subject to California Code of Regulations (CCR), Title 24 building standards. The Title 24 California Building Standards Code is a wide-ranging set of requirements for energy conservation and green design that apply to the structural, mechanical, electrical, and plumbing systems in a building. The provisions of Title 24, Part 6 are applicable to the following components of the project:

- Space-Conditioning Equipment
- Fenestration products and exterior doors

- DECRA Metal Roofing (Orange Color)
- Lighting controls
- Electrical power distribution system

Gasoline and diesel fuel used in the operation of off-road equipment, trucks, and worker traffic would be the primary source of energy consumption during the construction of the project. Energy consumption generated during the construction phase was estimated using CalEEMod defaults for construction equipment since the specific mix of construction equipment is not presently known. It should be noted that energy usage from construction of the project would be temporary in nature and would cease when construction is complete. Table E-1 provides a list of the construction equipment used in development of the project site per CalEEMod defaults. Table E-2 shows the anticipated worker and vendor trips associated with development of the project.

TABLE E-1
PROJECT CONSTRUCTION EQUIPMENT

Phase Name	Offroad Equipment Type	Amount	Days	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	10	8	81	0.73
	Rubber Tire Dozers	1	10	1	247	0.40
	Tractors/Loaders/Backhoes	1	10	6	97	0.37
Site Preparation	Graders	1	1	8	187	0.41
	Tractors/Loaders/Backhoes	1	1	8	97	0.37
Grading	Graders	1	2	6	187	0.41
	Rubber Tired Dozers	1	2	6	247	0.40
	Tractors/Loaders/Backhoes	1	2	7	97	0.37
Building Construction	Cranes	1	100	4	231	0.29
	Forklifts	2	100	6	89	0.20
	Tractors/Loaders/Backhoes	2	100	8	97	0.37
Paving	Cement & Mortar Mixers	4	5	6	9	0.56
	Paver	1	5	7	130	0.42
	Rollers	1	5	7	80	0.38
	Tractors/Loaders/Backhoes	1	5	7	97	0.37
Architectural Coating	Air Compressors	1	5	6	78	0.48

Source: CalEEMod 2020.4.0 in JK Consulting 2025a.
Notes: hp-hr = horsepower hour; VMT = Vehicle Miles Traveled; Mpg = miles per gallon

As shown in Table E-2, the estimated consumption of diesel fuel, considering the construction schedule and hours of use determined by CalEEMod, is 4,154 gallons of diesel for the development/construction of the project.

TABLE E-2
PROJECT CONSTRUCTION TRIPS

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauler Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10	0	0	10.80	7.30	20.0	LD_Mix	HDT_ Mix	HHDT
Site Preparation	2	5	1	0	10.80	7.30	20.0	LD_Mix	HDT_ Mix	HHDT
Grading	3	8	0	0	10.80	7.30	20.0	LD_Mix	HDT_ Mix	HHDT
Building Construction	5	1	0	0	10.80	7.30	20.0	LD_Mix	HDT_ Mix	HHDT
Paving	7	18	0	0	10.80	7.30	20.0	LD_Mix	HDT_ Mix	HHDT
Architectural Coating	1	0	0	0	10.80	7.30	20.0	LD_Mix	HDT_ Mix	HHDT

Source: CalEEMod 2020.4.0 in JK Consulting 2025a.

Vehicle Miles Traveled (VMT) estimates during the construction of the project were also determined by data points in the CalEEMod program. Worker, vendor, and haul trips would result in 4,089 VMT for the duration of construction activities. As noted in Table E-3 construction trips would account for approximately 272 gallons of motor vehicle fuel.

TABLE E-3
PROJECT CONSTRUCTION ENERGY CONSUMPTION

Activity	Variable	Consumption Rate	Total Consumption
Construction Equipment – Diesel	Equipment Use – hp-hr	0.05 gallons/hp-hr	4,154 gallons (diesel)
	Hours of Use	101 hours	
Construction Worker	VMT	VMT = 3,359 mpg = 19.36	174 gallons (gasoline)
Construction Vendor	VMT	VMT = 730 mpg = 7.44	98 gallons (diesel)

Source: CalEEMod 2020.4.0/EMFAC 2021 in JK Consulting (2025b).
Notes: hp-hr = horsepower hour; VMT – Vehicle Miles Traveled; mpg = miles per gallon

Long-Term (Operations)

The project's operation will include typical equipment consistent with automated car wash developments such as washing, drying, and vacuum systems. Table E-4 provides an estimate of energy use for the proposed project. Estimated electricity, natural gas, and motor vehicle gasoline consumption were derived from estimates included in the

CalEEMod program. As shown, the project would consume approximately 29,274 kWh of electricity, 70,380 kBtu of natural gas, and 40,042 gallons of gasoline per year. Project electricity, natural gas, and vehicle gasoline consumption equates to roughly 0.000010%, 0.000003%, and 0.000221%, respectively, of statewide consumption.

TABLE E-4
PROJECT OPERATIONAL ENERGY CONSUMPTION

LAND USE	ELECTRICITY USE (kWh/year)	NATURAL GAS (kBtu/year)	VEHICLE GASOLINE (gallons/year)
3,938 sq. ft. car wash	29,274	70,380	40,042
project Total	29,274	70,380	40,042
State Consumption (2019)[1]	279,510,000,000	2,217,200,000,000	18,086,109,398
project Percentage of Statewide Consumption	0.000010%	0.000003%	0.000221%

Source: CalEEMod 2020.4.0/EMFAC 2021 in JK Consulting 2025b.
Note: kWh – Kilowatt hours; Btu = British thermal units
[1]State Electricity Use (CEC)/ State Natural Gas Use (US EIA/State Gasoline Use (EMFAC 2021)

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (DOT), is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. The Energy Independence and Security Act of 2007 seeks to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas capture and storage. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has gradually increased from about 14.9 mpg in 1980 to 22.3 mpg in 2017 based on data provided by the U.S. Department of Transportation, National Highway Traffic Safety Administration, Fleet Fuel Economy Performance Report, available at: https://one.nhtsa.gov/cafe_pic/CAFE_PIC_fleet_LIVE.html.

The project alone will result in an annual VMT of 775,210 considering CalEEMod calculations, which results in 40,042 gallons of gasoline per year as noted in Table E-4 (assuming 19.36 mpg). It should be noted that the Trip Generation and Vehicle Miles Traveled Analysis prepared for the project included a comparison of regional VMT with and without the project which showed that the region has a VMT of 22,875,724 without the project and a VMT of 22,835,426 with the project. As a result, the project is within the City's VMT threshold of a net-zero increase for retail land uses. In addition, new vehicles accessing the project site would be in compliance with the federal fuel economy standards described above. Fuel efficiency from vehicles accessing the site would increase over the life of the project. Therefore, energy impacts related to fuel consumption during project operations would be less than significant. However, new vehicles accessing the project

site would be in compliance with the federal fuel economy standards described above. As a result, fuel efficiency from vehicles accessing the site would increase over the life of the project. Therefore, energy impacts related to fuel consumption during project operations would be less than significant.

As noted above, the project is subject to CCR Title 24 building standards. Compliance with Title 24 of the CCR would improve energy efficiency and consumption. As a result, construction of the project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Operation of the project would include the use of electricity and natural gas for heating and cooling, lighting, appliances, and water heating. As discussed above, the Title 24 California Building Standards Code is a wide-ranging set of requirements for energy conservation and green design that apply to the structural, mechanical, electrical, and plumbing systems in a building. As a result, project electricity and natural gas use will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

No increases in inefficiencies or unnecessary energy consumption are expected to occur as a direct or indirect consequence of the project. Therefore, any 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. As discussed above, the project is subject to CCR, Title 24 building standards. Compliance with Title 24 of the CCR would improve energy efficiency and consumption. In addition, the project will acquire electricity through the local utility (PG&E) which is subject to the guidelines provided in California Senate Bill 100 (SB 100). SB 100 expedited and expanded the Renewable Portfolio Standard (RPS) program (SB 1078), which obliged utilities to grow renewable generation by at least one percent of sales every year, with a 20 percent target by 2017. SB 100 mandates that a 50% RPS be achieved by December 31, 2026, and a 60% RPS by December 31, 2030. SB 100 also established a new statewide policy target of supplying 100 percent of electricity retail sales and 100 percent of power procured to serve all state agencies by December 31, 2045, using qualifying renewable energy and zero-carbon resources.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth and that designate locations for land uses to regulate growth. The Fresno Council of Governments (Fresno COG) uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT which are then provided to the SJVAPCD to estimate future emissions in the applicable Air Quality Plans (AQPs). Existing and future pollutant emissions and energy consumption computed in the AQPs are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Fresno General Plan which was adopted on December 18, 2014. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the project and a VMT of 22,835,426 with the project, which is within the City's VMT threshold of a net zero increase for retail land uses. As a result, there are no impacts to VMT associated with the project. Therefore, the project would be consistent with the growth projections and VMT applied in the City of Fresno General Plan and the growth assumptions used in the applicable AQPs.

CARB's 2022 Scoping Plan lays forth a plan for achieving carbon neutrality goals and reducing anthropogenic GHG emissions by 85% below 1990 levels by 2045 as required by AB 1279. By implementing clean technologies and fuels, the plan's actions and results will result in significant decreases in the combustion of fossil fuels, further decreases in short-lived climate pollutants, support for sustainable development, increased action on working and natural lands to reduce emissions and sequester carbon, and the capture and storage of carbon. Below is a list of applicable strategies in the Scoping Plan and the project's consistency with those strategies. Achieve 100 percent Zero-Emission Vehicle (ZEV) sales of light-duty vehicles by 2035 and medium-heavy-duty vehicles by 2040. The project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty and medium-heavy-duty vehicles that would access the commercial/retail development. The project would not conflict or obstruct this reduction measure.

Accelerate the reduction and replacement of fossil fuel production and consumption in California. The project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty and medium-heavy-duty vehicles that would access the commercial/retail development. The project would not conflict or obstruct this reduction measure.

- Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

The project is consistent with this reduction measure. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the project and a VMT of 22,835,426 with the project, which is within the City's VMT threshold of a net zero increase for retail land uses. The project would be consistent with applicable plans related to renewable energy and energy efficiency as noted above which facilitates the decrease in overall per capita energy consumption and reliance on fossil fuels such as coal, natural gas an oil, and increases reliance on renewable energy sources. As a result, the project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. A less than significant impact would occur.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would 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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

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.

No Impact. According to the Fresno General Plan, Noise and Safety Element, "Fresno is in one of the more geologically stable areas of California and does not lie within a known active earthquake fault zone" (Fresno, City of 2014 p. 9-22). The discussion goes on to note that "The city is not located in an Alquist-Priolo Special Fault Study Zone, that is, it has not been identified as a zone of special study around active faults" (Fresno, City of 2014 p. 9-22). Thus, no impact is associated with a known earthquake fault.

ii. Strong seismic ground shaking?

Less than Significant Impact. The project is subject to ground shaking in the event of an earthquake along faults in the region including the Great Valley Fault Zone or the Nunez Fault approximately 60 miles to the southwest of Fresno. To minimize damage, development would be designed to withstand strong ground shaking in compliance with the California Building Code (CBC). The General Plan Update and City of Fresno Municipal Code also includes Objective NS-2 (Minimize risks of property damage and personal injury posed by geologic and seismic risks) and Policy NS-2-a (Seismic Protection. Ensure seismic protection is incorporated into new and existing construction, consistent with the Fresno Municipal Code) to reduce ground-shaking impacts (LSA 2020 p. 4.10-15). Finally, Fresno Municipal Code Article 32, Section 15-3302, B(3) requires preparation of a Soils Report to determine presence of critically expansive soils or other soil problems which, if not corrected through engineering and design methods, could lead to structural

defects. However, due to the distance to the known faults, hazards due to ground shaking would be minimal. In addition, compliance with the California Building Code (Title 24, California Code of Regulations) would ensure that the geotechnical design of the proposed project would reduce potential impacts related to seismic ground shaking to less than significant. Therefore, with mandatory compliance with seismic safety standards, potential seismic ground shaking impacts would be reduced to less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction occurs when granular soil below the water table is subjected to vibratory motions, such as those produced by earthquakes. A Geotechnical Report is not required for the project. However, Fresno Municipal Code Section 15-3302 B(3) requires the preparation of a Soils Report identifying potential site-specific soil issues, foundation support and grading parameters required to be implemented as part of the proposed project. Compliance with the findings and recommendations of the Soils Report would reduce any seismic-related ground failure impacts. In addition, all development is required to adhere to the adopted Uniform Building Code (UBC) which will ensure that any seismic safety, soil erosion or other soil-related impacts are reduced. Therefore, impacts associated with liquefaction would be less than significant.

iv. Landslides?

No Impact. The project site is flat and in an urban area. Based on the flat topography of the site and surrounding area, as well as the presence of existing development, no impact would occur regarding landslides.

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

Less than Significant Impact. The project site is underlain by one soil type: Hanford fine sandy loam, silty substratum. Construction of the project would result in site preparation activities including minor grading, paving and trenching to install utilities.

As noted in the discussion of item "aiii)" Fresno Municipal Code Section 15-3302 B(3) requires the preparation of a Soils Report which would identify potential site-specific soil issues, foundation support and grading parameters. The findings of the report would be incorporated into the design as required by the Code. In addition, the Fresno Municipal Code Article 13, Section 15-3102, J , Grading and Erosion Control, requires every approved map to be conditioned in compliance with the requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property, set forth in Appendix Chapter 70 of the Uniform Building Code, 1973 Edition, Volume I, as adopted and amended by the city. Compliance with these policies and with other pertinent regulations will ensure that potential soil erosion impacts, or the potential loss of topsoil, would be 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?

No Impact. The project site is in a developed area with flat topography surrounded by existing urban development. No potential for landslides is present. The Soils Report, as required by Fresno Municipal Code Section 12-1022, will identify potential site-specific soil issues. However, the site and surrounding areas do not show evidence of any sign of damage from shrink-swell or lateral spreading, subsidence, liquefaction or collapse and the site has been rough graded. No impact would occur.

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. As previously noted in item "b)" the project site is underlain by one soil type: Hanford fine sandy loam, silty substratum. This soil is not considered expansive. The project site has been previously disturbed, rough graded, and will be designed and engineered in accordance with the findings of the Soils Report as required by Fresno Municipal Code Section 12-1022. Therefore, direct, and indirect risk to life and property would be 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 project will be served with municipal wastewater and does not require the use of septic tanks or an alternative wastewater disposal system. No impact would occur.

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

Less than Significant Impact. The project site is vacant land surrounded by urban development. The project site and surrounding areas are flat with no distinguishing geologic features. The project would involve some excavation and trenching as part of construction and utility installation. However, the project site and surrounding areas have been previously disturbed and no excavation deeper than 36-inches is anticipated. Thus, the potential to disturb unknown paleontological resources is low based on the depth of excavation and degree of prior disturbance. Impacts would be less than significant.

Mitigation Measures

None. **ENVIRONMENTAL ISSUES**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				

None. ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

DISCUSSION

The following discussion is based on the Copper Express Car Wash Development Air Quality/GHG Assessment prepared by JK Consulting (2025a) which is included as Attachment A of this document.

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

Less than Significant Impact. Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006 (Nunez), expanded California Air Resources Control Board's (CARB's) role to development and oversight of California's main Greenhouse Gas (GHG) reduction programs. These include cap and trade, the Low Carbon Fuel Standard, and the zero-emission vehicle programs. AB 1279 (Muratsuchi) affirms California's plan to achieve net zero GHG emissions by the year 2045. In addition, the bill also mandates that statewide anthropogenic GHG emissions be reduced to at least 85% below the 1990 levels.

The 2022 Scoping Plan lays forth a plan for achieving carbon neutrality goals and reducing anthropogenic GHG emissions by 85% below 1990 levels by 2045 as required by AB 1279. By implementing clean technologies and fuels, the plan's actions and results will result in significant decreases in the combustion of fossil fuels, further decreases in short-lived climate pollutants, support for sustainable development, increased action on working and natural lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Emissions Estimates

The estimated total GHG emissions during the construction phase of the project is 36.5 MT CO_2e as shown in Table AQ-1 above. Construction emissions amortized over a 30-year project lifetime (estimated) yield approximately 1.22 MT CO_2e per year as

shown in Table GHG-1. Total operational emissions combined with amortized construction emissions shows that the project will generate 309.69 MT CO_2e per year as shown in Table GHG-1.

TABLE GHG-1
PROJECT GREENHOUSE GAS EMISSIONS

Emission Source	Emissions (MT CO_2e per Year)
Construction Emissions	36.4640 (1.22)[1]
Operational Emissions	308.47
Total	**309.69**
California Air Resources Board Threshold	7,000
Exceed Threshold?	**No**
California Air Pollution Control Officers Association Threshold	900
Exceed Threshold?	**No**
Sacramento Metropolitan Air Quality Management District Threshold	1,100 - Construction 10,000 - Operations
Exceed Threshold?	**No**
South Coast Air Quality Management District Threshold	3,000
Exceed Threshold?	**No**

Source: JK Consulting Group, LLC 2025a.
[1]Construction emissions amortized over a 30-year project life.
Bay Area Air Quality Management District (BAAQMD), South Coast Air Quality Management District (SCAQMD)

As noted previously, the project is located on the north side of East Copper Avenue, near (approximately 525 ft. to the west of) the northwest corner of East Copper and North Maple Avenues on approximately 0.84 +/- acres of vacant land. The project is characterized as an infill development since it is surrounded by existing residential and commercial land uses.

The 2022 Scoping Plan recognizes three (3) methods for evaluating a project's alignment with the State's climate goals in CEQA GHG analyses. These methods can be used at the discretion of lead agencies for the purpose of determining if a project would have a potentially significant impact on GHG emissions. The three (3) methods are described below:

- Determine if the project includes key project attributes that reduce operational GHG emissions while simultaneously advancing fair housing;
- Determine if the project would result in net-zero GHG emissions;

- Assessment of a projects GHG impact by employing a threshold of significance recommended by the applicable air district or other lead agencies.

While the project is not a residential or Mixed-Use Residential project, it should be noted that the project meets two of the six 'Key Project Attribute(s)' identified in Table 3 (Key Residential and Mixed-Use Project Attributes that Reduce GHGs) of the 2022 Scoping Plan. Specifically, the project meets the following VMT Reduction attributes:

- Is located on an infill site that is surrounded by existing urban uses;
- Does not result in the loss or conversion of natural and working lands.

The second method identified in the 2022 Scoping Plan is based on whether a project would result in net-zero GHG emissions. The Trip Generation and Vehicle Miles Traveled Analysis prepared for the project includes a comparison of regional VMT with and without the project. The analysis utilized VMT outputs from the Fresno COG regional model. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the project and a VMT of 22,835,426 with the project, which is within the City's VMT threshold of a net-zero increase for retail land uses. As a result, the project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, mitigation is not warranted since there is a less than significant impact from project operational emissions.

As documented in the 2022 Scoping Plan, the third method allows for lead agencies to analyze GHG impacts of a project by utilizing thresholds of significance recommended by the SJVAPCD or other lead agencies. The SJVAPCD has not established specific thresholds of significance for GHG emissions.

While existing GHG emission thresholds developed by other lead agencies were based on consistency with meeting AB 32 goals, they provide some perspective on the GHG emissions generated by the project. The Bay Area Air Quality Management District (BAAQMD) adopted new Project Level Climate Impact Thresholds of Significance, on April 20, 2022, which rely upon necessary design elements to achieve California's long-term climate goal of carbon neutrality by 2045. Chapter 3 of BAAQMD's 2022 CEQA Guidelines indicates that a land use project will have a less than significant impact related to operational GHG emissions if (must include Part A or B):

- **Part A** – Project must include the following project design elements

    - Buildings
        - The project will not include natural gas appliances or natural gas plumbing.

        - The project will not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 2100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines

- Transportation
  - The project will achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target that reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

    i. Residential projects: 15 percent below the existing VMT per capita
    ii. Office projects: 15 percent below the existing VMT per employee
    iii. Retail projects: no net increase in existing VMT

  - The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

- **Part B** – Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

Part A: Project Design Elements - Building

The project will use energy-efficient materials, and modern construction practices, following building regulations/standards (Title 24, California Code of Regulations [CCR]) which would improve the project's energy efficiency and consumption. The Title 24 California Building Standards Code is a wide-ranging set of requirements for energy conservation and green design that apply to the structural, mechanical, electrical, and plumbing systems in a building. Energy consumption during construction and operation will align with typical commercial usage but will vary based on personal choices and building design. In addition, development of the project will not include natural gas appliances or natural gas plumbing per project representatives. The project will comply with the City's energy efficiency policies (General Plan Policies RC-8-a through RC-8-k), ensuring it does not result in wasteful or inefficient energy consumption.

Part A: Project Design Elements - Transportation

As noted previously, the Trip Generation and Vehicle Miles Traveled Analysis prepared for the project includes a comparison of regional VMT with and without the project. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the project and a VMT of 22,835,426 with the project, which is within the City's VMT threshold of a net-zero increase for retail land uses. In addition, the analysis shows that the project will meet the 'no net' increase in existing VMT requirement as defined in the Governor's Office of Planning and Research's technical advisory. Project design elements also include four (4)

Electrical Vehicle (EV) capable spaces, to be compliant with 2022 CALGreen Code Non-Residential TIER 2 Measures (A5.106.5.3.2).

The project will meet the project specific design elements identified in Part A of the BAAQMD Project Level Climate Impact Thresholds of Significance. The project will not conflict with or obstruct California's long-term climate goal of carbon neutrality by 2045. As a result, the project would have a less than significant impact related to GHG emissions.

Other Lead Agency GHG Thresholds

The CARB, California Air Pollution Control Officers Association, Sacramento Metropolitan Air Quality Management District, and South Coast Air Quality Management District established GHG thresholds for their respective regions. Table 8 shows the yearly GHG emissions generated by the project as determined by the CalEEMod model. The projected operational GHG emissions generated by the project reflect between 3.08% and 34.41% of the various thresholds identified by other lead agencies. As a result, the project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, mitigation is not warranted since there is a ***less than significant impact*** from project operational emissions.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Fresno Council of Governments region, CARB set targets at six (6) percent per capita decrease in 2020 and a thirteen (13) percent per capita decrease in 2035 from a base year of 2005.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. AB 1279 (Muratsuchi) affirms California's plan to achieve net zero GHG emissions by the year 2045. In addition, the bill also mandates that statewide anthropogenic GHG emissions be reduced to at least 85% below the 1990 levels. The 2022 Scoping Plan lays forth a plan for achieving carbon neutrality goals and reducing anthropogenic GHG emissions by 85% below 1990 levels by 2045 as required by AB 1279.

The 2022 Scoping Plan recognizes three (3) methods for evaluating a project's alignment with the State's climate goals in CEQA GHG analyses. These methods can be used at the discretion of lead agencies for the purpose of determining if a project would have a potentially significant impact on GHG emissions.

While the project is not a residential or Mixed-Use Residential project, it should be noted that the project meets two of the six 'Key Project Attribute(s)' identified in Table 3 (Key Residential and Mixed-Use Project Attributes that Reduce GHGs) of the 2022 Scoping Plan. Specifically, the project meets the following VMT Reduction attributes:

- Is located on an infill site that is surrounded by existing urban uses;
- Does not result in the loss or conversion of natural and working lands.

The second method identified in the 2022 Scoping Plan is based on whether a project would result in net zero GHG emissions. The Trip Generation and Vehicle Miles Traveled Analysis prepared for the project includes a comparison of regional VMT with and without the project. The analysis utilized VMT outputs from the Fresno COG regional model. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the project and a VMT of 22,835,426 with the project, which is within the City's VMT threshold of a net-zero increase for retail land uses. The project is therefore consistent with the applicable strategies and measures in the 2022 Scoping Plan. The project would not impede the GHG reduction goals for the year 2045 (85% below 1990 levels) identified in AB 1279 or the GHG reduction goals identified in SB 375 and Executive Order B-30-15.

The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, mitigation is not warranted since there is a less than significant impact from project operational emissions.

Mitigation Measures

None. **ENVIRONMENTAL ISSUES**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
IX. HAZARDS AND HAZARDOUS MATERIAL – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒

None. ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

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 project is the construction and operation of a 3,500 square foot automated drive-thru car wash. Appreciable quantities of hazardous chemicals would not be stored or used on site during construction. Diesel fuel, oil and

hydraulic fluid may be present in limited quantities in association with heavy equipment used and staged on-site during construction. However, the limited quantities and duration of construction would not create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials. During operation, typical car wash soaps, chemicals, parts, brushes, tools, etc. would be used. Supplies will be stored in a back room within the car wash tunnel in accordance with manufacturers' instructions, applicable standards and federal, State, and local regulations. Compliance with applicable regulations would serve to protect against a significant and irreversible environmental change that could result from the accidental release of hazardous materials. Therefore, the project would not result in the release of hazardous materials into the environment.

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?

No Impact. According to the Phase I Environmental Site Assessment conducted for the project site, no Recognized Environmental Conditions, Controlled Recognized Environmental Conditions, Historical Recognized Environmental Conditions, Business Environmental Risks or Non-ASTM Considerations were identified (Attachment C). Therefore, the project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

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

No Impact. No existing or proposed schools are located within one-quarter mile of the project site. The closest school to the site is Fugman Elementary School which is located approximately ½-mile to the southwest. The project would not use acutely hazardous materials. Materials stored on site would consist of typical car wash soaps and chemicals. All hazardous substances would be handled in compliance with applicable federal, State, and local regulations pertaining to their transport, use, or disposal. Therefore, the project would have no impact with regard to hazardous emissions, hazardous or acutely hazardous materials within one-quarter mile of a school.

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

A Phase I ESA was prepared for the project site. No records of underground storage tanks or leaking underground fuel tanks were identified as part of the records searches. In addition, a review of the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) Envirostor California cleanup sites database available via the DTSC Internet Website indicated that no records of cleanup sites are on file with the DTSC for the Subject Property or adjoining properties. (Humphrey 2022, p. 8). Therefore, the proposed project site is not located on a

hazardous materials site pursuant to Government Code Section 65962.5 and would not result in a significant hazard to the public or the environment due to the presence of hazardous materials sites identified pursuant to Government Code Section 65962.5.

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?

No Impact. The project is located in north Fresno and is outside the Airport Influence Area of any of the airports within the City of Fresno. The project would not result in a safety hazard for people residing or working in the project area and no impact would occur

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

No Impact. The City of Fresno maintains an Office of Emergency Services (OES) function for its jurisdictional responsibility area and coordinates with Fresno County OES regarding disaster preparedness, response, and recovery activities (Fresno County OES 2020). The project is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The primary access to the site will be from the south off E. Copper Ave. by turning north into the site. East Copper Avenue is designated as a Super Arterial on the City of Fresno General Plan Land Use and Circulation Map (City of Fresno, April 11, 2022). Access will also be available from the east via a shared access driveway. Thus, the project would not impair the implementation of, or physically interfere with, any adopted emergency response plan or emergency evacuation plans. No impact would occur.

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

No Impact. The project site is in an urban setting within a Local Responsibility Area on the Fire Hazard Severity Zone Viewer. This map displays adopted Fire Hazard Severity Zones (FHSZ) in the State Responsibility Area (SRA), effective April 1, 2024. It also displays recommended FHSZ in the Local Responsibility Area (LRA) from 2007-2011. The project site and area surrounding Fresno are not identified in a Fire Hazard Severity zone (CalFire 2025). The project site is in an urban setting and would not be subject to wildland fire. No impact would occur.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) Result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒

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

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 would develop approximately 0.84 +/- acre of vacant land with a 3,500 sq. ft. automated drive-thru car wash. Once the project is built, almost all of the 0.84 +/- acre site would be covered with pavement including driveways and parking stalls as well as a car wash tunnel with the exception of landscaping areas provided to the north, west and south of the property (refer to Figure 2). This would replace existing conditions which are vacant land free of impervious surfaces. The addition of impervious surfaces would increase stormwater runoff volumes and rates on the project site. Runoff from the site would be conveyed through paved areas to storm drain inlets connected to underground pipes located in the surrounding roadways. The pipes convey stormwater to detention (water quality) and retention basins managed by the Fresno Metropolitan Flood Control District. The basins allow stormwater to percolate into the groundwater while the retention basins discharge to the San Joaquin River. As noted in the Copper River Ranch Subsequent Draft Environmental Impact Report "As with all developments, existing policies and standards are required to be complied with, which are assessed during design and review of entitlements by the City and FMFCD to ensure that none of the water quality standards are violated and that waste discharge requirements are adhered to during construction and operation of the project" (Crawford & Bowen 2021, p. 3.10-30).

The car wash process itself integrates a recycling and filtering system to capture solids, greases, and other material potentially harmful to ground water. The water reclamation system removes and settles those wastes in an underground reclamation tank for recycling and reuse thereby preventing discharge into the storm drainage system. Therefore, the project would have a less than significant impact on violating water quality standards or waste discharge requirements.

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. According to the Phase I ESA prepared for the project site "Groundwater in the vicinity of the site is found within the Central Valley regional aquifer system, an unconfined to semi-confined aquifer system within the older alluvium and deeper continental deposits. According to the Lines of Equal Elevation of Water in Wells Map, Spring 2019, from the Department of Water Resources, groundwater in the vicinity of the subject Property was at a depth of approximately 120 feet below ground surface and flows to the west northwest." (Humprey 2022, p. 9)

It is estimated that the proposed car wash will consume 6,984 to 9,700 gallons of water per day (18 gallons per wash X 388 cars washes per day; 25 gallons per wash X 388 cars washes per day). The project will incorporate a water reclamation system with a 50% to 70% efficiency, so fresh water is used only as necessary. Thus, the project would not substantially deplete groundwater supplies.

Stormwater runoff currently either percolates into bare ground or drains into the City's stormwater system which conveys flows into drainage basins in the area. Development of the proposed project would add impervious surface including driveways and parking stalls as well as a car wash tunnel. The addition of impervious surfaces would alter existing conditions at the site which would alter groundwater recharge. However, based on the size of the site (approximately 0.84 +/- acre) and the presence of the adjacent drainage basin at the PG&E substation and to the southwest across East Copper Avenue, groundwater recharge is not anticipated to be adversely impacted. Once the project is developed, stormwater flows would be directed through the curb and gutter system installed as part of Copper River Ranch.

Thus, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be 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?

Less Than Significant Impact.

Construction of the proposed project would require minor grading and excavation which would loosen sediment and could result in erosion or siltation. However, construction of the proposed project requires typical Best Management Practices for erosion or siltation are discussed above in Section IX(a). Adherence to the existing requirements and implementation of the required BMPs per the permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Following construction, the site would be covered with pavement and structures. No exposed soils would remain that would be subject to erosion.

Therefore, impacts with regard to substantial erosion or siltation on- or off-site would be less than significant.

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. Development of the proposed project will result in the addition of impervious surfaces in the form of driveways and parking stalls as well as a car wash tunnel. This will result in an increase in stormwater runoff as well as the potential for contaminated runoff to enter FMFCD drainage basins. However, as noted above, the project will incorporate a water reclamation system with a 50% to 70% efficiency, so fresh water is used only as necessary. The site is surrounded by existing storm drainage infrastructure which was sized to accommodate development proposed as part of Copper River Ranch. The contribution of stormwater flows from the approximately 0.84 +/- -acre project site would not contribute substantial runoff which would result in on- or off-site flooding. Therefore, this impact would 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. The proposed project will result in a slight increase in runoff from the site as it is currently bare ground. However, the increase would not be substantial and infrastructure is currently in place to support Copper River Ranch. The project would produce wastewater from the car wash process. However, the project integrates a recycling and filtering system that would remove and settle solids, greases, and other material into an underground reclamation tank for recycling and reuse. This would eliminate the potential for these waste materials to be deposited in the storm drain system and potentially making their way into ground water. Therefore, impacts to the capacity of existing stormwater drainage systems and providing additional sources of polluted runoff would be less than significant.

iv. Impede or redirect flood flows?

No Impact. As noted in item “ii,” the project site is served with stormwater infrastructure. The project would not impede or redirect flows. No impact would occur.

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

No Impact. A review of the Flood Insurance Rate Maps, published by the Federal Emergency Management Agency, was performed. According to Panel Number 06019C1040H, dated February 18, 2009, the Subject Property is located in Flood Zone X (Humprey 2022, p. 9). A seiche occurs in large bodies of water when an earthquake or strong winds create an oscillating wave. Friant Dam is approximately 6.5 miles northeast of the project site and there are no other large bodies of water

nearby. Because none of these conditions exist at the project site, the project would not release pollutants during inundation. No impact would occur.

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

Less than Significant Impact. The proposed project is a car wash and as such water use is essential to its operation. The project would rely on City water which is a combination of surface water and groundwater. Development of the project site has been accounted for in design and sizing of the existing stormwater facilities drainage and conveyance facilities. The project does not generate substantial pollutants as the car wash integrates a recycling and filtering system removing and settling solids, greases and other materials in an underground reclamation tank for recycling and reuse. The site itself is only 0.84 +/- acre and would not substantially interfere with groundwater recharge. Thus, the project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan as all improvements will be consistent with FMFCD and City standards. Impacts would be less than significant.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

DISCUSSION

a) Physically divide an established community?

No Impact. The project is in north Fresno on the north side of E. Copper Avenue, near (approximately 525 feet to the west of) the northwest corner of East Copper and North Maple Avenues in the City of Fresno. The project would develop approximately 0.84 +/- acre with a car wash. The site is surrounded by residential development to the west, vacant land zoned (RM-2 Residential Multi-Family, Urban Neighborhood) for

residential uses to the north, commercial uses to the east across North Maple Avenue and existing residential uses on the south side of East Copper Avenue. The project would be considered infill on land that is designated for development and would serve residents of Copper River Ranch as well as other travelers along East Copper Avenue. The project would not physically divide an established community and no impact would occur.

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. The project would create infill on a parcel that was identified for Community Commercial (CC) land use and zoning. The Applicant is requesting a General Plan Amendment (GPA) and a zone change to Commercial General as well as a Conditional Use Permit (CUP) for the car wash as a single use on the site.

The CC district is intended for commercial development that primarily serves local needs such as convenience shopping and offices. Specific uses allowed include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses.

The CG district is intended to accommodate a range of retail and service uses that are not appropriate in other areas because of higher volumes of vehicle traffic and potential impacts on other uses. Examples of allowable uses include: building materials, storage facilities with active storefronts, equipment rental, wholesale businesses, and specialized retail not normally found in shopping centers. The focus of district development standards is to ensure structures fit into the surrounding development pattern and architectural or traffic conflicts are minimized.

The requested change is from one commercial designation to another (i.e., a similar use) that would be considered to have a higher volume of traffic. If approved, the project would need to be found consistent with the General Plan and zoning designation. The table below provides a consistent determination with policies applicable to the proposed project.

General Plan Policy	Consistency Discussion
MT-2-c: Reduce VMT through Infill Development. Provide incentives for infill development that would provide jobs and services closer to housing and multi-modal transportations corridors in order to reduce citywide vehicle miles travelled (VMT).	The proposed project supports the City's overall role in improving air quality as stated on page 7-13 of the Resource Conservation and Resilience Element of the General Plan (2014) "The City can also reduce vehicle miles traveled by striving to ensure that trip generators (such as homes) and destinations (shops and businesses) are located near one another to allow for shorter trips."

	The proposed project is in the Copper River Specific Plan with hundreds of houses and apartments with one mile of the site. By providing a car wash close to residents, vehicle trips to drive elsewhere for a car wash would be reduced which would correspondingly reduce air and GHG emissions. The project is found consistent with Policy MT-2-c.
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 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.	The proposed project is an infill on a lot proximate to residential development both north and south of East Copper Avenue. The proposed project would reduce both air quality and GHG emissions by reducing VMT by constructing a car wash proximate to a large population of vehicle owners in a residential area. In addition, the project would conserve energy and water use by providing a car wash in lieu of washing individual cars at home. The proposed car wash will recycle 70 percent of water used in the wash process (1,890 gallons will be captured and recycled). Less water demand would mean less energy used in treating water and delivering water. Therefore, the project is found consistent with Policy RC-5-c.

The proposed GPA, zone change, and CUP would result in a less than significant impact with regard to a land use plan, policy or regulation for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

DISCUSSION stopped here

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. According to the Copper River Ranch Project Subsequent Draft Environmental Impact Report, the nearest Mineral Resource Zones (MRZs) to the project site are located approximately two miles to the west along the banks of the San Joaquin River. No impact to the loss of availability of a known mineral resource of value to the region and residents of the state would occur (Crawford & Bowen 2021, p. 3.12-2).

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 noted in item "a" above and discussed in the Copper River Ranch Project Subsequent Draft Environmental Impact Report, no mineral resources are mapped within the boundaries of the project site or the surrounding area (Crawford & Bowen 2021, p. 3.12-e). Accordingly, the project site is not a mineral resource recovery site. The area surrounding the project site is surrounded by existing urban development. Therefore, the proposed project will have no impact on the loss of availability of a locally-important mineral resource.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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 proposed project would generate noise during both construction and operation. Short-term noise would be generated by construction activities which are estimated to take approximately 10 months.

The City of Fresno General Plan Noise Ordinance (June 11, 2016) exempts construction, repair or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the city or other governmental agency, or to site preparation and grading, provided such work takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

Construction is anticipated to occur between the hours identified in the Noise Ordinance. Because construction is considered exempt from the Ordinance when construction complies with the prescribed hours, short-term construction impacts associated with the exposure of persons to, or the generation of, short-term noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies would be less than significant.

Once construction is completed, short-term construction noise will cease, and the project will begin operating as a car wash seven-days a week from 8 a.m. to 8 p.m. Operation of the car wash will generate noise from blowers used to dry cars as well as from vacuums. Noise dissipates with distance. The dryer system at the car wash would be approximately 208 ± feet from the nearest residential property line on the south side of East Copper Avenue. Residential properties within 208 feet are within the 60-65 dB contour of East Copper Avenue.

According to the project's Operational Statement prepared by Land Development Services, the car wash facility will utilize *MacNeil Wash Systems* washers with *Motor City Drying Systems* consisting of twelve 10-HP blowers. Manufacturer specifications indicate that the systems will produce 78-79 dB at 35 feet from the car wash tunnel exit. The blowers will be located approximately 5 to 15 feet from the exit of the car wash tunnel. Additionally, the car wash facility will utilize *AutoVac Central Vacuum Systems*. The car wash vacuuming system will produce a noise level of 55-57 dB at 25 feet (7.62 meters) from the source. Noise attenuates (reduces) by 6 dB for every doubling of distance from the source. At a distance of 208 feet (63.39 meters) (i.e., the distance to the nearest residents on the south side of East Copper Avenue), noise from the vacuum would be dramatically reduced to approximately 37 dB. This noise level is far less than the existing noise levels experience by residents on the south side of East Copper Avenue which are 60 – 65 dB.

According to the Draft Environmental Impact Report prepared for the 2025 City of Fresno General Plan, East Copper Avenue is estimated to produce traffic noise levels ranging between 75 dB to 80 dB. Future Noise Contours in the City of Fresno's General Plan illustrate noise contours from traffic along East Copper Avenue. By comparison, the noise produced by the car wash mechanical systems (washers, dryers, and vacuums) will generate *lower* noise levels than traffic volumes along East Copper Avenue. The PG&E Substation to the west of the proposed car wash site is not a non-sensitive land use. Areas immediately to the north and east are currently vacant and zoned C-2 Community Shopping Center.

Project design features incorporated as part of the project to decrease noise levels include an 8-foot masonry sound barrier wall along the north and west property lines. Additionally, acoustic mitigation for the proposed car wash tunnel and vacuum area will be achieved through the use of low-noise equipment, baffles and other measures proven to be effective in reducing noise levels in urban environments. Both the car wash dryers and the vacuums will utilize technology designed to operate at decibel levels in conformance with the City of Fresno Noise Ordinance. Specifically, the proposed car wash will utilize *MacNeil Wash Systems* washers with *Motor City Drying Systems* as described above. The project will also have restricted hours of operation

(i.e., 8 AM to 8 PM). The proposed hours of operation are outside the periods of nighttime noise sensitivity and coincide with the time that East Copper Avenue will have its largest amount of traffic. The Noise Ordinance limits residential noise levels to 60 dB from 7 AM to 7 PM and 55 dB from 7 PM to 10 PM. As noted above, noise from the car wash would attenuate to 37 dB at the nearest residence.

The project will be required to comply with all noise policies from the Fresno General Plan and Noise Ordinance.

Therefore, exposure of persons to, or the generation of, long-term noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies would be less than significant.

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

Less than Significant Impact. Both construction and operation of the proposed project would not generate groundborne vibration or noise levels that would be considered excessive. Activities such as blasting, or pile driving would not be necessary for construction. The project site has been previously graded, and minimal earthwork will be required which is not anticipated to result in excessive groundborne vibration. Once operational, the project would not generate any groundborne vibration or noise. A less than significant impact would occur regarding generation of excessive groundborne vibration or groundborne noise levels.

c) For a project located within airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is in north Fresno approximately 7.5 miles north of the Fresno Yosemite International (FYI) Airport. The site is entirely outside of the FYI Airport Influence Area and Safety Zones (Exhibit D1, Fresno Yosemite Intl. Airport Influence Area and Safety Zones). Therefore, the proposed project would have no impact with regard to exposing people to excessive noise levels.

Mitigation Measure

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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)?

No Impact. The proposed project is the construction of a 3,500 square foot automated drive-thru car wash. The project would have six shifts with three employees per shift (total 18 employees). The project does not propose the development of new housing, nor does it propose construction or extension of new roads. Therefore, the proposed project would not induce substantial unplanned population growth directly or indirectly and no impacts would occur.

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

No Impact. The project site is zoned for Commercial uses. Construction and operation of the proposed car wash would not displace any existing housing or people. No impact would occur regarding the need for construction of replacement housing.

Mitigation Measures

None

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

DISCUSSION

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 Impact. The proposed project is within the jurisdiction of the City of Fresno and would be served by the City of Fresno Fire Department. The project site would be served by Fire Station 17, which is approximately one-half mile south of the site at 10512 North Maple Avenue (Crawford & Bowen 2021, p. 3.15-2). The project would be reviewed by the Fresno Fire Department and required to comply with all applicable design standards to ensure adequate emergency access and fire flow requirements. The project is also subject to the Fire Facilities Fee per Section

12-4.901 of the Fresno Municipal Code. This fee is used to pay for each development's fair share of the construction and acquisition costs of fire protection improvements needed to serve development. Therefore, impacts to fire protection would be less than significant.

ii. Police protection?

Less than Significant Impact. The project site is within the jurisdiction of the City of Fresno Police Department. The Department is divided into five policing districts which are broken down in the one half-mile squares. The project site would be served by the Northeast Policing located at 1450 East Teague Avenue, Fresno, CA. The station is slightly over 3.5 miles southeast of the site (Crawford & Bowen 2021, p. 3.15-2). The project would be reviewed by the Fresno Police Department and required to comply with all applicable design standards to ensure adequate safety through access, lighting, and security cameras. The project is also subject to the Police Facilities Fee per Section 12-4.801 of the Fresno Municipal Code. This fee is used to pay for each development's fair share of the construction and acquisition costs of police protection improvements needed to serve development. Therefore, impacts to police protection would be less than significant.

iii. Schools?

No impact. The project would develop a 3,500 square foot automated drive-thru car wash. The project site is in the Clovis Unified School District. However, the proposed project will not impact schools because it neither includes a residential component nor would it generate the need for new housing to accommodate workforce population. As such, the proposed project would not have an adverse physical effect on the environment resulting from construction of a new school. Therefore, no impact to schools would occur.

iv. Parks?

No Impact. The proposed project does not include any park land. Based on the nature of the project as car wash, it would not generate residential population increasing demand for parks. Therefore, no impact to parks would occur.

v. Other public facilities?

No Impact. The project is in an urbanized area that is currently served with public services. The project is not anticipated to negatively impact any other public facilities beyond those identified in items i through iv, above. No impact would occur.

Mitigation Measures

None.

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

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 would develop a 3,500 square foot automated drive-thru car wash. Based on the nature of the project, an increase in the use of the existing neighborhood and regional parks or other recreational facilities is not anticipated. No impact would occur.

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 previously noted, the proposed project is a car wash and does not include and will not require the construction or expansion of recreational facilities. Thus, no impact to the environment would occur in association with expanding recreational facilities.

Mitigation Measures

None.

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

DISCUSSION

The VMT analysis below is based on the Car Wash Trip Generation and Vehicle Miles Traveled Analysis prepared by JLB Traffic Engineering (2022). This report is included as Attachment D of this document.

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

No Impact. The proposed project is the construction and operation of 3,500 square foot automated drive-through car wash on the north side of East Copper Avenue., near (approximately 525 ft. to the west of) with the northwest corner of East Copper and North Maple Avenues. A bicycle lane is located on both the east and westbound Copper Avenue. In addition, a separate 12-foot trail lane is located adjacent to the south side of the project site paralleling East Copper Avenue. The project would remove existing curb and gutter along East Copper Avenue to construct a street-type approach in accordance with Public Works standard P-76. The trail would continue to align through the approach with pedestrians and/or traffic yielding right-of-way. There are no rapid transit stops (Fresno Area Express) along East Copper Avenue. No permanent changes to the existing circulation system including transit, roadway, bicycle, and pedestrian facilities would occur. Consistent with General Plan Mobility and Transportation Element Implementing Policy MT-1-d Integrate Land Use and Transportation Planning (*Plan for and maintain a coordinated and well-integrated land*

use pattern, local circulation network and transportation system that accommodates planned growth, reduces impacts on adjacent land uses, and preserves the integrity of established neighborhood.) and Implementing Policy T-2-c Reduce VMT through Infill Development (*Provide incentives for infill development that would provide jobs and services closer to housing and multi-modal transportations corridors in order to reduce citywide vehicle miles travelled [VMT])*, the project is an infill development on a vacant piece of land proximate to several neighborhoods. The project will serve as a "trip saver" by providing convenient car wash services to the surrounding neighborhoods reducing travel distance to other car washes at a greater distance. For these reasons, the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. No impact would occur.

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 are 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 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 guidelines or thresholds for VMT pursuant to Senate Bill 743 to be effective 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 (TA) 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 development projects that meet the adopted criteria from needing to prepare a detailed VMT Analysis. These criteria may be size, location, proximity to transit, or trip making potential. In general development projects that are consistent with the City's General Plan and Zoning and that meet one or more of the following criteria can be screened out from a quantitative VMT analysis.

1. project Located in a Transit Priority Area/High Quality Transit Corridor (within 0.5 mile of a transit stop).
2. project is Local-serving Retail of less than 50,000 square feet.
3. project is a Low Trip Generator (Less than 500 average daily trips)
4. project has a High Level of Affordable Housing Units
5. project is an institutional/Government and Public Service Uses
6. project is located in a Low VMT Zone

This screening tool is consistent with the OPR December 2018 Guidance referenced above. The screening tool includes an analysis of those portions of the City that satisfy the standard of reducing VMT by 13 percent from existing per capita and per employee VMT averages within the relevant region. The relevant region adopted by the City of Fresno VMT Thresholds is Fresno County.

However, the City of Fresno VMT Thresholds Section 3.1 regarding Development projects states that "If a project constitutes a General Plan Amendment (GPA) or a Zone Change (ZC), none of the screening criteria may apply". Because the proposed project includes both a General Plan Amendment and a Zone Change, it does not meet the screening criteria. As such, a quantitative VMT analysis was required, and accordingly was prepared using the Fresno COG Activity Based Model (ABM). The quantitative analysis of VMT impacts was compared against the adopted VMT thresholds of significance. The Fresno VMT Thresholds document includes thresholds of significance for development projects, transportation projects, and land use plans. These thresholds of significance were developed using the County of Fresno as the applicable region and the required reduction of VMT (as adopted in the Fresno VMT Thresholds) corresponds to Fresno County's contribution to the statewide GHG emission reduction target. In order to reach the statewide GHG reduction target of 15 percent, Fresno County must reduce its GHG emissions by 13 percent. The method of reducing GHG by 13 percent is a corresponding reduction of VMT by 13 percent.

The *CEQA Guidelines for Vehicle Miles Traveled Thresholds* for the City of Fresno provide that the Fresno County average VMT per Capita (appropriate for residential land uses) and Employee (appropriate for office/commercial non-retail land uses) are 16.1 and 25.6, respectively. The City's threshold targets a 13 percent reduction in VMT for residential and office/commercial non-retail land uses and a net zero (0) increase in regional VMT for commercial retail land uses.

The proposed project was determined to be classified under retail for the following reasons: 1) The majority of trips are due to the consumers rather than the employees; and 2) a car wash has a small trip catchment area; and 3) employment is relatively low paying jobs with shorter commute trip lengths. These are all characteristics that a car wash has in common with retail projects. Thus "retail" was determined to be the best fit in terms of available model employment categories.

For retail projects, the adopted threshold is any net increase in Regional VMT compared to the existing Regional VMT. Quantitative assessments of the VMT generated by a development project are determined using the COG ABM, which is a tour-based model.

VMT Results

For retail projects, the adopted threshold is any net increase in Regional VMT compared to the existing Regional VMT. Quantitative assessments of the VMT generated by a development project are determined using the COG ABM, which is a tour-based model.

The proposed project's trip generation anticipated maximum number of employment, and square footages were used to prepare a project-specific VMT analysis using the Fresno COG ABM for specific project components. Trip generation rates for the proposed project were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). The trip generation for the proposed project with trip generation rates for 1 car wash tunnel equates to 775 daily trips. The full trip generation table can be found in Attachment D.

Table TR-2 summarizes the VMT results (Appendix A of Attachment D presents the project VMT output from the Fresno COG model).

TABLE TR-2
VMT RESULTS

Project Components	*Fresno COG plus project VMT Results[1]*	*Fresno COG No project Average*	*City of Fresno VMT Threshold[2]*	*Change in Regional VMT*	*Significant VMT Impact?*
Retail	22,835,426	22,875,724	No Net increase	-40,298	No

Source: JLB 2022.
Note: 1 = VMT Results per Fresno COG ABM.
2 = VMT Threshold per *CEQA Guidelines for Vehicle Miles Traveled Thresholds* for the City of Fresno.

As shown, based on Fresno COG ABM VMT results, the region has a VMT of 22,875,724 without the project and a regional VMT of 22,835,426 with the project which is within the City's VMT threshold of a net zero increase for retail land uses. The location of this proposed Project and its vicinity to other retail and residential areas are the main factors in this determination. The Fresno COG ABM is projecting that residents would travel on average further for this same service if not for this proposed project. Therefore, based on the Fresno COG ABM output, the project would not

conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)and impacts would be less than significant

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 project would not include any incompatible uses, such as farm equipment. Primary access to the project site would be from East Copper Avenue with access also available from the east via a shared access driveway. The access driveway would be constructed in accordance with Public Works standard P-76 for roadway widths, turning radii, and sightlines. The project would not result in a design feature no incompatible uses that would substantially increase hazards. Impacts would be less than significant.

d) Result in inadequate emergency access?

Less than Significant Impact. The primary access to the site will be from the south off East Copper Avenue by turning north into the site. East Copper Avenue is designated as a Super Arterial on the City of Fresno General Plan Land Use and Circulation Map (City of Fresno, April 11, 2022). Access will also be available from the east via a shared access driveway. The site plan would also be reviewed by the Planning Department and Fresno Fire Department to ensure that the project meets all emergency access requirements. Therefore, the proposed project would not result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures

None.

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

DISCUSSION

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. **Less than Significant Impact.** The project would be located on previously disturbed land in an area surrounded by urban development. Pursuant to Assembly Bill 52 (AB 52), the Table Mountain Rancheria Tribe and the Dumna Wo Wah were invited to consult under AB 52. The City of Fresno mailed notices

regarding the project to both tribes on February 28, 2023, which included the required 90-day time period for tribes to request consultation. Following the close of the 90-day comment period on May 30, 2023, City staff confirmed that no comments were received from the tribes (Young, pers. comm. April 24, 2023). Because the Tribes did not request consultation, and because laws exist in Public Resources Code Section 5007.993 (Native American Historic Resources Preservation Act) to protect artifacts if discovered, impacts to tribal cultural resources are considered less than significant. Construction worker environmental awareness training to identify potential resources and cease work immediately if such resources are discovered is also standard practice on construction job sites.

ii. **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**

iii. **No Impact.** The project would be located on previously disturbed land in an area surrounded by urban development. No resources eligible for listing in the California Register of Historical Resources are present on or in the vicinity of the site. Therefore, no impact would occur. **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.**

No Impact. Refer to item a) and ai), above. The project site does not contain any resources determined to be significant for either the California Register of Historical Resources or a California Native American Tribe. No impact is anticipated.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would 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?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the 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?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

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?

No Impact. Construction of the proposed project would rely on existing infrastructure currently serving the area to provide required utilities and service systems as described below.

Water infrastructure is present in the vicinity including 14-inch and smaller water distribution lines and an 18-inch reclaimed water line to the north in East Copper Avenue. An 8-inch fire water line is located along the eastern boundary of the site and also extends to the east near the northern boundary. A 2-inch water line extends north-south through the project site. This line would serve the car wash and is also connected to a water meter.

The project site is served by the North Fresno Wastewater Reclamation Facility (NFWRF) which is approximately a tenth of a mile to the west. Wastewater infrastructure includes an existing 6-inch sewer line to the north; an 11-inch utility easement for an existing sewer line entering the site near the northwest corner; an existing 24-inch sewer near the west property line which extends south through a 30-foot wide Public Utility Easement near the southwest corner of the site (refer to Figure 2). Aside from wastewater generated by operation of the car wash, some wastewater would be generated from the two bathrooms, each with one toilet and sink included as part of the project.

Stormwater drainage infrastructure is present in the surrounding roadways including East Copper Avenue and North Maple Avenue. Likewise, the site has access to electric power (PG&E substation and infrastructure), natural gas and telecommunications given the built-out conditions of Copper River Ranch. Therefore, all wet and dry public utilities, facilities, and infrastructure are in place and available to serve the project site without the need for relocated, new, or expanded facilities. No impact would occur.

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 previously discussed, the proposed project would require water as part of its daily operations. It is estimated that the proposed car wash will consume 6,984 to 9,700 gallons of water per day (18 gallons x 388 car washes per day; 25 gallons per wash x 388 car washes per day). However, the proposed car wash will incorporate a water reclamation system with a 50 percent to 70 percent efficiency, so fresh water is used only as necessary. Use of reclaimed water from the car wash process is a conservation measure inherent in the project's operations. In addition, the project would be required to pay the Water Capacity Fee as specified by the City's Master Fee Schedule (Crawford & Bowen, 2021, p. 3.19-30). Other measures included in project design include high efficiency toilets and low-flow faucets in the restrooms and implementation of the State's Water Efficient Landscape Ordinance (drought tolerant landscaping or xeriscaping). Incorporation of these features will result in less than significant impacts to water supplies.

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. Wastewater generated by the project will be discharged to the City's NFWRF. Wastewater would be produced at the end of the washing process from non-reclaimed water. All car cleaning chemicals will be contained within the car wash tunnel. Cleaning chemicals will be filtered from the wastewater system for water to be recycled and reused. The project is located in the boundary of Copper River Ranch. Wastewater infrastructure has been designed to accommodate buildout of Copper River Ranch. The project would recycle 70% of the water used by recycling the wastewater generated in the car wash process thereby reducing the amount discharged to the NFWRF. Minimal wastewater would be generated from the two bathrooms (each with one toilet and one sink for employee use) and thus would not adversely impact the NRWRF's capacity. This impact is considered 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 project's Operational Statement indicates that the project will produce approximately 10 pounds of domestic refuse per day. As noted in the Copper River Ranch Project Subsequent Draft Environmental Impact Report, "The City of Fresno's solid waste is primarily landfilled at the American Avenue Landfill in Tranquility. The landfill is permitted to accept 2,300 tons per day and has a permitted capacity of 29.3 million cubic yards. The original closure date was 2031; however, due to enhanced recycling efforts, particularly on the part of the City of Fresno, the closure date has been extended to 2050. The landfill has a maximum permitted disposal rate of 2,300 tons per day and a current disposal rate of 1,300 tons per day (Crawford & Bowen 2021, p. 3.19-36). At 10 pounds per day working 7 days a week for 5 weeks, the project would generate approximately 1.82 tons of refuse a year (7 days per week x 10 pounds per day x 52 weeks per year = 3,640 pounds per year ÷ 2,000 pounds). AB 939 mandates the reduction of solid waste disposal in landfills. The project would be required to comply with the Zero Waste Strategic Action Plan approved on February 11, 2009, which would curb solid waste generation in keeping with the provisions of AB 939 including having recycling receptacles available to divert items such as plastic and aluminum from the waste stream. Impacts would be less than significant.

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

No Impact. The project would be required to comply with the City's Resolution aimed at Zero Waste. Refer to item d) above.

Mitigation Measures

None

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?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

DISCUSSION

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

No Impact. As noted in the Copper River Ranch Project Subsequent Draft Environmental Impact Report, in order to receive building permits, a proposed project "would be required to be in compliance with the City's adopted Emergency

Operations Plan" (Crawford & Bowen 2021, p. 3.20-9). Projects must also maintain adequate emergency access throughout construction and operation. The proposed project is adjacent to East Copper Avenue and would be accessed from the south. East Copper Avenue is not part of an emergency response plan or emergency evacuation plan. No impact is identified for impairing an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The State Responsibility Area (SRA) is the area of the State of California that is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries thus the project site is not in the SRA. As noted above, the project site is in an urban setting within a Local Responsibility Area on the Fire Hazard Severity Zone Viewer. This map displays adopted Fire Hazard Severity Zones (FHSZ) in the State Responsibility Area (SRA), effective April 1, 2024. It also displays recommended FHSZ in the Local Responsibility Area (LRA) from 2007-2011. The project site and area surrounding Fresno are not identified in a Fire Hazard Severity zone (CalFire 2025). Therefore, no impact would occur regarding exposing project customers to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As noted in item "b)", the City of Fresno is not in the SRA. Due to the nature of the project and its location off East Copper Avenue with access to existing municipal services, the proposed project would not require new roads, fuel breaks, emergency water sources, power lines, or other utilities for construction that may exacerbate fire risk. No impact would occur.

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. The proposed project site is in north Fresno adjacent to the north side of East Copper Avenue approximately 525 feet west of North Maple Avenue in Copper River Ranch. The surrounding area is flat and developed with urban uses and infrastructure and is not subject to downslope, downstream flooding, or landslides. Therefore, the project would not expose people or structures to significant risks. No impact would occur.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

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. The project proposes to construct and operate a 3,500 square foot automated drive-through car wash on a 0.84 +/- -acre vacant piece of land within Copper River Ranch. The project site has been previously disturbed and does not possess suitable conditions for fish or wildlife. While there is no evidence that archaeological resources or human remains exist on the project site, there is some possibility that hidden and buried resources may exist on the project site with no surface evidence which would be potentially significant. To reduce impacts to unknown resources if present to less than significant levels, Mitigation Measures CUL-1 and CUL-2 have been included. The project would have no impact regarding degrading 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.

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. The proposed project would not result in any impacts that are individually limited but cumulatively considerable. As discussed with required to Air Quality, air pollution is by its very nature largely a cumulative impact. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. As demonstrated in Tables AQ-1, AQ-2 and GHG-1 above, the proposed project would not exceed the SJVAPCD's thresholds for construction or operational-related emissions. Likewise, GHG emissions are typically considered cumulative. However, the project would be in compliance with the City of Fresno GHG Plan, Fresno COG RTP/SCS and AB 32 Scoping Plan and would therefore result in less than significant impacts related to GHG emissions. Therefore, the project is considered to have less than significant cumulative impacts.

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

No Impact. The project would provide a car wash for residents in north Fresno, specifically for the Copper River Ranch area. The proposed project will function as a vehicle "trip saver" by providing convenient environmentally friendly car wash services to the residents of Copper River Ranch as well as travelers from the Sierra Foothills and mountains. In addition, the project would serve to conserve water. An article posted on MacNeil Wash Systems website, states that "studies reveal that automated car washes are much more effective in conserving water. In fact, automatic car washes use almost 10 times less water per wash than car owners who wash their cars at home (MacNeil 2023). Less pollution would also occur when using

an automated car wash compared to washing a car at home in a driveway or on the street which results in depositing solids, greases, and other material into the storm drain system which is potentially harmful to ground water. The proposed project avoids possible groundwater pollution by using a recycling and filtering system to remove and settle waste in an underground reclamation tank for recycling and reuse. The proposed project will also incorporate a water reclamation system which further minimizes environmental impacts. Therefore, the proposed project would not cause a substantial adverse effect on human beings either directly or indirectly. No impact would occur.

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ATTACHMENT A

Air Quality/Greenhouse Gas Assessment

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May 28, 2025

Kevin Grant, Principal
Ericsson-Grant, Inc.
315 South Coast Highway, Suite U277
Encinitas, CA 92024

RE: Copper Express Car Wash Development Air Quality/Greenhouse Gas and Energy Assessment

Dear Kevin Grant:

JK Consulting Group previously prepared the Air Quality/Greenhouse Gas and Energy Assessments for the proposed Copper Express Car Wash Development (Project) located in Fresno, California. The Project includes a General Plan Amendment (GPA) from Commercial Community and Residential Multi-Family Urban Neighborhood (CC) to Commercial General. A Rezone from Commercial Community (CC) to Commercial General (CG) Zone District will also be required to allow an automated automobile car wash. The rezone to CG will limit the use of the site to an automated carwash.

The Project is located on the north side of Copper Avenue, just west of the Copper Avenue and Maple Avenue intersection on approximately 0.84 acres of vacant land. The Project Location and newly revised Site Plan are depicted in Figures 1 and 2. The Air Quality/Greenhouse Gas and Energy Assessments prepared for the Project were based upon the development of a 3,398 sq. ft. car wash tunnel and a covered 17-stall vacuuming area. The newly revised site plan for the Project proposes the development of a 3,500 sq. ft. car wash and a covered 16-stall vacuuming area. This results in a building area increase of 102 sq. ft. which is an increase of 3% in the building area footprint for the Project.

As shown in Tables 4 and 5 of the previously prepared Air Quality/Greenhouse Gas Assessment (attached to this letter), Project construction and operational emissions represent between 0.01% and 3.16% of the San Joaquin Valley Air Pollution Control District (SJVAPCD) emission thresholds for criteria pollutants. In addition, Project Greenhouse Gas emissions reflect between 3% and 35% of the Greenhouse Gas emission thresholds developed by other lead agencies (California Air Resources Board, California Air Pollution Control Officers Association, Sacramento Metropolitan Air Quality Management District, and South Coast Air Quality Management District) as shown in Table 8 of the Air Quality/Greenhouse Gas Assessment. The minimal increase in building square footage would not significantly impact the results of the Air Quality/Greenhouse Gas and Energy Assessments previously prepared for the Project. Air Quality and Greenhouse Gas emissions and Energy usage from the construction and operation of the Project, as currently proposed (3,500 sq. ft.), would remain within existing air quality standards as there would be minimal emissions changes and energy usage resulting from the building area increase of 102 sq. ft. Therefore, updates to the Air Quality/Greenhouse Gas and Energy Assessments due to the change in building area square footage are not warranted.

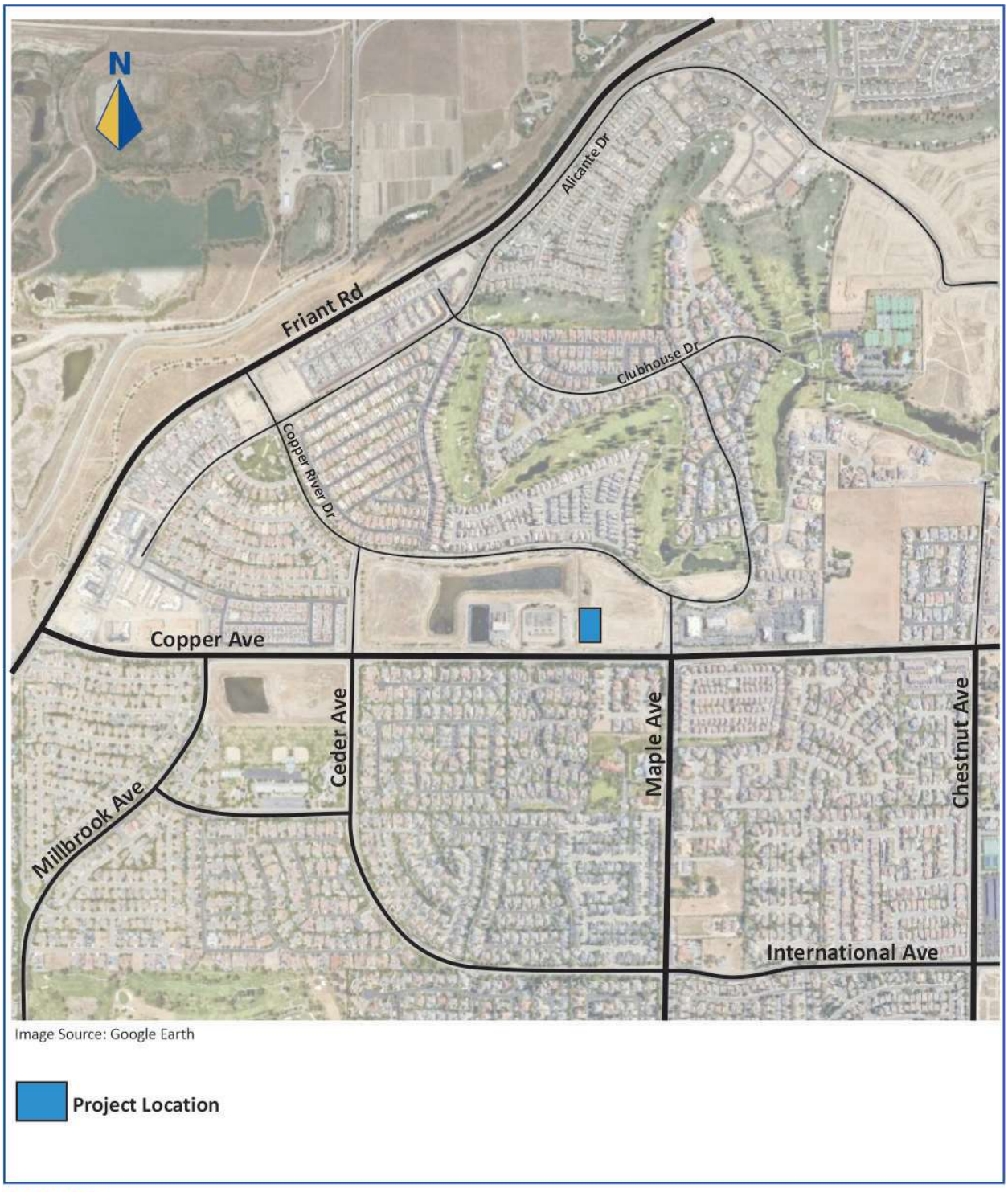


FIGURE 1
Project Location

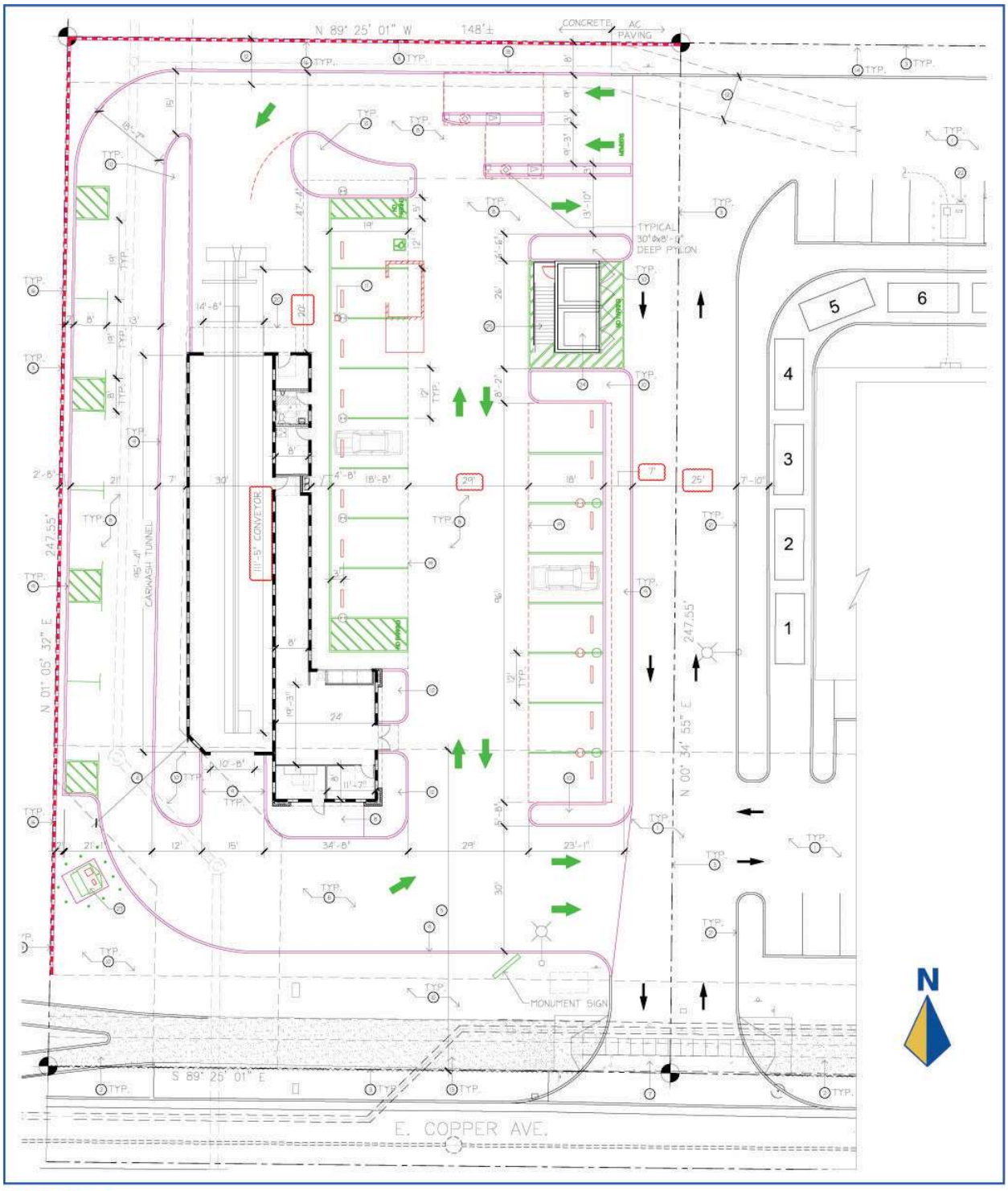


FIGURE 2
Project Site Plan

Should you have any further questions or comments, please contact me by phone at (559) 246-4204 or by email at jellard@jkconsultinggroupllc.com.

Sincerely,

Jason Ellard
Principal
JK Consulting Group

Attachment

August 5, 2025

Kevin Grant, Principal
Ericsson-Grant, Inc.
315 South Coast Highway, Suite U277
Encinitas, CA 92024

RE: Copper Express Car Wash Development Air Quality/Greenhouse Gas Assessment

Dear Kevin Grant:

JK Consulting Group prepared the following Air Quality/Greenhouse Gas Assessment for the proposed Copper Express Car Wash Development (Project) located in Fresno, California. The Project includes a General Plan Amendment (GPA) from Commercial Community and Residential Multi-Family Urban Neighborhood (CC) to Commercial General. A Rezone from Commercial Community (CC) to Commercial General (CG) Zone District will also be required to allow an automated automobile car wash. The rezone to CG will limit the use of the site to an automated carwash.

The Project is located on the north side of Copper Avenue, just west of the Copper Avenue and Maple Avenue intersection on approximately 0.84 acres of vacant land. The Project Location and Site Plan are depicted in Figures 1 and 2. The Project includes the development of a 3,500 sq. ft. car wash tunnel and a covered 16-stall vacuuming area.

INTRODUCTION

An Air Quality/Greenhouse Gas (GHG) Assessment must include a detailed statement setting forth mitigation measures, if necessary, proposed to minimize a project's significant environmental effects as required by the City of Fresno and the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, prospective air quality implications of a project shall be considered to confirm if the project will result in significant impacts on the environment.

Air quality impacts associated with construction (short-term) operations were examined as it relates to development of the Project. Air quality impacts associated with construction represent a short-term impact on ambient air quality levels and includes activities such as site preparation, grading, and other construction-related activities. Long-Term impacts relate to the operation of the Project and include air quality emissions generated from site operations and increased traffic in the study area as a result of the Project. Air quality emissions associated with the operation of the Project were also evaluated to determine if the Project will result in significant impacts on the environment.

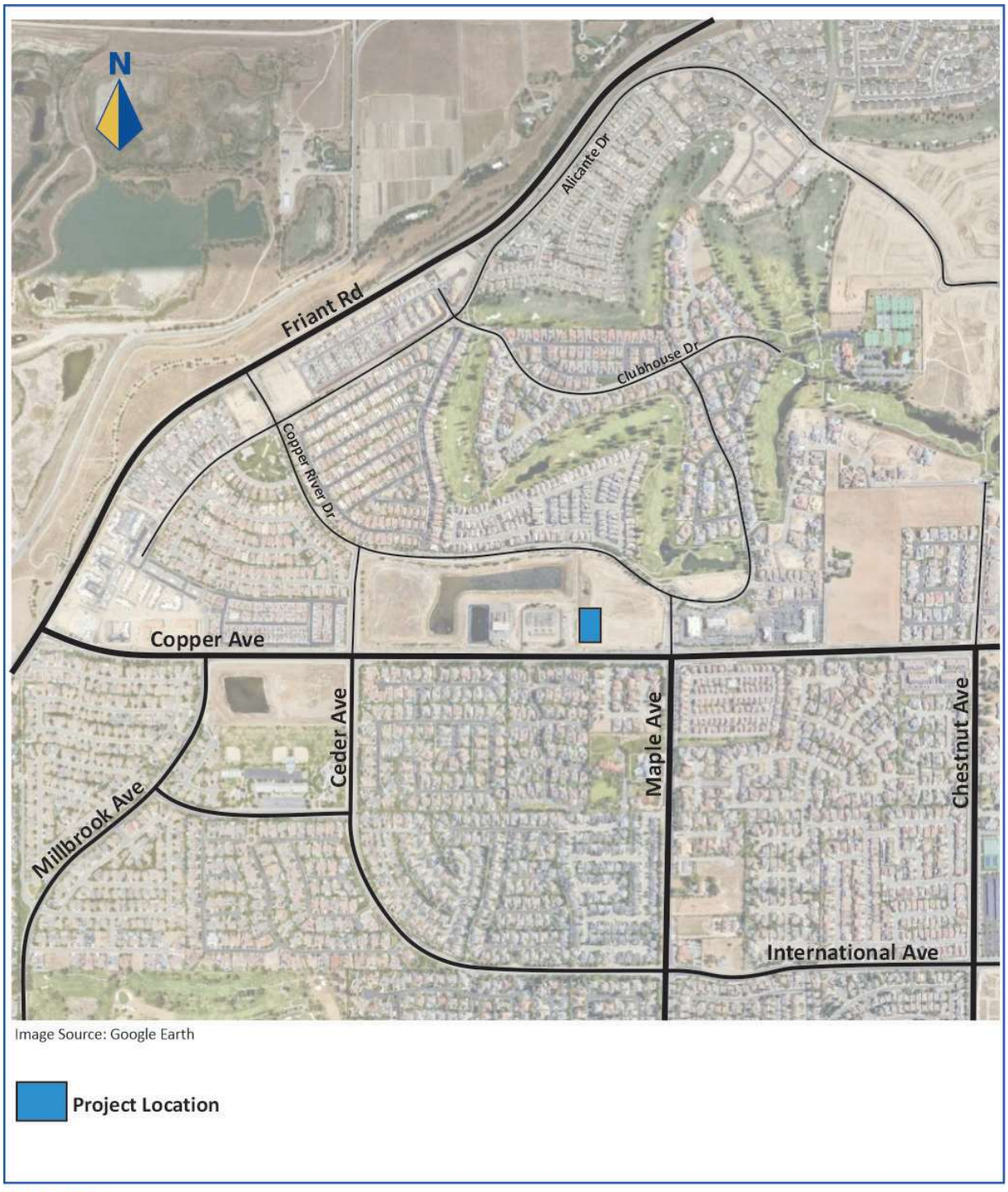


FIGURE 1
Project Location

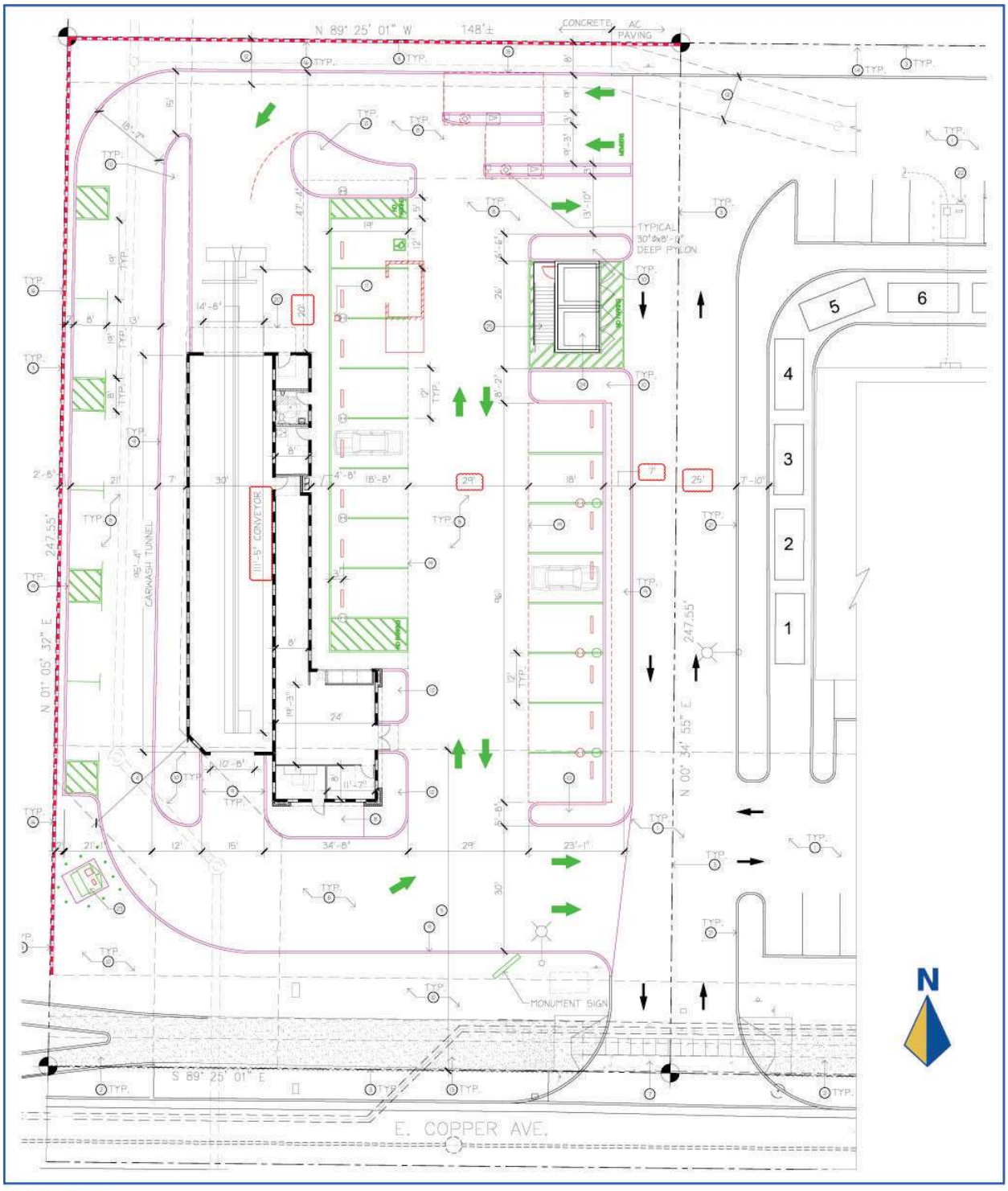


FIGURE 2
Project Site Plan

AIR QUALITY

Air quality in a region is determined by the region's topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the San Joaquin Valley Air Basin (SJVAB), which encompasses the Project site, pursuant to the regulatory authority of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

Climate and Meteorology

Air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions, such as wind speed, wind direction and air temperature gradients, along with local and regional topography, mediate the relationship between air pollutant emissions and air quality. The Project is located within the SJVAB, which includes Fresno, Kern (western portion), Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare counties.

The SJVAB is approximately 250 miles long and 35 miles in width and is bordered by the Coast Range Mountains on the west, the Sierra Nevada mountains on the east, and the Tehachapi Mountains to the south. Marine air, which often enters the Basin from the San Joaquin River Delta, causes the wind patterns found inside the SJVAB. The Tehachapi Mountains block airflow from the south, the Coastal Range blocks wind entry into the Valley from the west, and the tall Sierra Nevada Mountain Range acts as a formidable barrier to the east. Weak airflow caused by these topographical factors is vertically constrained by high atmospheric pressure above the Valley. The SJVAB is hence extremely vulnerable to pollutant buildup over time. The majority of the mountains in the area are higher than summer inversion layers.

The SJVAB has a Mediterranean climate, which is characterized by infrequent rainfall and hot, dry summers. The SJVAB offers ideal ozone generation conditions given an average of 260 sunny days per year. Precipitation and fog in the Winter create optimal circumstances for particulate matter generation, even though they shield sunlight and reduce ozone levels.

Sources of Air Pollution

Air pollutant emissions in the SJVAB are generally caused by man-made sources, which encompass stationary and mobile sources. Stationary sources include point sources which are generally identified by an exhaust vent or stack (i.e., boilers). Area sources, such as residential and commercial water heaters, lawn mowers, and agricultural fields, are also categorized as stationary sources. Emissions from motor vehicles are characterized as mobile sources and include on-road (i.e., automobiles, trucks) and off-road (i.e., aircrafts, ships, trains) sources. Air pollutants can also be generated by natural means, such as the suspending of fine dust particles via high winds.

REGULATORY SETTING

Federal

The US Environmental Protection Agency (EPA) is the federal agency with significant influence on air quality policy and initiatives. The EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) describing a strategy for the means to attain the federal standards for ozone and particulate matter. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs.

Clean Air Act

The federal Clean Air Act, as amended, establishes the national ambient air quality standards (NAAQS) for several pollutants. These standards are divided into primary standards and secondary standards. Primary standards are designed to protect public health, and secondary standards are intended to protect public welfare from effects such as visibility reduction, soiling, nuisance, and other forms of damage. The Clean Air Act requires that regional plans be prepared for nonattainment areas that illustrate how the federal air quality standards could be met.

Regulation of Toxic Air Contaminants (TACs) is achieved through federal and state controls on individual sources. The 1990 Clean Air Act Amendments offered a comprehensive plan for achieving significant reduction in both mobile and stationary source emissions of certain designated hazardous air pollutants, with a goal of achieving the EPA's one in 1 million cancer risk from TACs.

State

The State of California Air Resources Board (CARB) sets the laws and regulations for air quality on the state level. In this capacity, CARB conducts research and sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB also establishes emissions standards for motor vehicles sold in California, consumer products (i.e., hairspray, aerosol paints), and various types of commercial equipment.

California Clean Air Act

The California Clean Air Act (CCAA) was enacted in 1988 (California Health & Safety Code Section 39000 et seq.) and amended in 1992. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles (see Table 4). Air basins or areas that exceed the CAAQS are designated non-attainment until compliance is disclosed in an attainment plan. In California, CARB is responsible for meeting the State requirements of the federal CAA, administering the California CAA, and establishing the California ambient

air quality standards (CAAQS). The California CAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level.

Assembly Bill 32

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006 (Nunez), expanded CARB's role to development and oversight of California's main GHG reduction programs. These include cap and trade, the Low Carbon Fuel Standard, and the zero-emission vehicle programs. With the passage of additional laws (such as Senate Bill [SB] 32 in 2016 and AB 398 in 2017), CARB continues to map out how these programs and others can help California reach its next statutory target: reducing GHG emissions an additional 40 percent below 1990 levels by 2030. Reductions in GHG emissions are tied to improvements in air quality.

Assembly Bill 1279

AB 1279, also known as the California Climate Crisis Act (Muratsuchi), affirms California's plan to achieve net zero GHG emissions by the year 2045. In addition, the bill also mandates that statewide anthropogenic GHG emissions be reduced to at least 85% below the 1990 levels. In order to ensure that updates to the scoping plan identify and recommend actions to achieve these policy goals, CARB is required to collaborate with state agencies to ensure the scoping plans implement policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California.

2022 Scoping Plan

As required by AB 1279, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays forth a plan for achieving carbon neutrality goals and reducing anthropogenic GHG emissions by 85% below 1990 levels by 2045. By implementing clean technologies and fuels, the plan's actions and results will result in significant decreases in the combustion of fossil fuels, further decreases in short-lived climate pollutants, support for sustainable development, increased action on working and natural lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Regional

The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Fresno County and throughout the SJVAB. The SJVAPCD also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions. The SJVAPCD is precluded from such activities under State law.

District Regulation VIII (Fugitive PM10 Prohibition)

The purpose of Regulation VIII (Reg. VIII) is to reduce ambient concentrations of fine particulate matter (PM10) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions. Reg. VIII requires property owners, contractors, developers, equipment operators, farmers and public agencies to control fugitive dust emissions from specified outdoor fugitive dust sources.

District Rule 9510 (Indirect Source Review)

District Rule 9510 (ISR) is intended to reduce a project's impact on air quality through project design elements or mitigation by payments of applicable off-site mitigation fees. Compliance with Rule 9510 will reduce construction exhaust NOx and PM10 emissions by 20 percent and 45 percent respectively. Compliance with Rule 9510 will reduce operational emissions of NOx and PM10 emissions by 33.3 percent and 50 percent respectively.

EXISTING CONDITIONS

The Project is located in the SJVAB which encompasses all of Fresno County and the City of Fresno. The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Fresno County. Table 1 provides Fresno County's designation and classification based on the various criteria pollutants under both NAAQS and CAAQS.

There are 24 air quality monitoring sites throughout the SJVAB which are currently operated by the SJVAPCD or in collaboration with the CARB. The CARB also independently operates several monitoring stations in the Valley, along with additional sites operated by the National Park Service and tribal nations.[1] These monitoring sites provide ambient air quality emissions throughout the valley for pollutants such as ozone, PM10, PM2.5, nitrogen oxides, sulfur oxides, hydrocarbons, and carbon monoxide. The nearest air quality monitoring site to the Project area is the Clovis-N Villa Avenue monitoring site. Air quality monitoring data from 2019-2021 is provided in Table 2.

[1] https://ww2.valleyair.org/air-quality-information/air-monitoring/

TABLE 1
FRESNO COUNTY ATTAINMENT STATUS

Pollutant	NAAQS[1]	CAAQS[2]
Ozone - 1 Hour	No Federal Standard[3]	Nonattainment
Ozone - 8 Hour	Nonattainment[4]	No State Standard
PM10	Attainment[5]	Nonattainment
PM2.5	Nonattainment[6]	Nonattainment
Carbon Monoxide	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: CARB Website, 2022

1. See 40 CFR Part 81
2. See CCR Title 17 Sections 60200-60210
3. Effective June 15, 2005, the EPA revoked the federal 1-hour O3 standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour O3 nonattainment areas continue to apply to the SJVAB.
4. Though the Valley was initially classified as serious nonattainment for the 1997 8-hour O3 standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).
5. On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan.
6. The Valley is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).

TABLE 2
AMBIENT AIR QUALITY EMISSIONS

Pollutant		2019	2020	2021
Ozone (O_3)	Eight-Hour Average	0.079 ppm	0.108 ppm	0.100 ppm
	Number of days of federal exceedances (>0.070 ppm)	27	36	34
Ozone (O_3)	Worst Hour	0.103 ppm	0.142 ppm	0.123 ppm
	Number of days of state exceedances (>0.090 ppm)	6	12	9
Particulate Matter (PM10)	24 Hour	155.7 µg/m^3	296.0 µg/m^3	208.8 µg/m^3
	Number of days of state exceedances (>50 µg/m3)	11	114	111
	Number of days of federal exceedances (>150 µg/m3)	0	1	0
Particulate Matter (PM2.5)	24 Hour	39.1 µg/m^3	193.7 µg/m^3	104.6 µg/m^3
	Number of days of federal exceedances (>35 µg/m3)	1	40	22
Nitrogen Dioxide (NO_2)	1 Hour	57 ppb	54 ppb	49 ppb
	Number of days of state exceedances (>0.18 ppm)	0	0	0

Source: CARB, 2022

PROJECT RELATED AIR QUALITY IMPACTS

A field investigation was conducted to identify land uses that could be subject to operational and construction impacts from the proposed Project. The Project is located north of Copper Avenue, west of the Copper Avenue and Maple Avenue intersection. There are single-family residences to the north and south of the Project site and a commercial development to the east. The CEQA Guidelines, Appendix G, are used to assess the potential significance of Project impacts pursuant to local General Plan policies, Municipal Code standards, or applicable standards of other agencies. Under CEQA, air quality impacts would be considered significant if the project would:

- Air Quality

  a) Conflict with or obstruct implementation of the applicable air quality plan?
  b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
  c) Expose sensitive receptors to substantial pollutant concentrations?
  d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

- Greenhouse Gas Emissions

  a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
  b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

SJVAPCD Thresholds of Significance

The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Fresno County and throughout the SJVAB. The significance criteria established by the SJVAPCD for criteria pollutants, as shown in Table 3, is used for determining environmental significance. These screening criteria can be used to demonstrate that a project's total emissions would not result in a significant impact as defined by CEQA.

Emission Calculation Methodology

Air quality impacts were assessed in accordance with methodologies recommended by CARB and the SJVAPCD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction air emissions were primarily calculated using CalEEMod model defaults. CalEEMod Worksheets are attached to this memorandum.

TABLE 3
SJVAPCD SIGNIFICANCE THRESHOLDS

Pollutant	Construction Emissions tons/year	Operational Emissions (Permitted Equipment and Activities) tons/year	Operational Emissions (Non-Permitted Equipment and Activities) tons/year
Reactive Organic Gases (ROG)	10	10	10
Nitrogen Oxides (NOx)	10	10	10
Particulate Matter (PM10)	15	15	15
Particulate Matter (PM2.5)	15	15	15
Carbon Monoxide (CO)	100	100	100
Sulfur Oxides (SOx)	27	27	27
Greenhouse Gas (CO2)	None	None	None

Source: SJVAPCD, 2022

Air Quality Impacts

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

A significant impact could occur if the proposed Project conflicts with or obstructs with implementation of the SJVAPCD's *2016 Plan for the 2008 8-Hour Ozone Standard*, *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*, and *2007 PM10 Maintenance Plan*. Conflicts and obstructions that hinder implementation of the SJVAPCD Plans can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards.

As noted previously, the Project includes a GPA from Commercial Community and Residential Multi-Family Urban Neighborhood (CC) to Commercial General as well as a Rezone from Commercial Community (CC) to Commercial General (CG) Zone District. The City of Fresno General Plan Policy RC-4-b requires the development and incorporation of air quality maintenance requirements (Air Quality Attainment and Maintenance Plans) as conditions of approval for GPA's. General Plan Policy RC-4-c requires the use of SJVAPCD approved computer models to evaluate the air quality impacts of projects that require environmental review. Lastly, City of Fresno General Plan Policy RC-4-d requires the forwarding of GPAs to the SJVAPCD for their review of potential air quality and health impacts.

Pursuant to City of Fresno General Plan Policy RC-4-b, RC-4-C, and RC-4-d, consistency with the SJVAPCD's AQPs is affirmed when a project (1) does not increase the frequency or severity of an air quality standards

violation or cause a new violation and (2) is consistent with the growth assumptions in the AQP's. The analysis presented below demonstrates that the Project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

- Short-Term (Construction) Impacts

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include ozone precursor pollutants (i.e., ROG and NOX) and PM10 and PM2.5. Construction-generated emissions are temporary in nature, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SJVAPCD's thresholds of significance.

Construction-generated emissions associated with the Project were calculated using the CARB and SJVAPCD approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted construction emissions for the Project are summarized in Table 4. As shown in Table 4, all criteria pollutant emissions would remain below their respective thresholds during Project construction. Therefore, Project construction emissions would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

- Long-Term (Operational) Impacts

Operational air pollutant emissions are typically estimated using the CalEEMod computer program. However, the quantification of criteria pollutant emissions for CEQA purposes is not required based upon the SJVAPCD's Small Project Analysis Levels (SPAL) guidance. SPAL guidance has determined that Automobile Care Center land uses that are less than 105,000 square feet AND generate less than 1,550 average daily one-trips for all fleet types (except HHDT) are deemed to have a less than significant impact on air quality. Fast-Food Restaurants with a Drive-Thru that are less than 4,500 square feet AND generate less than 1,500 Daily one-way trips are also deemed to have a less than significant impact on air quality. The Project includes the development of a 3,500 sq. ft. car wash tunnel which is projected to generate approximately 775 daily trips. While the exact characteristics of the Project are not identified in the SPAL guidance, the Project's square footage and estimated daily trips fall below the SPAL criteria for the two land uses described above and 90% of the Commercial, Retail, and Recreational land uses.

Nevertheless, the Project's operational emissions in comparison to the SJVAPCD's thresholds of significance are provided in Table 5. As shown in Table 5, all criteria pollutant emissions would remain below their respective thresholds during Project operations. Therefore, Project operational emissions would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

TABLE 4
PROJECT CONSTRUCTION EMISSIONS

Pollutant	Project Construction Emissions tons/year	SJVAPCD Construction Emission Threshold tons/year	Exceed SJVAPCD Threshold?
Reactive Organic Gases (ROG)	0.0462	10	NO
Nitrogen Oxides (NOx)	0.2240	10	NO
Particulate Matter (PM10)	0.0154	15	NO
Particulate Matter (PM2.5)	0.0112	15	NO
Carbon Monoxide (CO)	0.2514	100	NO
Sulfur Oxides (SOx)	0.00041	27	NO
Greenhouse Gas (CO2)	36.4640	None	NO

Source: JK Consulting Group, LLC., 2022

TABLE 5
PROJECT OPERATIONAL EMISSIONS

Pollutant	Project Operational Emissions tons/year	SJVAPCD Operational Emission Threshold tons/year	Exceed SJVAPCD Threshold?
Reactive Organic Gases (ROG)	0.2898	10	NO
Nitrogen Oxides (NOx)	0.3156	10	NO
Particulate Matter (PM10)	0.2937	15	NO
Particulate Matter (PM2.5)	0.0806	15	NO
Carbon Monoxide (CO)	1.7622	100	NO
Sulfur Oxides (SOx)	0.0031	27	NO
Greenhouse Gas (CO2)	308.4722	None	NO

Source: JK Consulting Group, LLC., 2022

- Consistency with AQP's

The Project's Consistency with the SJVAPCD's Plan for the 2008 8-Hour Ozone Standard, 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards, and 2007 PM10 Maintenance Plan is confirmed by determining consistency with the City of Fresno General Plan which was adopted on December 18, 2014. The City of Fresno and Fresno County general plans include Land Use Elements that contain various types of land uses needed for future growth within their respective jurisdictions. Growth projections included within the general plans are utilized by Fresno Council of Governments (Fresno COG) to project future trips and VMT which is ultimately used by the SJVAPCD in the development of the Air Quality Plans (AQPs). The AQPs compute current and future pollutant emissions based on land uses from the general plans. The control measures and emission reductions necessary to meet the air quality standards are described in the AQPs.

The Trip Generation and Vehicle Miles Traveled Analysis prepared for the Project includes a comparison of regional VMT with and without the Project. The analysis utilized VMT outputs from the Fresno COG regional model. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project, which is within the City's VMT threshold of a net zero increase for retail land uses. As a result, there are no impacts to VMT associated with the Project. Therefore, the Project would be consistent with the growth projections and VMT applied in the City of Fresno General Plan and the growth assumptions used in the applicable AQPs. The Project will not conflict with or obstruct implementation of any air quality plans.

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?

The Fresno County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM10, and nonattainment for Federal and State standards for PM2.5. The SJVAPCD has prepared the 2016 Plan for the 2008 8-Hour Ozone Standard, 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards, and 2007 PM10 Maintenance Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed above, the Project is consistent with the currently adopted General Plan for the City of Fresno and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 Ozone Plan, 2007 PM10 Maintenance Plan, and 2018 PM2.5 Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project isn't characterized as cumulatively insignificant when project emissions fall below thresholds of significance. As discussed above, the SJVAPCD has established thresholds of significance for determining environmental significance which are provided in Table 3.

As discussed above (Short-Term and Long-Term Impacts), results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. As a result, the Project will not 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. Therefore, mitigation is not warranted since there is a less than significant impact as a result of the Project.

c) Expose sensitive receptors to substantial pollutant concentrations?

- Short-Term (Construction) Impacts

Sensitive receptors within a half-mile radius of the Project site are made up of residences, recreational, and school uses. The nearest sensitive receptors (single-family residences) to the Project site are located approximately 250 feet south of the Project, south of Copper Avenue. Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include ozone precursor pollutants (i.e., ROG and NOX) and PM10 and PM2.5. Construction-generated emissions are temporary in nature, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SJVAPCD's thresholds of significance. Air quality emissions generated from Project construction activities are associated with off-road equipment and worker/vendor trips used for site preparation, grading, building construction, paving, and architectural coating.

Construction-generated emissions associated with the Project were calculated using the CARB and SJVAPCD approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted construction emissions for the Project are summarized in Table 4. As shown in Table 4, all criteria pollutant emissions would remain below their respective thresholds during Project construction. Therefore, mitigation is not warranted since there is a less than significant impact on nearby sensitive receptors from Project construction emissions.

- Long-Term (Operational) Impacts

Criteria Pollutants

Operational air pollutant emissions are typically estimated using the CalEEMod computer program. However, the quantification of criteria pollutant emissions for CEQA purposes is not required based upon the SJVAPCD's SPAL guidance. SPAL guidance has determined that Automobile Care Center land uses that are less than 105,000 square feet AND generate less than 1,550 average daily one-trips for all fleet types (except HHDT) are deemed to have a less than significant impact on air quality. Fast-Food Restaurants with a Drive-Thru that are less than 4,500 square feet AND generate less than 1,500 Daily one-way trips are also deemed to have a less than significant impact on air quality. The Project includes the development of a 3,500 sq. ft. car wash tunnel which is projected to generate approximately 775 daily trips. While the

exact characteristics of the Project are not identified in the SPAL guidance, the Project's square footage and estimated daily trips fall below the SPAL criteria for the two land uses described above and 90% of the Commercial, Retail, and Recreational land uses.

Nevertheless, the Project's operational emissions in comparison to the SJVAPCD's thresholds of significance are provided in Table 5. As shown in Table 5, all criteria pollutant emissions would remain below their respective thresholds during Project operations. Therefore, mitigation is not warranted since there is a less than significant impact from Project operational emissions.

Toxic Air Contaminants (TACs)

The solid particles in diesel exhaust, according to the CARB California Almanac of Emissions and Air Quality (2013), are known as particulate matter (PM), which includes carbon particles. In 1998, CARB identified diesel particulate matter (DPM) as a toxic air contaminant based on its potential to cause cancer and other health problems. Diesel exhaust has hundreds of different gaseous and particulate components, many of which are harmful, and has been classified as a human carcinogen. Diesel particles are so small that they penetrate deep into the lungs. According to studies, DPM concentrations are significantly greater near busy intersections and roads. Heavy-duty vehicles and off-road construction equipment are the main sources of diesel-related emissions. The CARB's Air Quality and Land Use Handbook (2005) provides recommendations for siting new sensitive land uses within proximity to facilities known to generate TACs, as depicted in Table 6.

The characteristics of the proposed Project are not consistent with the TAC source categories presented in Table 6. As a result, the Project would not expose adjacent sensitive receptors to toxic air emissions or generate TAC's that would have a significant impact on the environment. Therefore, mitigation is not warranted since there is a less than significant impact from Project operational emissions.

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

The likelihood that a project might produce odors should be assessed per CEQA guidelines. Any project that has the potential to regularly subject people to offensive odors should be considered to have a major impact. Nuisance odors may be assessed qualitatively taking into consideration of project design elements and proximity to off-site receptors that potentially would be exposed to objectionable odors.

The potential significance of odor emissions depends on an odor source's strength and proximity to sensitive receptors. Various facilities that have been reported to cause odors in the SJVAB have been identified by the SJVAPCD, as shown in Table 7. The characteristics of the Project do not fit any of the facilities identified in Table 7. In addition, the Project is not expected to generate any offensive odors given the nature of the Project. As a result, emissions generated during Project construction and operations would not expose sensitive receptors to objectionable odors. Therefore, mitigation is not warranted since there is a less than significant impact from Project operational emissions.

TABLE 6
RECOMMENDATIONS ON SITING NEW SENSITIVE LAND USES SUCH AS RESIDENCES, SCHOOLS, DAYCARE CENTERS, PLAYGROUNDS, OR MEDICAL FACILITIES*

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads[1]	- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). - Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. - Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

1: The recommendation to avoid siting new sensitive land uses within 500 feet of a freeway was identified in CARB's Air Quality and Land Use Handbook published in 2005. CARB recently published a technical advisory to the Air Quality and Land Use Handbook indicating that new research has demonstrated promising strategies to reduce pollution exposure along transportation corridors.

*Notes:
• These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.
• Recommendations are based primarily on data showing that the air pollution exposures addressed here (i.e., localized) can be reduced as much as 80% with the recommended separation.
• The relative risk for these categories varies greatly (see Table 1-2). To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.
• These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists. The recommended distances take into account other factors in addition to available health risk data (see individual category descriptions).
• Site-specific project design improvements may help reduce air pollution exposures and should also be considered when siting new sensitive land uses.
• This table does not imply that mixed residential and commercial development in general is incompatible. Rather it focuses on known problems like dry cleaners using perchloroethylene that can be addressed with reasonable preventative actions.
• A summary of the basis for the distance recommendations can be found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Health Perspective.

Source: SJVAPCD 2022

TABLE 7
SCREENING LEVELS FOR POTENTIAL ODOR SOURCES

TYPE OF FACILITY	DISTANCE
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Compositing 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 shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Source: SJVAPCD 2022

Greenhouse Gas Impacts

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

AB 32, also known as the Global Warming Solutions Act of 2006 (Nunez), expanded CARB's role to development and oversight of California's main GHG reduction programs. These include cap and trade, the Low Carbon Fuel Standard, and the zero-emission vehicle programs. AB 1279 (Muratsuchi) affirms California's plan to achieve net zero GHG emissions by the year 2045. In addition, the bill also mandates that statewide anthropogenic GHG emissions be reduced to at least 85% below the 1990 levels.

The 2022 Scoping Plan lays forth a plan for achieving carbon neutrality goals and reducing anthropogenic GHG emissions by 85% below 1990 levels by 2045 as required by AB 1279. By implementing clean technologies and fuels, the plan's actions and results will result in significant decreases in the combustion of fossil fuels, further decreases in short-lived climate pollutants, support for sustainable development, increased action on working and natural lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Emissions Estimates

The estimated total GHG emissions during the construction phase of the Project is 36.5 MT CO_2e as shown in Table 4 above. Construction emissions amortized over a 30-year project lifetime (estimated) yield approximately 1.22 MT CO_2e per year as shown in Table 8. Total operational emissions combined with amortized construction emissions shows that the Project will generate 309.69 MT CO_2e per year as shown in Table 8.

The 2022 Scoping Plan recognizes three (3) methods for evaluating a projects alignment with the State's climate goals in CEQA GHG analyses. These methods can be used at the discretion of lead agencies for the purpose of determining if a project would have a potentially significant impact on GHG emissions. The three (3) methods are described below:

- Determine if the project includes key project attributes that reduce operational GHG emissions while simultaneously advancing fair housing;
- Determine if the project would result in net-zero GHG emissions;
- Assessment of a projects GHG impact by employing a threshold of significance recommended by the applicable air district or other lead agencies.

While the project is not a residential or Mixed-Use Residential project, it should be noted that the project meets two of the six 'Key Project Attribute(s)' identified in Table 3 (Key Residential and Mixed-Use Project Attributes that Reduce GHGs) of the 2022 Scoping Plan. Specifically, the project meets the following VMT Reduction attributes:

- Is located on an infill site that is surrounded by existing urban uses;
- Does not result in the loss or conversion of natural and working lands.

The second method identified in the 2022 Scoping Plan is based on whether a project would result in net-zero GHG emissions. The Trip Generation and Vehicle Miles Traveled Analysis prepared for the Project includes a comparison of regional VMT with and without the Project. The analysis utilized VMT outputs from the Fresno COG regional model. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project, which is within the City's VMT threshold of a net-zero increase for retail land uses. As a result, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

As documented in the 2022 Scoping Plan, the third method allows lead agencies to analyze GHG impacts of a project by utilizing thresholds of significance recommended by the SJVAPCD or other lead agency. The SJVAPCD has not established specific thresholds of significance for GHG emissions.

While existing GHG emission thresholds developed by other lead agencies were based on consistency with meeting AB 32 goals, they provide some perspective on the GHG emissions generated by the Project. The Bay Area Air Quality Management District (BAAQMD) adopted new Project Level Climate Impact Thresholds of Significance, on April 20, 2022, which rely upon necessary design elements to achieve California's long-term climate goal of carbon neutrality by 2045. Chapter 3 of BAAQMD's 2022 CEQA Guidelines indicates that a land use project will have a less than significant impact related to operational GHG emissions if (must include Part A or B):

- **Part A** – Project must include the following project design elements

    - Buildings
        - The project will not include natural gas appliances or natural gas plumbing.

        - The project will not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 2100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines

    - Transportation
        - The project will achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target that reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

            i. Residential projects: 15 percent below the existing VMT per capita
            ii. Office projects: 15 percent below the existing VMT per employee

iii. Retail projects: no net increase in existing VMT

- The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

- **Part B** – Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

Part A: Project Design Elements - Building

The Project will use energy-efficient materials, and modern construction practices, following building regulations/standards (Title 24, California Code of Regulations [CCR]) which would improve the Project's energy efficiency and consumption. The Title 24 California Building Standards Code is a wide-ranging set of requirements for energy conservation and green design that apply to the structural, mechanical, electrical, and plumbing systems in a building. Energy consumption during construction and operation will align with typical commercial usage but will vary based on personal choices and building design. In addition, development of the Project will not include natural gas appliances or natural gas plumbing per Project representatives. The Project will comply with the City's energy efficiency policies (General Plan Policies RC-8-a through RC-8-k), ensuring it does not result in wasteful or inefficient energy consumption.

Part A: Project Design Elements - Transportation

As noted previously, the Trip Generation and Vehicle Miles Traveled Analysis prepared for the Project includes a comparison of regional VMT with and without the Project. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project, which is within the City's VMT threshold of a net-zero increase for retail land uses. In addition, the analysis shows that the Project will meet the 'no net' increase in existing VMT requirement as defined in the Governor's Office of Planning and Research's technical advisory. Project design elements also include four (4) Electrical Vehicle (EV) capable spaces, to be compliant with 2022 CALGreen Code Non-Residential TIER 2 Measures (A5.106.5.3.2).

The Project will meet the project specific design elements identified in Part A of the BAAQMD Project Level Climate Impact Thresholds of Significance. The Project will not conflict with or obstruct California's long-term climate goal of carbon neutrality by 2045. As a result, the Project would have a less than significant impact related to GHG emissions.

Other Lead Agency GHG Thresholds

The CARB, California Air Pollution Control Officers Association, Sacramento Metropolitan Air Quality Management District, and South Coast Air Quality Management District established GHG thresholds for their respective regions. Table 8 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model. The projected operational GHG emissions generated by the Project reflect between 3.08% and 34.41% of the various thresholds identified by other lead agencies. As a result, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a

significant impact on the environment. Therefore, mitigation is not warranted since there is a ***less than significant impact*** from Project operational emissions.

TABLE 8
PROJECT GREENHOUSE GAS EMISSIONS

Emission Source	Emissions (MT CO_2e per Year)
Construction Emissions	36.4640 (1.22)[1]
Operational Emissions	308.47
Total	**309.69**
California Air Resources Board Threshold	7,000
Exceed Threshold?	**No**
California Air Pollution Control Officers Association Threshold	900
Exceed Threshold?	**No**
Sacramento Metropolitan Air Quality Management District Threshold	1,100 - Construction 10,000 - Operations
Exceed Threshold?	**No**
South Coast Air Quality Management District Threshold	3,000
Exceed Threshold?	**No**

Source: JK Consulting Group, LLC., 2022

1: Construction emissions amortized over a 30-year project lifetime

b) <u>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</u>

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Fresno COG region, CARB set targets at six (6) percent per capita decrease in 2020 and a thirteen (13) percent per capita decrease in 2035 from a base year of 2005.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. AB 1279 (Muratsuchi) affirms California's plan to achieve net zero GHG emissions by the year 2045. In addition, the bill also mandates that statewide anthropogenic GHG

emissions be reduced to at least 85% below the 1990 levels. The 2022 Scoping Plan lays forth a plan for achieving carbon neutrality goals and reducing anthropogenic GHG emissions by 85% below 1990 levels by 2045 as required by AB 1279.

As noted above, the 2022 Scoping Plan recognizes three (3) methods for evaluating a projects alignment with the State's climate goals in CEQA GHG analyses. These methods can be used at the discretion of lead agencies for the purpose of determining if a project would have a potentially significant impact on GHG emissions.

While the Project is not a residential or Mixed-Use Residential project, it should be noted that the Project meets two of the six 'Key Project Attribute(s)' identified in Table 3 (Key Residential and Mixed-Use Project Attributes that Reduce GHGs) of the 2022 Scoping Plan. Specifically, the Project meets the following VMT Reduction attributes:

- Is located on an infill site that is surrounded by existing urban uses;
- Does not result in the loss or conversion of natural and working lands.

The second method identified in the 2022 Scoping Plan is based on whether a project would result in net-zero GHG emissions. The Trip Generation and Vehicle Miles Traveled Analysis prepared for the Project includes a comparison of regional VMT with and without the Project. The analysis utilized VMT outputs from the Fresno COG regional model. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project, which is within the City's VMT threshold of a net-zero increase for retail land uses. The Project is therefore consistent with the applicable strategies and measures in the 2022 Scoping Plan. The Project would not impede the GHG reduction goals for the year 2045 (85% below 1990 levels) identified in AB 1279 or the GHG reduction goals identified in SB 375 and Executive Order B-30-15.

The Project will not Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, mitigation is not warranted since there is a ***less than significant impact*** from Project operational emissions.

INDIRECT SOURCE REVIEW RULE

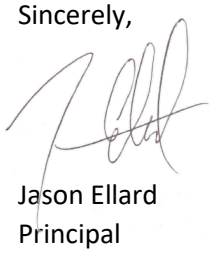
The purpose of SJVAPCD's Indirect Source Review (ISR) Program, Rule 9510, is to encourage developers to incorporate clean air measures and reduce emissions of NOx and PM10 from new development projects. Rule 9510 and Rule 3180 (Administrative Fees for Indirect Source Review) are the result of state requirements outlined in the California Health and Safety Code, Section 40604 and the State Implementation Plan (SIP). The PM10 and Ozone plans have determined that the ISR Rule, in addition to existing and future rules and conditions, will help clean the Valley's air and reach attainment.

The SJVAPCD's ISR requirements, as outlined in Rule 9510 procedures, identifies development projects and sizes that are applicable to the rule. As described in the Project description above, the Project includes

the development of a 3,398 sq. ft. car wash tunnel and a covered 17-stall vacuuming area. The Project, as described, meets the criteria for Rule 9510. The ISR Fee Estimator calculator was used to calculate the Project's cost for emission reductions per Rule 9510. The Project's cost for emissions reductions without implementation of emission reduction measures is $21,933.60.

Should you have any further questions or comments, please contact me by phone at (559) 246-4204 or by email at jellard@jkconsultinggroupllc.com.

Sincerely,



Jason Ellard
Principal
JK Consulting Group

Attachment

CALEEMOD WORKSHEETS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Raj Singh Carwash

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	3.40	1000sqft	0.08	3,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage Based Upon Project Description

Vehicle Trips - Rates adjusted to reflect trip generation characteristics relative to the Project.

Water And Wastewater - The Project will use an estimated 1,440 Gallons per Day with a 70% effieciency water reclaim system. At six days per week, usage is approximately 134,784 gallons per year.

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	ST_TR	23.72	241.57
tblVehicleTrips	SU_TR	11.88	221.06
tblVehicleTrips	WD_TR	23.72	227.90

2.0 Emissions Summary

Raj Singh Carwash - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0176	0.1752	0.1763	2.9000e-004	6.3200e-003	9.0400e-003	0.0154	2.8000e-003	8.3800e-003	0.0112	0.0000	25.7683	25.7683	7.3500e-003	7.0000e-005	25.9728
2023	0.0462	0.2240	0.2514	4.1000e-004	8.3000e-004	0.0111	0.0119	2.2000e-004	0.0102	0.0105	0.0000	36.1544	36.1544	0.0111	1.1000e-004	36.4640
Maximum	**0.0462**	**0.2240**	**0.2514**	**4.1000e-004**	**6.3200e-003**	**0.0111**	**0.0154**	**2.8000e-003**	**0.0102**	**0.0112**	**0.0000**	**36.1544**	**36.1544**	**0.0111**	**1.1000e-004**	**36.4640**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0176	0.1752	0.1763	2.9000e-004	6.3200e-003	9.0400e-003	0.0154	2.8000e-003	8.3800e-003	0.0112	0.0000	25.7683	25.7683	7.3500e-003	7.0000e-005	25.9728
2023	0.0462	0.2240	0.2514	4.1000e-004	8.3000e-004	0.0111	0.0119	2.2000e-004	0.0102	0.0105	0.0000	36.1543	36.1543	0.0111	1.1000e-004	36.4639
Maximum	**0.0462**	**0.2240**	**0.2514**	**4.1000e-004**	**6.3200e-003**	**0.0111**	**0.0154**	**2.8000e-003**	**0.0102**	**0.0112**	**0.0000**	**36.1543**	**36.1543**	**0.0111**	**1.1000e-004**	**36.4639**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-25-2022	1-24-2023	0.2505	0.2505
2	1-25-2023	4-24-2023	0.2078	0.2078
		Highest	0.2505	0.2505

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	6.4643	6.4643	5.1000e-004	1.2000e-004	6.5134
Mobile	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648
Waste						0.0000	0.0000		0.0000	0.0000	2.6369	0.0000	2.6369	0.1558	0.0000	6.5327
Water						0.0000	0.0000		0.0000	0.0000	0.1015	0.2236	0.3251	0.0105	2.5000e-004	0.6613
Total	**0.2898**	**0.3156**	**1.7622**	**3.1300e-003**	**0.2907**	**3.0400e-003**	**0.2937**	**0.0778**	**2.8600e-003**	**0.0806**	**2.7383**	**294.6725**	**297.4108**	**0.1920**	**0.0210**	**308.4722**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	6.4643	6.4643	5.1000e-004	1.2000e-004	6.5134
Mobile	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648
Waste						0.0000	0.0000		0.0000	0.0000	2.6369	0.0000	2.6369	0.1558	0.0000	6.5327
Water						0.0000	0.0000		0.0000	0.0000	0.1015	0.2236	0.3251	0.0105	2.5000e-004	0.6613
Total	**0.2898**	**0.3156**	**1.7622**	**3.1300e-003**	**0.2907**	**3.0400e-003**	**0.2937**	**0.0778**	**2.8600e-003**	**0.0806**	**2.7383**	**294.6725**	**297.4108**	**0.1920**	**0.0210**	**308.4722**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/25/2022	11/7/2022	5	10	
2	Site Preparation	Site Preparation	11/8/2022	11/8/2022	5	1	
3	Grading	Grading	11/9/2022	11/10/2022	5	2	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	11/11/2022	3/30/2023	5	100	
5	Paving	Paving	3/31/2023	4/6/2023	5	5	
6	Architectural Coating	Architectural Coating	4/7/2023	4/13/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,100; Non-Residential Outdoor: 1,700; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	1.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**		**1.6900e-003**	**1.6900e-003**		**1.6100e-003**	**1.6100e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.2900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3247	0.3247	1.0000e-005	1.0000e-005	0.3279
Total	**1.7000e-004**	**1.1000e-004**	**1.2900e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3247**	**0.3247**	**1.0000e-005**	**1.0000e-005**	**0.3279**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**		**1.6900e-003**	**1.6900e-003**		**1.6100e-003**	**1.6100e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.2900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3247	0.3247	1.0000e-005	1.0000e-005	0.3279
Total	**1.7000e-004**	**1.1000e-004**	**1.2900e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3247**	**0.3247**	**1.0000e-005**	**1.0000e-005**	**0.3279**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0162	0.0162	0.0000	0.0000	0.0164
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0162**	**0.0162**	**0.0000**	**0.0000**	**0.0164**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0162	0.0162	0.0000	0.0000	0.0164
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0162**	**0.0162**	**0.0000**	**0.0000**	**0.0164**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	**1.0800e-003**	**0.0120**	**5.9400e-003**	**1.0000e-005**	**5.3100e-003**	**5.2000e-004**	**5.8300e-003**	**2.5700e-003**	**4.8000e-004**	**3.0500e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2482**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0520**	**0.0520**	**0.0000**	**0.0000**	**0.0525**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	**1.0800e-003**	**0.0120**	**5.9400e-003**	**1.0000e-005**	**5.3100e-003**	**5.2000e-004**	**5.8300e-003**	**2.5700e-003**	**4.8000e-004**	**3.0500e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2482**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0520**	**0.0520**	**0.0000**	**0.0000**	**0.0525**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0124	0.1265	0.1288	2.1000e-004		6.6900e-003	6.6900e-003		6.1600e-003	6.1600e-003	0.0000	18.0266	18.0266	5.8300e-003	0.0000	18.1723
Total	**0.0124**	**0.1265**	**0.1288**	**2.1000e-004**		**6.6900e-003**	**6.6900e-003**		**6.1600e-003**	**6.1600e-003**	**0.0000**	**18.0266**	**18.0266**	**5.8300e-003**	**0.0000**	**18.1723**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	9.7000e-004	2.7000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3594	0.3594	0.0000	5.0000e-005	0.3757
Worker	6.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1181
Total	**1.0000e-004**	**1.0100e-003**	**7.3000e-004**	**0.0000**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**7.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.4763**	**0.4763**	**0.0000**	**5.0000e-005**	**0.4937**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0124	0.1265	0.1288	2.1000e-004		6.6900e-003	6.6900e-003		6.1600e-003	6.1600e-003	0.0000	18.0266	18.0266	5.8300e-003	0.0000	18.1723
Total	**0.0124**	**0.1265**	**0.1288**	**2.1000e-004**		**6.6900e-003**	**6.6900e-003**		**6.1600e-003**	**6.1600e-003**	**0.0000**	**18.0266**	**18.0266**	**5.8300e-003**	**0.0000**	**18.1723**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	9.7000e-004	2.7000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3594	0.3594	0.0000	5.0000e-005	0.3757
Worker	6.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1181
Total	**1.0000e-004**	**1.0100e-003**	**7.3000e-004**	**0.0000**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**7.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.4763**	**0.4763**	**0.0000**	**5.0000e-005**	**0.4937**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.2054	0.2271	3.7000e-004		0.0103	0.0103		9.4300e-003	9.4300e-003	0.0000	32.0667	32.0667	0.0104	0.0000	32.3260
Total	**0.0202**	**0.2054**	**0.2271**	**3.7000e-004**		**0.0103**	**0.0103**		**9.4300e-003**	**9.4300e-003**	**0.0000**	**32.0667**	**32.0667**	**0.0104**	**0.0000**	**32.3260**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.4100e-003	4.2000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.2000e-004	6.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.6154	0.6154	0.0000	9.0000e-005	0.6431
Worker	1.0000e-004	6.0000e-005	7.5000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2012	0.2012	1.0000e-005	1.0000e-005	0.2031
Total	**1.3000e-004**	**1.4700e-003**	**1.1700e-003**	**1.0000e-005**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**0.8166**	**0.8166**	**1.0000e-005**	**1.0000e-004**	**0.8462**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.2054	0.2271	3.7000e-004		0.0103	0.0103		9.4300e-003	9.4300e-003	0.0000	32.0667	32.0667	0.0104	0.0000	32.3259
Total	**0.0202**	**0.2054**	**0.2271**	**3.7000e-004**		**0.0103**	**0.0103**		**9.4300e-003**	**9.4300e-003**	**0.0000**	**32.0667**	**32.0667**	**0.0104**	**0.0000**	**32.3259**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.4100e-003	4.2000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.2000e-004	6.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.6154	0.6154	0.0000	9.0000e-005	0.6431
Worker	1.0000e-004	6.0000e-005	7.5000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2012	0.2012	1.0000e-005	1.0000e-005	0.2031
Total	**1.3000e-004**	**1.4700e-003**	**1.1700e-003**	**1.0000e-005**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**0.8166**	**0.8166**	**1.0000e-005**	**1.0000e-004**	**0.8462**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5300e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.0600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2829	0.2829	1.0000e-005	1.0000e-005	0.2856
Total	**1.4000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2829**	**0.2829**	**1.0000e-005**	**1.0000e-005**	**0.2856**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5300e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.0600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2829	0.2829	1.0000e-005	1.0000e-005	0.2856
Total	**1.4000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2829**	**0.2829**	**1.0000e-005**	**1.0000e-005**	**0.2856**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.0241**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.0241**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648
Unmitigated	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	774.86	821.34	751.60	775,210	775,210
Total	774.86	821.34	751.60	775,210	775,210

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7085	2.7085	4.4000e-004	5.0000e-005	2.7353
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7085	2.7085	4.4000e-004	5.0000e-005	2.7353
NaturalGas Mitigated	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781
NaturalGas Unmitigated	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	70380	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781
Total		**3.8000e-004**	**3.4500e-003**	**2.9000e-003**	**2.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.7557**	**3.7557**	**7.0000e-005**	**7.0000e-005**	**3.7781**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	70380	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781
Total		**3.8000e-004**	**3.4500e-003**	**2.9000e-003**	**2.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.7557**	**3.7557**	**7.0000e-005**	**7.0000e-005**	**3.7781**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	29274	2.7085	4.4000e-004	5.0000e-005	2.7353
Total		**2.7085**	**4.4000e-004**	**5.0000e-005**	**2.7353**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	29274	2.7085	4.4000e-004	5.0000e-005	2.7353
Total		**2.7085**	**4.4000e-004**	**5.0000e-005**	**2.7353**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0133					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Total	**0.0156**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0133					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Total	**0.0156**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3251	0.0105	2.5000e-004	0.6613
Unmitigated	0.3251	0.0105	2.5000e-004	0.6613

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.319876 / 0.196053	0.3251	0.0105	2.5000e-004	0.6613
Total		**0.3251**	**0.0105**	**2.5000e-004**	**0.6613**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.319876 / 0.196053	0.3251	0.0105	2.5000e-004	0.6613
Total		**0.3251**	**0.0105**	**2.5000e-004**	**0.6613**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.6369	0.1558	0.0000	6.5327
Unmitigated	2.6369	0.1558	0.0000	6.5327

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	12.99	2.6369	0.1558	0.0000	6.5327
Total		**2.6369**	**0.1558**	**0.0000**	**6.5327**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	12.99	2.6369	0.1558	0.0000	6.5327
Total		**2.6369**	**0.1558**	**0.0000**	**6.5327**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ISR RULE 9510 WORKSHEET

Emissions Estimator Worksheet

10/28/2022

Applicant/Business Name:	Copper Express Car Wash Development
Project Name:	Copper Express Car Wash Development
Project Location:	City of Fresno
District Project ID No.:	SJVAPCD

Project Construction Emissions

If applicant selected Construction Clean Fleet Mitigation Measure - Please select "Yes" from dropdown menu: No

			NOx					PM10					
Project Phase Name	ISR Phase	Construction Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]
	1	10/25/2022	0.2240	0.2240	0.0000	0.0448	0.0448	0.0154	0.0154	0.0000	0.0069	0.0069
	2				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	3				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	4				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	5				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	6				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
		Total	0.2240	0.2240	0.0000	0.0448	0.0448	0.0154	0.0154	0.0000	0.0069	0.0069

Total Achieved On-Site Reductions (tons)

ISR Phase	NOx	PM10
1	0.0000	0.0000
2	0.0000	0.0000
3	0.0000	0.0000
4	0.0000	0.0000
5	0.0000	0.0000
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	0.0000	0.0000

Project Operations Emissions (Area + Mobile)

			NOx						PM10					
Project Phase Name	ISR Phase	Operation Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]
	1		0.3156	0.3156	0.0000	0.7890	0.7890	0.0789	0.2937	0.2937	0.0000	1.4685	1.4685	0.1469
	2				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	3				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	4				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	5				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	6				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
		Total	0.3156	0.3156	0.0000	0.7890	0.7890	0.0789	0.2937	0.2937	0.0000	1.4685	1.4685	0.1469

Total Required Off-Site Reductions (tons)

ISR Phase	NOx	PM10
1	0.8338	1.4754
2	0.0000	0.0000
3	0.0000	0.0000
4	0.0000	0.0000
5	0.0000	0.0000
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	0.8338	1.4754

Notes:

TPY: Tons Per Year

[1] **Unmitigated Baseline:** The project's baseline emissions generated with no on-site emission reduction measures.

[2] **Mitigated Baseline:** The project's baseline emissions generated after on-site emisison reduction measures have been applied.

[3] **Achieved On-site Reductions:** The project's emission reductions achieved after on-site emission reduction measures have been applied.

[4] **Required Off-site Reductions:** The project's remaining emission reductions required by Rule 9510 if on-site emission reduction measures did not achieive the required rule reductions.

[5] **Emission Reductions Required by Rule:** The project's emission reductions required (20% NOx and 45% PM10) for construction from the unmitigated baseline.

[6] **Total Emission Reductions Required by Rule:** The project's emission reductions required (33.3% NOx and 50% PM10) for operations from the unmitigated baseline over a 10-year period.

[7] **Average Annual Emission Reductions Required by Rule:** The project's total emission reduction for operations required by Rule 9510 divided by 10 years.

Fee Estimator Worksheet

10/28/2022

Applicant/Business Name:	Copper Express Car Wash Development
Project Name:	Copper Express Car Wash Development
Project Location:	City of Fresno
District Project ID No.:	SJVAPCD

NOTES:

(1) The start date for each ISR phase is shown in TABLE 1.

(2) If you have chosen a **ONE-TIME** payment for the project, then the total amount due for ALL PHASES is shown under TABLE 2.

(3) If you have chosen a **DEFERRED** payment schedule or would like to propose a **DEFERRED** payment schedule for the project, the total amount due for a specific year is shown in TABLE 3 according to the schedule in TABLE 1.

* If you have not provided a proposed payment date, the District sets a default invoice date of 60 days prior to start of the ISR phase.

If applicant selected Fee Deferral Schedule - Please select "Yes" from dropdown menu	Yes

TABLE 1 - PROJECT INFORMATION

Project Phase Name	ISR Phase	Start Date per Phase	Scheduled Payment Date*
	1	10/25/22	FALSE
	2		
	3		
	4		
	5		
	6		
	7		
	8		
	9		
	10		
TOTAL (tons)			

TABLE 2 - No Fee Deferral Schedule (FDS)

Pollutant	Required Offsite Reductions (tons)
NOx	0.8338
PM10	1.4754
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.8338
PM10	1.4754

Offsite Fee by Pollutant ($)	NOx	$7,796
	PM10	$13,294
Administrative Fee ($)		$843.60
Offsite Fee ($)		$21,090.00
Total Project Offsite Fee ($)		$21,933.60

Rule 9510 Fee Schedule ($/ton)		
Year	Nox	PM10
2022 and Beyond	$9,350	$9,011

TABLE 2 - NO FDS

2022
0.8338
1.4754
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.8338
1.4754

TABLE 3 - APPROVED FEE DEFERRAL SCHEDULE (FDS) BY PAYMENT YEAR

2022	2023	2024	2025	2026	2027	2028	2029	2030
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0
$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
			$0.00					

ATTACHMENT B

Energy Assessment

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May 28, 2025

Kevin Grant, Principal
Ericsson-Grant, Inc.
315 South Coast Highway, Suite U277
Encinitas, CA 92024

RE: Copper Express Car Wash Development Air Quality/Greenhouse Gas and Energy Assessment

Dear Kevin Grant:

JK Consulting Group previously prepared the Air Quality/Greenhouse Gas and Energy Assessments for the proposed Copper Express Car Wash Development (Project) located in Fresno, California. The Project includes a General Plan Amendment (GPA) from Commercial Community and Residential Multi-Family Urban Neighborhood (CC) to Commercial General. A Rezone from Commercial Community (CC) to Commercial General (CG) Zone District will also be required to allow an automated automobile car wash. The rezone to CG will limit the use of the site to an automated carwash.

The Project is located on the north side of Copper Avenue, just west of the Copper Avenue and Maple Avenue intersection on approximately 0.84 acres of vacant land. The Project Location and newly revised Site Plan are depicted in Figures 1 and 2. The Air Quality/Greenhouse Gas and Energy Assessments prepared for the Project were based upon the development of a 3,398 sq. ft. car wash tunnel and a covered 17-stall vacuuming area. The newly revised site plan for the Project proposes the development of a 3,500 sq. ft. car wash and a covered 16-stall vacuuming area. This results in a building area increase of 102 sq. ft. which is an increase of 3% in the building area footprint for the Project.

As shown in Tables 4 and 5 of the previously prepared Air Quality/Greenhouse Gas Assessment (attached to this letter), Project construction and operational emissions represent between 0.01% and 3.16% of the San Joaquin Valley Air Pollution Control District (SJVAPCD) emission thresholds for criteria pollutants. In addition, Project Greenhouse Gas emissions reflect between 3% and 35% of the Greenhouse Gas emission thresholds developed by other lead agencies (California Air Resources Board, California Air Pollution Control Officers Association, Sacramento Metropolitan Air Quality Management District, and South Coast Air Quality Management District) as shown in Table 8 of the Air Quality/Greenhouse Gas Assessment. The minimal increase in building square footage would not significantly impact the results of the Air Quality/Greenhouse Gas and Energy Assessments previously prepared for the Project. Air Quality and Greenhouse Gas emissions and Energy usage from the construction and operation of the Project, as currently proposed (3,500 sq. ft.), would remain within existing air quality standards as there would be minimal emissions changes and energy usage resulting from the building area increase of 102 sq. ft. Therefore, updates to the Air Quality/Greenhouse Gas and Energy Assessments due to the change in building area square footage are not warranted.

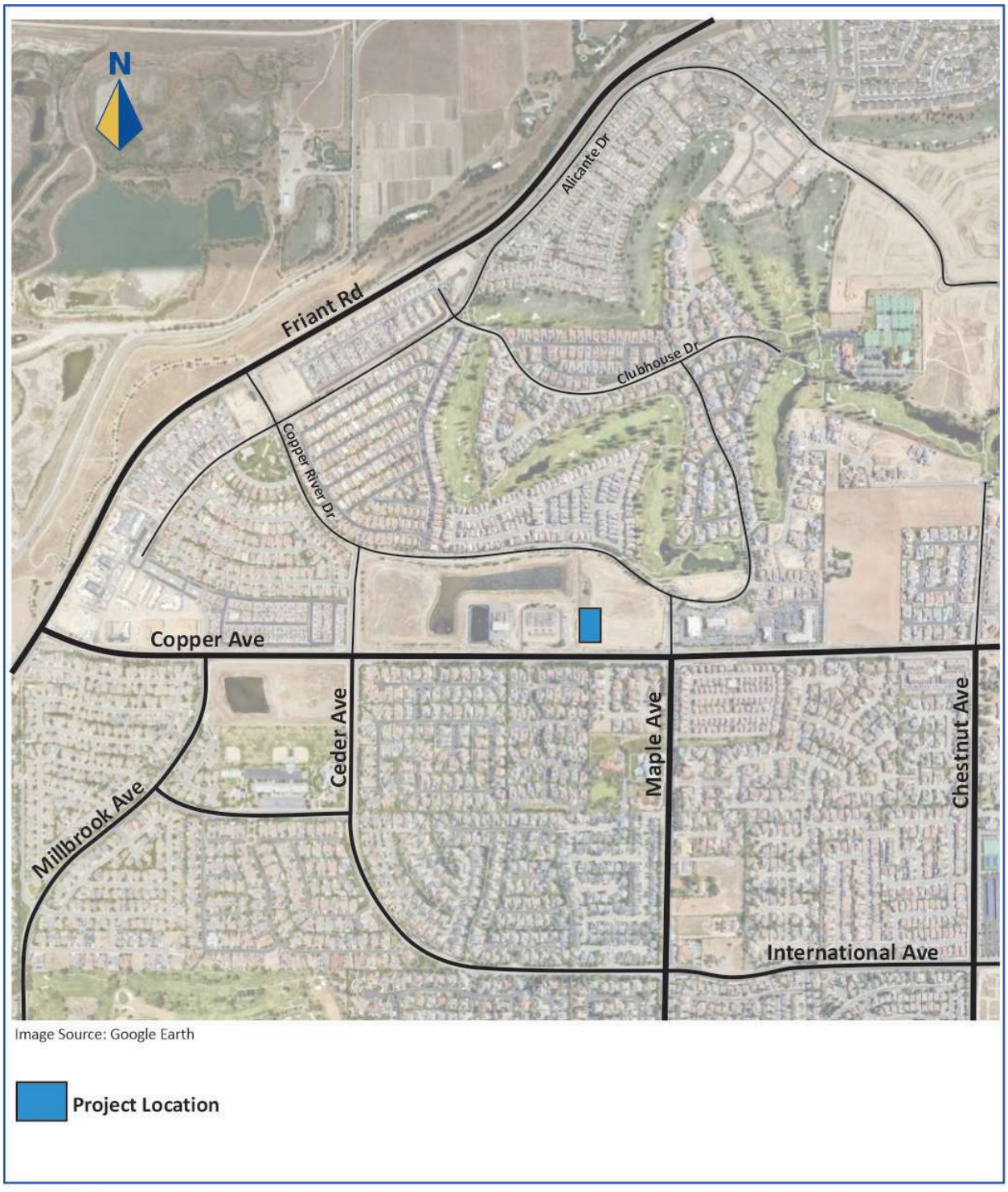

FIGURE 1
Project Location

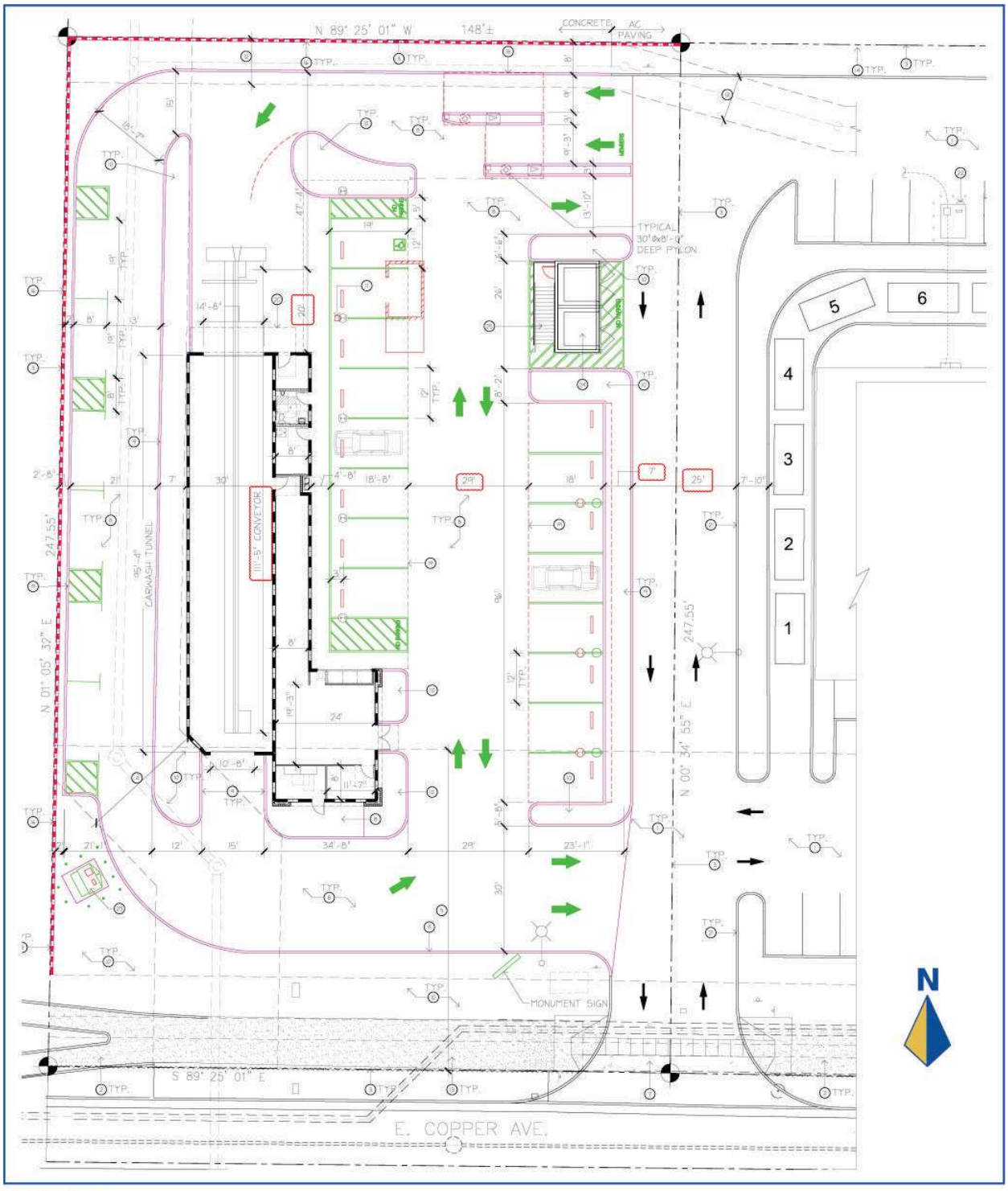

FIGURE 2
Project Site Plan

Should you have any further questions or comments, please contact me by phone at (559) 246-4204 or by email at jellard@jkconsultinggroupllc.com.

Sincerely,

Jason Ellard
Principal
JK Consulting Group

Attachment

August 5, 2025

Kevin Grant, Principal
Ericsson-Grant, Inc.
315 South Coast Highway, Suite U277
Encinitas, CA 92024

RE: Copper Express Car Wash Development Energy Assessment

Dear Kevin Grant:

JK Consulting Group prepared the following Energy Assessment for the proposed Copper Express Car Wash Development (Project) located in Fresno, California. The Project includes a General Plan Amendment (GPA) from Commercial Community and Residential Multi-Family Urban Neighborhood (CC) to Commercial General. A Rezone from Commercial Community (CC) to Commercial General (CG) Zone District will also be required to allow an automated automobile car wash. The rezone to CG will limit the use of the site to an automated carwash.

The Project is located on the north side of Copper Avenue, just west of the Copper Avenue and Maple Avenue intersection on approximately 0.84 acres of vacant land. The Project Location and Site Plan are depicted in Figures 1 and 2. The Project includes the development of a 3,500 sq. ft. car wash tunnel and a covered 16-stall vacuuming area.

INTRODUCTION

An Energy Assessment must include a detailed statement setting forth mitigation measures, if necessary, proposed to minimize a project's significant environmental effects, including, but not limited to, measures to reduce wasteful, inefficient, or unnecessary energy consumption, as required by Section 21100(b) of the California Environmental Quality Act (CEQA) Guidelines (State CEQA Guidelines). According to Appendix F of the State CEQA Guidelines, prospective energy implications of a project shall be considered, to the extent appropriate and applicable to the project, to guarantee that energy implications are considered in project choices. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives.

This Energy Assessment includes relevant information and analyses that address the energy implications of the Project. The Project's anticipated energy use (including fuel consumption) and energy conserving components are evaluated in this memorandum to determine whether the project would result in unnecessary or wasteful energy consumption. The discussion of the Project's anticipated energy use includes fuel consumption.

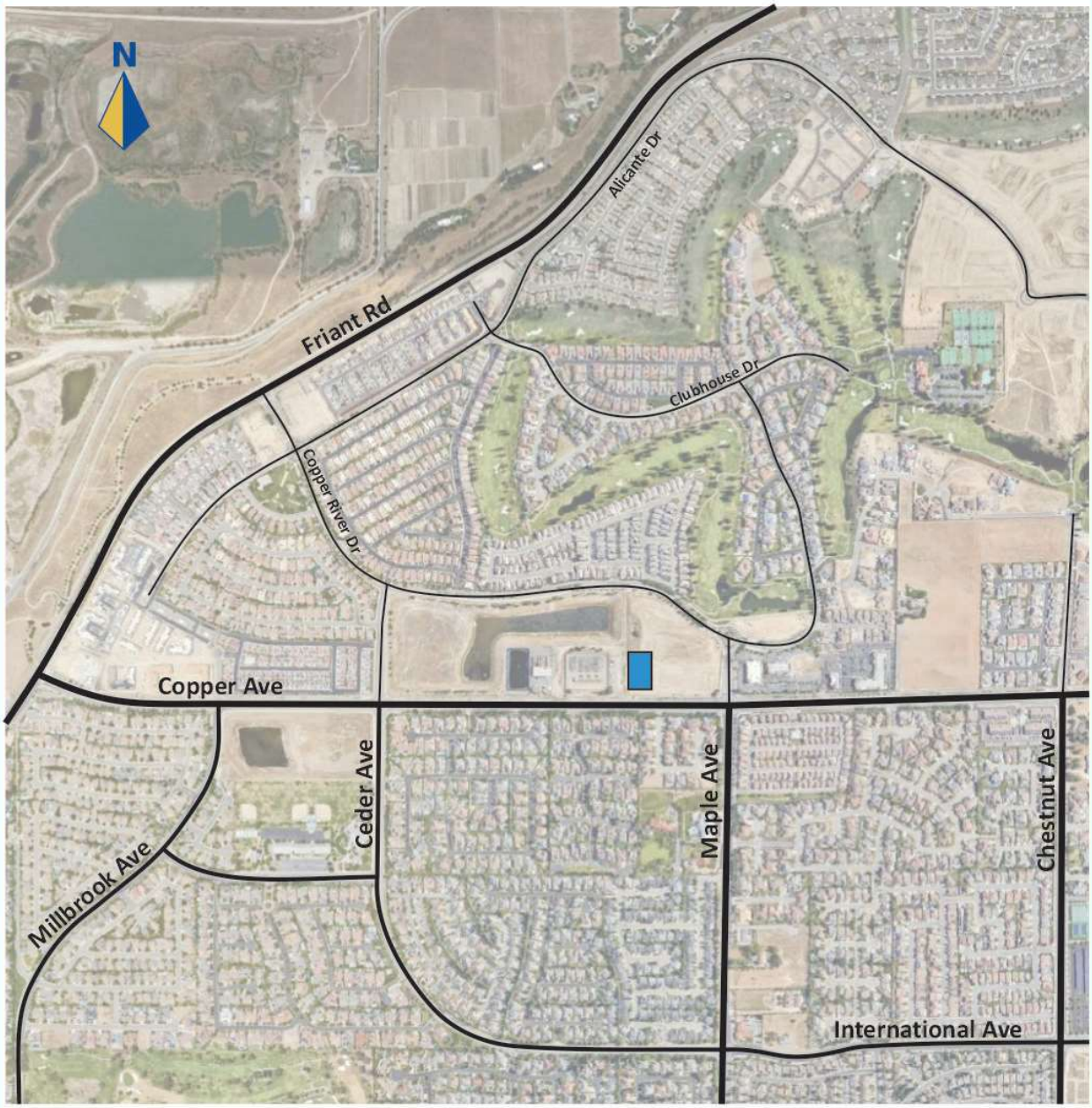

FIGURE 1
Project Location

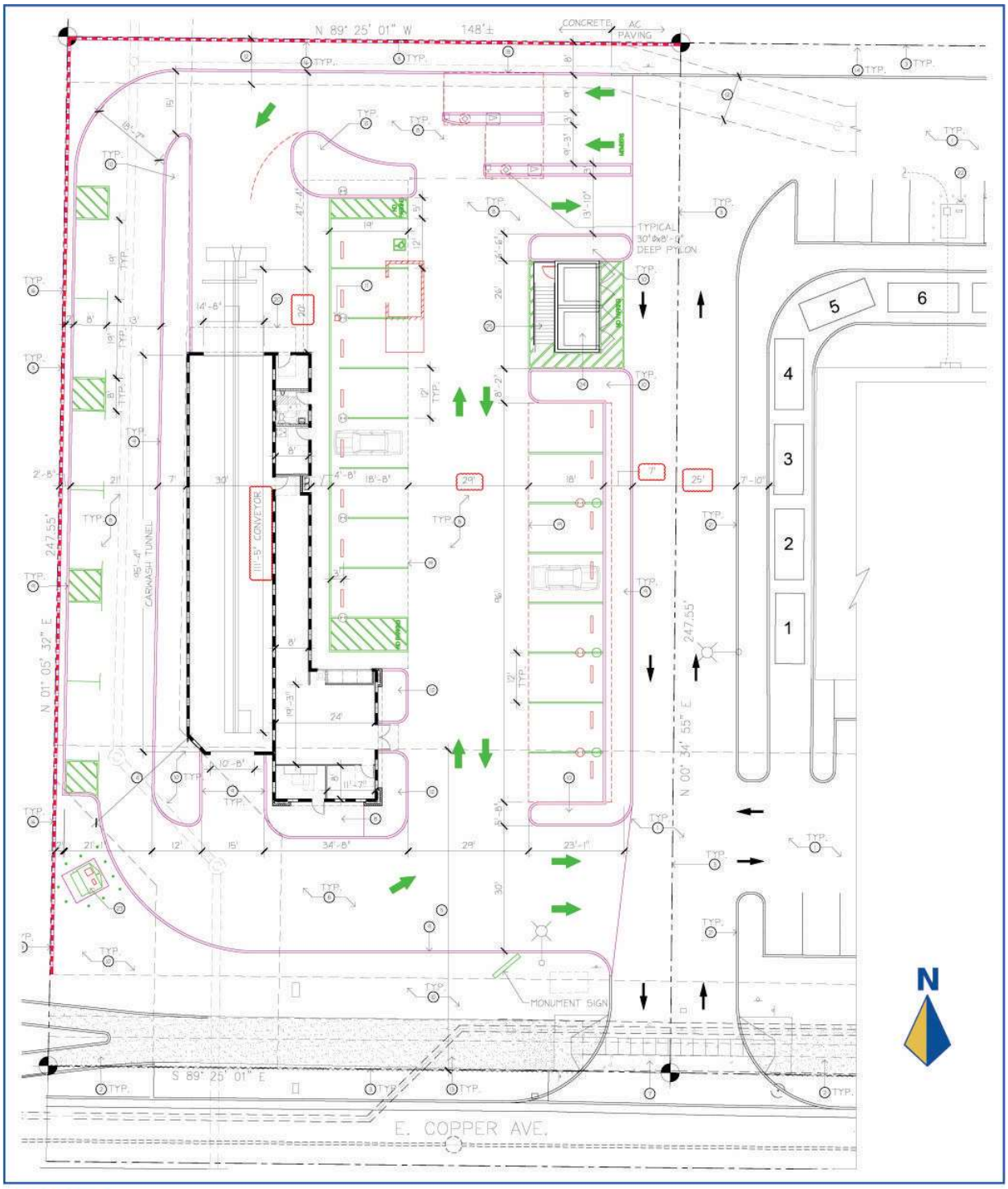

FIGURE 2
Project Site Plan

REGULATORY SETTING

Federal

Federal agencies with significant influence on energy policy and initiatives include the US Department of Energy, the US Environmental Protection Agency, and the US Department of Transportation. These agencies regulate transportation energy use through establishing and enforcing fuel efficiency standards for automobiles and light trucks, sponsoring energy-related research and development programs, and subsidizing transportation infrastructure improvements.

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the transmission and sales of electricity, natural gas, and oil in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters. The setting and enforcing of interstate transmission sales is also regulated by FERC.

Federal Energy Policy and Conservation Act and Amendments

The Federal Energy Policy and Conservation Act of 1975 established minimum energy efficiency criteria for several key appliances, which have since been revised by subsequent energy policies, including the Federal Energy Policy Act of 2005. The National Energy Act of 1978 was enacted with the purpose of encouraging increased use of renewable energy, providing residential customers with energy saving audits to encourage slower growth in power use, and promoting fuel efficiency.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 includes provisions related to energy efficiency, appliance and lighting efficiency standards and building energy efficiency standards in addition to increasing auto mileage standards.

State

The California Energy Commission (CEC) and the California Public Utilities Commission (CPUC) are two state entities that have jurisdiction over various sectors of energy. The CEC gathers and analyzes energy-related data, develops statewide energy policy recommendations and plans, promotes and funds energy efficiency initiatives, and establishes and enforces appliance and building energy efficiency standards. The CPUC is in charge of regulating utilities in the energy, rail, telecommunications, and water sectors.

Senate Bill 1389

Senate Bill 1389 (SB) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors.

The 2015 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California including energy efficiency, strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan, building energy efficiency standards, the impact of drought on California's energy system, achieving 50 percent renewables by 2030, the California Energy Demand Forecast, the Natural Gas Outlook, the Transportation Energy Demand Forecast, Alternative and Renewable Fuel and Vehicle Technology Program benefits updates, update on electricity infrastructure in Southern California, an update on trends in California's sources of crude oil, an update on California's nuclear plants, and other energy issues.

Assembly Bill 1493

Assembly Bill (AB) 1493, enacted in 2002, required that the California Air Resources Board (CARB) develop and adopt regulations to achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.

California Code of Regulations

Title 20, Public Utilities and Energy, and Title 24, Building Standards Code, of the California Code of Regulations must be followed during new building construction in California. These energy efficiency standards govern energy use for heating, cooling, ventilation, water heating, and lighting in new residential and nonresidential buildings. The local building permit process enforces the building efficiency criteria. Local government agencies may create and enforce energy standards for new buildings as long as they meet or surpass the guidelines set forth in Title 24.

Regional

San Joaquin Valley Air Pollution Control District Air Quality-Related Energy Policy

Adopted on December 17, 2009, the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Climate change Action Plan (CCAP) - Addressing Greenhouse Gas Emissions Impacts Under the California Environmental Quality Act provides energy efficiency and conservation greenhouse gas (GHG) emission reduction measures. The CCAP includes CARB's twelve (12) strategies for maximizing energy efficiency, four of which are based on further development of the State's building and appliance energy efficiency codes and standards. Those strategies include:

- Zero Net Energy Buildings
- More stringent building codes and appliance standards
- Broader standards for new types of appliances and for water efficiency
- Improved compliance and enforcement for existing standards
- Voluntary efficiency and green building targets beyond mandatory codes
- Voluntary and mandatory whole-building retrofits for existing buildings

- Innovated financing to overcome first-cost and split incentives for energy efficiency, on-site renewables, and high efficiency distributed generation
- More aggressive utility programs to achieve long-term savings
- Water system and water use efficiency and conservation measures
- Local government programs that lead by example and tap local authority over planning, development, and code compliance
- Additional industrial and agricultural efficiency efforts
- Providing real time energy information to help customers conserve and optimize energy performance

EXISTING CONDITIONS

Energy is vital to the economy and the quality of life of the State of California and the Fresno County region. In 2019, California's per-capita energy consumption rate was one of the lowest in the country and ranked 50th compared to other states (U.S. EIA 2021). This is largely because of California's proactive energy efficiency programs and mild weather, which reduce energy demands for heating and cooling.

The primary energy source for the U.S. is petroleum (also referred to as "oil"), which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. In 2019, the U.S consumed approximately 7,498,143,000 barrels of petroleum with California accounting for 661,893,000 barrels, which accounts for roughly 9% of U.S. consumption (U.S. EIA 2021).

World consumption of petroleum products has grown steadily since 1983, with world consumption of oil reaching 91 million barrels per day by 2020 (IEA Oil Market Report). The world supply of oil is anticipated to peak (i.e., reach the point of maximum production) sometime between now and 2042, before beginning a terminal decline that will put a significant strain on the economy if not anticipated and mitigated. However, the timing of the peak depends on multiple, uncertain factors that will affect how quickly remaining oil is consumed, such as the amount of oil that still remains in the ground; how much of the amount in the ground can be extracted and produced based on technological, economic, and environmental feasibility; and future demand for oil.

The transportation sector makes up the single largest consumer of energy in California, accounting for 39 percent of the state's total energy demand, and nearly all of this energy is provided by petroleum (U.S. EIA 2021). In 2020, total gasoline consumed in California was 31.64 million gallons/day, second to the state of Texas at 35.82 million gallons/day (U.S. EIA 2021). Diesel fuel is the second largest transportation fuel in California behind gasoline. In 2019, more than 2.9 billion gallons of diesel were sold in California (CA Dept. of Tax and Fee Administration).

The industrial sector accounts for approximately 23 percent of the total energy consumption in California. The residential and commercial sectors both account for approximately 19 percent of the energy consumption in the state. In 2019, electric energy consumption for all land uses in California totaled 279,510 gigawatt-hours (California Energy Commission 2021).

Similar to California and the U.S. as a whole, the Fresno County region relies primarily on oil to meet its transportation needs. Motor vehicles are the largest consumer of fuels in the region's transportation sector. After gasoline, diesel fuel is the most utilized transportation energy source. The primary consumers of diesel fuel in the transportation sector are heavy-duty trucks, with medium-duty trucks, buses, light-duty passenger cars, and railway locomotives accounting for remaining diesel fuel consumption.

Alternative fuels are defined as fuels not derived from petroleum, such as natural gas, ethanol, and electricity. However, like petroleum, alternative fuels like natural gas and ethanol (which is primarily composed of diesel fuel) are also nonrenewable, finite resources. Electricity is also considered nonrenewable when generated from natural gas or coal, but considered renewable when generated from sources like solar, hydroelectric, or wind energy. Most alternative fuel facilities in the region supply compressed natural gas (CNG) or electricity. The region's limited alternative fuel infrastructure severely constrains the use of alternative fuel passenger vehicles.

Although average fuel efficiency for autos and trucks has experienced some improvements during the last quarter-century, fuel consumption associated with the large increase in VMT has exceeded the fuel consumption reductions achieved by improved efficiency, and the total amount of annual fuel consumption has continued to increase. The equipment and vehicles involved in the construction of development projects also consume energy. Currently, construction equipment and vehicles are generally dependent on petroleum-based fuels.

Vehicle fuel consumption for Fresno County is provided in Table 1 below which is derived from the California Air Resources Board EMFAC 2021. Table 1 shows that approximately 549 million gallons of fuel were consumed in the County in 2019. This equates to approximately 1.5 million gallons of fuel per day or 1.53 gallons of fuel per person per day, based on a 2019 countywide population of 984,521 people (U.S. Census 2019).

TABLE 1
FRESNO COUNTY VEHICLE FUEL CONSUMPTION

FUEL	2019 Annual Fuel Consumption (Thousands of Gallons)	2019 Daily Fuel Consumption (Thousands of Gallons)	2019 Annual Energy Consumption (kWh)	2019 Daily Energy Consumption (kWh)
Gasoline	388,885.60	1,065.44	0.00	0.00
Diesel	155,694.40	426.56	0.00	0.00
Natural Gas	3,113.45	8.53	0.00	0.00
Plug-in Hybrid	1,419.85	3.89	0.00	0.00
Electricity	0.00	0.00	17,222,608.95	47,185.23
TOTAL	**549,113.30**	**1,504.42**	**17,222,608.95**	**47,185.23**

Source: EMFAC2021 (v1.0.1) Emissions Inventory

ANALYSIS OF PROJECT IMPACTS AND DETERMINATION OF SIGNIFICANCE

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in significant adverse impacts on the environment. According to Appendix F of the State CEQA Guidelines, prospective energy implications of a project shall be considered, to the extent appropriate and applicable to the project, to guarantee that energy implications are considered in project choices. Appendix F does not provide specific thresholds for energy use but instead highlights the wise and efficient use of energy through the following actions which provide the means of achieving the goal of energy conservation.

- decreasing overall per capita energy consumption
- decreasing reliance on fossil fuels such as coal, natural gas and oil, and
- increasing reliance on renewable energy sources

In compliance with Appendix G and Appendix F of the CEQA Guidelines, energy impacts resulting from the Project are considered significant if the Project would:

a) result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?
b) conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Short-Term (Construction)

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Energy impacts from construction are generally attributable to the manufacture and transportation of building materials, preparation of the site for grading activities, utility installation, paving, and building construction and architectural coating. It should be noted that the Project is subject to California Code of Regulations (CCR), Title 24 building standards. The Title 24 California Building Standards Code is a wide-ranging set of requirements for energy conservation and green design that apply to the structural, mechanical, electrical, and plumbing systems in a building. The provisions of Title 24, Part 6 are applicable to the following components of the Project:

- Space-Conditioning Equipment
- Fenestration products and exterior doors
- DECRA Metal Roofing (Orange Color)
- Lighting controls
- Electrical power distribution system

Gasoline and diesel fuel used in the operation of off-road equipment, trucks, and worker traffic would be the primary source of energy consumption during the construction of the Project. Energy consumption generated during the construction phase was estimated using CalEEMod defaults for construction equipment since the specific mix of construction equipment is not presently known. It should be noted that energy usage from construction of the Project would be temporary in nature and would cease upon completion of the Project. Table 2 provides a list of the construction equipment used in development of the Project site per CalEEMod defaults. Table 3 shows the anticipated worker and vendor trips associated with development of the Project.

The estimated consumption of diesel fuel, considering the construction schedule and hours of use determined by CalEEMod, is 4,154 gallons of diesel for the development/construction of the Project as shown in Table 4.

Vehicle Miles Traveled (VMT) estimates during the construction of the Project were also determined by data points in the CalEEMod program. Worker, vendor, and haul trips would result in 4,089 VMT for the duration of construction activities. As noted in Table 4, construction trips would account for approximately 272 gallons of motor vehicle fuel.

Long-Term (Operations)

The Project's operation will include typical equipment consistent with automated car was developments such as Washing, Drying, and Vacuum systems. Table 5 provides an estimate of energy use for the proposed Project. Estimated electricity, natural gas, and motor vehicle gasoline consumption were

derived from estimates included in the CalEEMod program. As shown below, the Project would consume approximately 29,274 kWh of electricity, 70,380 kBtu of natural gas, and 40,042 gallons of gasoline per year. As shown in Table 5, Project electricity, natural gas, and vehicle gasoline consumption equates to roughly 0.000010%, 0.000003%, and 0.000221%, respectively, of statewide consumption.

TABLE 2
PROJECT CONSTRUCTION EQUIPMENT

PHASE NAME	OFFROAD EQUIPMENT TYPE	AMOUNT	DAYS	USAGE HOURS	HORSE POWER	LOAD FACTOR
Demolition	Concrete/Industrial Saws	1	10.00	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	10.00	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	10.00	6.00	97	0.37
Site Preparation	Graders	1	1.00	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	1.00	8.00	97	0.37
Grading	Graders	1	2.00	6.00	187	0.41
Grading	Rubber Tired Dozers	1	2.00	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	2.00	7.00	97	0.37
Building Construction	Cranes	1	100.00	4.00	231	0.29
Building Construction	Forklifts	2	100.00	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	100.00	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	5.00	6.00	9	0.56
Paving	Pavers	1	5.00	7.00	130	0.42
Paving	Rollers	1	5.00	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	5.00	7.00	97	0.37
Architectural Coating	Air Compressors	1	5.00	6.00	78	0.48

Source: CalEEMod 2020.4.0

TABLE 3
PROJECT CONSTRUCTION TRIPS

PHASE NAME	OFFROAD EQUIPMENT COUNT	WORKER TRIP NUMBER	VENDOR TRIP NUMBER	HAULING TRIP NUMBER	WORKER TRIP LENGTH	VENDOR TRIP LENGTH	HAULING TRIP LENGTH	WORKER VEHICLE CLASS	VENDOR VEHICLE CLASS	HAULING VEHICLE CLASS
Demolition	4	10	0.00	0	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5	0.00	0	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8	0.00	0	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	1	1.00	0	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18	0.00	0	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0	0.00	0	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Source: CalEEMod 2020.4.0

TABLE 4
PROJECT CONSTRUCTION ENERGY CONSUMPTION

ACTIVITY	VARIABLE	CONSUMPTION RATE	TOTAL CONSUMPTION
Construction Equipment - Diesel	Equipment Use - hp-hr	0.05 gallons / hp-hr	4,154 gallons (diesel)
	Hours of Use	101 hours	
Construction Worker	VMT	VMT = 3,359 mpg = 19.36	174 gallons (gasoline)
Construction Vendor	VMT	VMT = 730 mpg = 7.44	98 gallons (diesel)

Source: CalEEMod 2020.4.0 / EMFAC2021

Notes:

hp-hr = horsepower hour

VMT = Vehicle Miles Traveled

mpg = miles per gallon

TABLE 5
PROJECT OPERATIONAL ENERGY CONSUMPTION

LAND USE	ELECTRICITY USE (kWh/year)	NATURAL GAS (kBtu/year)	VEHICLE GASOLINE (gallons/year)
3,398 sq. ft. Car Wash	29,274	70,380	40,042
PROJECT TOTAL	**29,274**	**70,380**	**40,042**
STATE CONSUMPTION (2019)[1]	**279,510,000,000**	**2,217,200,000,000**	**18,086,109,398**
PROJECT PERCENTAGE OF STATEWIDE CONSUMPTION	**0.000010%**	**0.000003%**	**0.000221%**

Source: CalEEMod 2020.4.0 / EMFAC2021

Notes:

kWh = Kilowatt hours

Btu = British thermal units

1 - State Electricity Use (CEC) / State Natural Gas Use (US EIA) / State Gasoline Use (EMFAC2021)

As noted above, the Project is subject to CCR, Title 24 building standards. Compliance with Title 24 of the CCR would improve energy efficiency and consumption. The provisions of Title 24, Part 6 are applicable to the following components of the Project:

- Space-Conditioning Equipment
- Fenestration products and exterior doors
- DECRA Metal Roofing (Orange Color)
- Lighting controls
- Electrical power distribution system

As a result, construction of the Project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Operation of the Project would include the use of electricity and natural Gas for heating and cooling, lighting, appliances, and water heating. As discussed above, the Title 24 California Building Standards Code is a wide-ranging set of requirements for energy conservation and green design that apply to the structural, mechanical, electrical, and plumbing systems in a building. As a result, the electricity and natural gas use will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the USDOT, is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. The Energy Independence and Security Act of 2007 seeks to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas capture and storage. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has gradually increased from about 14.9 mpg in 1980 to 22.3 mpg in 2017 based on data provided by the U.S. Department of Transportation, National Highway Traffic Safety Administration, Fleet Fuel Economy Performance Report, available at https://one.nhtsa.gov/cafe_pic/CAFE_PIC_fleet_LIVE.html.

The Project alone will result in an annual VMT of 775,210 considering CalEEMod calculations, which results in 40,042 gallons of gasoline per year as noted in Table 5 (assuming 19.36 mpg). It should be noted that the Trip Generation and Vehicle Miles Traveled Analysis prepared for the Project included a comparison of regional VMT with and without the Project which showed that the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project. As a result, the Project is within the City's VMT threshold of a net-zero increase for retail land uses. In addition, new vehicles accessing the Project site would be in compliance with the federal fuel economy standards described above. Fuel efficiency

from vehicles accessing the site would increase over the life of the Project. Therefore, energy impacts related to fuel consumption during Project operations would be less than significant.

Based on the assessment above, the Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. No increases in inefficiencies or unnecessary energy consumption are expected to occur as a direct or indirect consequence of the Project. Therefore, any impacts would be less than significant.

Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed above, the Project is subject to CCR, Title 24 building standards. Compliance with Title 24 of the CCR would improve energy efficiency and consumption. In addition, the Project will acquire electricity through the local utility (PG&E) which is subject to the guidelines provided in California Senate Bill 100 (SB 100). SB 100 expedited and expanded the Renewable Portfolio Standard (RPS) program (SB 1078), which obliged utilities to grow renewable generation by at least one percent of sales every year, with a 20 percent target by 2017. SB 100 mandates that a 50% RPS be achieved by December 31, 2026, and a 60% RPS by December 31, 2030. SB 100 also established a new statewide policy target of supplying 100 percent of electricity retail sales and 100 percent of power procured to serve all state agencies by December 31, 2045, using qualifying renewable energy and zero-carbon resources.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. The Fresno Council of Governments (Fresno COG) uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to the SJVAPCD to estimate future emissions in the applicable Air Quality Plans (AQPs). Existing and future pollutant emissions and energy consumption computed in the AQPs are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Fresno General Plan, which was adopted on December 18, 2014. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project, which is within the City's VMT threshold of a net zero increase for retail land uses. As a result, there are no impacts to VMT associated with the Project. Therefore, the Project would be consistent with the growth projections and VMT applied in the City of Fresno General Plan and the growth assumptions used in the applicable AQPs. The Project does not conflict with or obstruct City of Fresno General Plan Policies designed to reduce energy related emissions.

CARB's 2022 Scoping Plan lays forth a plan for achieving carbon neutrality goals and reducing anthropogenic GHG emissions by 85% below 1990 levels by 2045 as required by AB 1279. By implementing clean technologies and fuels, the plan's actions and results will result in significant decreases in the

combustion of fossil fuels, further decreases in short-lived climate pollutants, support for sustainable development, increased action on working and natural lands to reduce emissions and sequester carbon, and the capture and storage of carbon. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- Achieve 100 percent Zero-Emission Vehicle (ZEV) sales of light-duty vehicles by 2035 and medium-heavy-duty vehicles by 2040.

    - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty and medium-heavy-duty vehicles that would access the commercial/retail development. The Project would not conflict or obstruct this reduction measure.

- Accelerate the reduction and replacement of fossil fuel production and consumption in California.

    - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty and medium-heavy-duty vehicles that would access the commercial/retail development. The Project would not conflict or obstruct this reduction measure.

- Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

    - The Project is consistent with this reduction measure. As documented in the Trip Generation and Vehicle Miles Traveled Analysis, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project, which is within the City's VMT threshold of a net zero increase for retail land uses.

The Project would be consistent with applicable plans related to renewable energy and energy efficiency as noted above which facilitates the decrease in overall per capita energy consumption and reliance on fossil fuels such as coal, natural gas an oil, and increases reliance on renewable energy sources. As a result, the Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Should you have any further questions or comments, please contact me by phone at (559) 246-4204 or by email at jellard@jkconsultinggroupllc.com.

Sincerely,

Jason Ellard
Principal
JK Consulting Group

Attachment

CALEEMOD WORKSHEETS

Raj Singh Carwash - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Raj Singh Carwash

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	3.40	1000sqft	0.08	3,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage Based Upon Project Description

Vehicle Trips - Rates adjusted to reflect trip generation characteristics relative to the Project.

Water And Wastewater - The Project will use an estimated 1,440 Gallons per Day with a 70% effieciency water reclaim system. At six days per week, usage is approximately 134,784 gallons per year.

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	ST_TR	23.72	241.57
tblVehicleTrips	SU_TR	11.88	221.06
tblVehicleTrips	WD_TR	23.72	227.90

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0176	0.1752	0.1763	2.9000e-004	6.3200e-003	9.0400e-003	0.0154	2.8000e-003	8.3800e-003	0.0112	0.0000	25.7683	25.7683	7.3500e-003	7.0000e-005	25.9728
2023	0.0462	0.2240	0.2514	4.1000e-004	8.3000e-004	0.0111	0.0119	2.2000e-004	0.0102	0.0105	0.0000	36.1544	36.1544	0.0111	1.1000e-004	36.4640
Maximum	**0.0462**	**0.2240**	**0.2514**	**4.1000e-004**	**6.3200e-003**	**0.0111**	**0.0154**	**2.8000e-003**	**0.0102**	**0.0112**	**0.0000**	**36.1544**	**36.1544**	**0.0111**	**1.1000e-004**	**36.4640**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0176	0.1752	0.1763	2.9000e-004	6.3200e-003	9.0400e-003	0.0154	2.8000e-003	8.3800e-003	0.0112	0.0000	25.7683	25.7683	7.3500e-003	7.0000e-005	25.9728
2023	0.0462	0.2240	0.2514	4.1000e-004	8.3000e-004	0.0111	0.0119	2.2000e-004	0.0102	0.0105	0.0000	36.1543	36.1543	0.0111	1.1000e-004	36.4639
Maximum	**0.0462**	**0.2240**	**0.2514**	**4.1000e-004**	**6.3200e-003**	**0.0111**	**0.0154**	**2.8000e-003**	**0.0102**	**0.0112**	**0.0000**	**36.1543**	**36.1543**	**0.0111**	**1.1000e-004**	**36.4639**

Raj Singh Carwash - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**10-25-2022**	**1-24-2023**	0.2505	0.2505
2	**1-25-2023**	**4-24-2023**	0.2078	0.2078
		Highest	0.2505	0.2505

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	6.4643	6.4643	5.1000e-004	1.2000e-004	6.5134
Mobile	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648
Waste						0.0000	0.0000		0.0000	0.0000	2.6369	0.0000	2.6369	0.1558	0.0000	6.5327
Water						0.0000	0.0000		0.0000	0.0000	0.1015	0.2236	0.3251	0.0105	2.5000e-004	0.6613
Total	**0.2898**	**0.3156**	**1.7622**	**3.1300e-003**	**0.2907**	**3.0400e-003**	**0.2937**	**0.0778**	**2.8600e-003**	**0.0806**	**2.7383**	**294.6725**	**297.4108**	**0.1920**	**0.0210**	**308.4722**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	6.4643	6.4643	5.1000e-004	1.2000e-004	6.5134
Mobile	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648
Waste						0.0000	0.0000		0.0000	0.0000	2.6369	0.0000	2.6369	0.1558	0.0000	6.5327
Water						0.0000	0.0000		0.0000	0.0000	0.1015	0.2236	0.3251	0.0105	2.5000e-004	0.6613
Total	**0.2898**	**0.3156**	**1.7622**	**3.1300e-003**	**0.2907**	**3.0400e-003**	**0.2937**	**0.0778**	**2.8600e-003**	**0.0806**	**2.7383**	**294.6725**	**297.4108**	**0.1920**	**0.0210**	**308.4722**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/25/2022	11/7/2022	5	10	
2	Site Preparation	Site Preparation	11/8/2022	11/8/2022	5	1	
3	Grading	Grading	11/9/2022	11/10/2022	5	2	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	11/11/2022	3/30/2023	5	100	
5	Paving	Paving	3/31/2023	4/6/2023	5	5	
6	Architectural Coating	Architectural Coating	4/7/2023	4/13/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,100; Non-Residential Outdoor: 1,700; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Raj Singh Carwash - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	1.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**		**1.6900e-003**	**1.6900e-003**		**1.6100e-003**	**1.6100e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.2900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3247	0.3247	1.0000e-005	1.0000e-005	0.3279
Total	**1.7000e-004**	**1.1000e-004**	**1.2900e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3247**	**0.3247**	**1.0000e-005**	**1.0000e-005**	**0.3279**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**		**1.6900e-003**	**1.6900e-003**		**1.6100e-003**	**1.6100e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.2900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3247	0.3247	1.0000e-005	1.0000e-005	0.3279
Total	**1.7000e-004**	**1.1000e-004**	**1.2900e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3247**	**0.3247**	**1.0000e-005**	**1.0000e-005**	**0.3279**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0162	0.0162	0.0000	0.0000	0.0164
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0162**	**0.0162**	**0.0000**	**0.0000**	**0.0164**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0162	0.0162	0.0000	0.0000	0.0164
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0162**	**0.0162**	**0.0000**	**0.0000**	**0.0164**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	**1.0800e-003**	**0.0120**	**5.9400e-003**	**1.0000e-005**	**5.3100e-003**	**5.2000e-004**	**5.8300e-003**	**2.5700e-003**	**4.8000e-004**	**3.0500e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2482**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0520**	**0.0520**	**0.0000**	**0.0000**	**0.0525**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	**1.0800e-003**	**0.0120**	**5.9400e-003**	**1.0000e-005**	**5.3100e-003**	**5.2000e-004**	**5.8300e-003**	**2.5700e-003**	**4.8000e-004**	**3.0500e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2482**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0520**	**0.0520**	**0.0000**	**0.0000**	**0.0525**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0124	0.1265	0.1288	2.1000e-004		6.6900e-003	6.6900e-003		6.1600e-003	6.1600e-003	0.0000	18.0266	18.0266	5.8300e-003	0.0000	18.1723
Total	**0.0124**	**0.1265**	**0.1288**	**2.1000e-004**		**6.6900e-003**	**6.6900e-003**		**6.1600e-003**	**6.1600e-003**	**0.0000**	**18.0266**	**18.0266**	**5.8300e-003**	**0.0000**	**18.1723**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	9.7000e-004	2.7000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3594	0.3594	0.0000	5.0000e-005	0.3757
Worker	6.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1181
Total	**1.0000e-004**	**1.0100e-003**	**7.3000e-004**	**0.0000**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**7.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.4763**	**0.4763**	**0.0000**	**5.0000e-005**	**0.4937**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0124	0.1265	0.1288	2.1000e-004		6.6900e-003	6.6900e-003		6.1600e-003	6.1600e-003	0.0000	18.0266	18.0266	5.8300e-003	0.0000	18.1723
Total	**0.0124**	**0.1265**	**0.1288**	**2.1000e-004**		**6.6900e-003**	**6.6900e-003**		**6.1600e-003**	**6.1600e-003**	**0.0000**	**18.0266**	**18.0266**	**5.8300e-003**	**0.0000**	**18.1723**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	9.7000e-004	2.7000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3594	0.3594	0.0000	5.0000e-005	0.3757
Worker	6.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1181
Total	**1.0000e-004**	**1.0100e-003**	**7.3000e-004**	**0.0000**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**7.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.4763**	**0.4763**	**0.0000**	**5.0000e-005**	**0.4937**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.2054	0.2271	3.7000e-004		0.0103	0.0103		9.4300e-003	9.4300e-003	0.0000	32.0667	32.0667	0.0104	0.0000	32.3260
Total	**0.0202**	**0.2054**	**0.2271**	**3.7000e-004**		**0.0103**	**0.0103**		**9.4300e-003**	**9.4300e-003**	**0.0000**	**32.0667**	**32.0667**	**0.0104**	**0.0000**	**32.3260**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.4100e-003	4.2000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.2000e-004	6.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.6154	0.6154	0.0000	9.0000e-005	0.6431
Worker	1.0000e-004	6.0000e-005	7.5000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2012	0.2012	1.0000e-005	1.0000e-005	0.2031
Total	**1.3000e-004**	**1.4700e-003**	**1.1700e-003**	**1.0000e-005**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**0.8166**	**0.8166**	**1.0000e-005**	**1.0000e-004**	**0.8462**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.2054	0.2271	3.7000e-004		0.0103	0.0103		9.4300e-003	9.4300e-003	0.0000	32.0667	32.0667	0.0104	0.0000	32.3259
Total	**0.0202**	**0.2054**	**0.2271**	**3.7000e-004**		**0.0103**	**0.0103**		**9.4300e-003**	**9.4300e-003**	**0.0000**	**32.0667**	**32.0667**	**0.0104**	**0.0000**	**32.3259**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.4100e-003	4.2000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.2000e-004	6.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.6154	0.6154	0.0000	9.0000e-005	0.6431
Worker	1.0000e-004	6.0000e-005	7.5000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2012	0.2012	1.0000e-005	1.0000e-005	0.2031
Total	**1.3000e-004**	**1.4700e-003**	**1.1700e-003**	**1.0000e-005**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**0.8166**	**0.8166**	**1.0000e-005**	**1.0000e-004**	**0.8462**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5300e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.0600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2829	0.2829	1.0000e-005	1.0000e-005	0.2856
Total	**1.4000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2829**	**0.2829**	**1.0000e-005**	**1.0000e-005**	**0.2856**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5300e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.0600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2829	0.2829	1.0000e-005	1.0000e-005	0.2856
Total	**1.4000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2829**	**0.2829**	**1.0000e-005**	**1.0000e-005**	**0.2856**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.0241**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.0241**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648
Unmitigated	0.2738	0.3122	1.7592	3.1100e-003	0.2907	2.7800e-003	0.2934	0.0778	2.6000e-003	0.0804	0.0000	287.9845	287.9845	0.0252	0.0206	294.7648

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	774.86	821.34	751.60	775,210	775,210
Total	774.86	821.34	751.60	775,210	775,210

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7085	2.7085	4.4000e-004	5.0000e-005	2.7353
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7085	2.7085	4.4000e-004	5.0000e-005	2.7353
NaturalGas Mitigated	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781
NaturalGas Unmitigated	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	70380	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781
Total		**3.8000e-004**	**3.4500e-003**	**2.9000e-003**	**2.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.7557**	**3.7557**	**7.0000e-005**	**7.0000e-005**	**3.7781**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	70380	3.8000e-004	3.4500e-003	2.9000e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.7557	3.7557	7.0000e-005	7.0000e-005	3.7781
Total		**3.8000e-004**	**3.4500e-003**	**2.9000e-003**	**2.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**3.7557**	**3.7557**	**7.0000e-005**	**7.0000e-005**	**3.7781**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	29274	2.7085	4.4000e-004	5.0000e-005	2.7353
Total		**2.7085**	**4.4000e-004**	**5.0000e-005**	**2.7353**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	29274	2.7085	4.4000e-004	5.0000e-005	2.7353
Total		**2.7085**	**4.4000e-004**	**5.0000e-005**	**2.7353**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	0.0157	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0133					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Total	**0.0156**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0133					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Total	**0.0156**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3251	0.0105	2.5000e-004	0.6613
Unmitigated	0.3251	0.0105	2.5000e-004	0.6613

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.319876 / 0.196053	0.3251	0.0105	2.5000e-004	0.6613
Total		**0.3251**	**0.0105**	**2.5000e-004**	**0.6613**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.319876 / 0.196053	0.3251	0.0105	2.5000e-004	0.6613
Total		**0.3251**	**0.0105**	**2.5000e-004**	**0.6613**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.6369	0.1558	0.0000	6.5327
Unmitigated	2.6369	0.1558	0.0000	6.5327

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	12.99	2.6369	0.1558	0.0000	6.5327
Total		**2.6369**	**0.1558**	**0.0000**	**6.5327**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	12.99	2.6369	0.1558	0.0000	6.5327
Total		**2.6369**	**0.1558**	**0.0000**	**6.5327**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT C

PHASE I ENVIRONMENTAL ASSESSMENT

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Prepared For

KNRG LLC
C/O ERICSSON-GRANT, INC.
315 SOUTH COAST HIGHWAY, SUITE U277
ENCINITAS, CALIFORNIA 92024

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

PROPOSED DEVELOPMENT 1880 EAST COPPER AVENUE FRESNO, CALIFORNIA

Date Issued: November 18, 2022
Project Number 22-143

Prepared By

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EXECUTIVE SUMMARY

Paul Humphrey, EP has performed a Phase I Environmental Site Assessment (ESA) in general accordance with the scope of work and limitations set forth by KNRG LLC for the property located at 1880 East Copper Avenue, Fresno, California (the "Subject Property").

The Phase I Environmental Site Assessment is designed to provide KNRG LLC with an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the Subject Property. This assessment was conducted utilizing generally accepted ESA industry standards in accordance with ASTM E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312).

The Subject Property includes a single parcel of land approximately 0.75 acres in size located on the north side of East Copper Avenue approximately 600 feet west of North Maple Avenue in Fresno, California. The Subject Property is identified by the Fresno County Recorder's Office as assessor's parcel number (APN) 579-220-70s. The Subject Property consists of vacant land rough graded for commercial development. Subject Property improvements appear to be limited to a vehicle entry apron with curbing, sidewalk, and walking path at the south boundary.

Based on available historical documentation, the Subject Property was occupied by a rural residence and associated outbuildings from at least 1937 up to the late 1990s and has been vacant land since the early 2000s.

The Subject Property is situated within a residential and commercial area of Fresno, California. The Subject Property is bound to the north and east by vacant land graded for commercial development; to the south by Copper Avenue followed by single-family residences; and to the west by an unpaved access drive followed by an electrical substation and cellular phone tower.

According to the Lines of Equal Elevation of Water in Wells Map, Spring 2019, from the Department of Water Resources, groundwater in the vicinity of the subject Property was at a depth of approximately 120 feet below ground surface and flows to the west northwest.

Paul Humphrey, EP obtained and reviewed a database report from Environmental Risk Information Services (ERIS) for the Subject Property and the surrounding area. The Subject Property was not identified in the governmental database. The database listings include one RCRA LQG, one RCRA SQG, one RCRA NON GEN, one ENVIROSTOR, one LUST, one HHSS, one UST SWEEPS, one HIST TANK, six CUPA, two FINDS/FRS, one SCH, three CERS HAZ, and four EMISSIONS within the search radii. Based on review of regulatory documentation, off-site location, and/or estimated direction of groundwater flow, these facilities do not represent an environmental condition or concern.

Conclusions

Paul Humphrey, EP has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-21 of the property located at 1880 East Copper Avenue, Fresno, California, the Subject Property. Any exceptions to or deletions from this practice are described in Section 1.4 of this report.

Recognized Environmental Conditions (RECs) are defined by the ASTM Standard Practice E1527-21 as: (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. Paul Humphrey, EP's assessment has revealed the following RECs associated with the Subject Property or nearby properties:

- No on-site RECs were identified during the course of this assessment.

Controlled Recognized Environmental Conditions (CRECs) are defined by the ASTM Standard Practice E1527-21 as a recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations). Paul Humphrey, EP's assessment has revealed the following CRECs associated with the Subject Property or nearby properties:

- No on-site CRECs were identified during the course of this assessment.

Historical Recognized Environmental Condition (HREC) is defined by the ASTM Standard Practice E1527-21 as a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations). Paul Humphrey, EP's assessment has revealed the following HRECs associated with the Subject Property or nearby properties:

- No on-site HRECs were identified during the course of this assessment.

Business Environmental Risk (BER) is defined by the ASTM Standard Practice E1527-21 as a risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of commercial real estate, not necessarily related to those environmental issues required to be investigated in this practice. BERs do not qualify as recognized environmental conditions, as defined by the ASTM Standard Practice E1527-21. Paul Humphrey, EP's investigation has revealed the following BERs associated with the Subject Property or nearby properties:

- No on-site BERs were identified during the course of this assessment.

Non-ASTM Considerations may include the presence of environmental conditions such as asbestos containing materials, lead-based paint, radon, mold, lead in drinking water, etc. which can affect the liabilities and financial obligations of the client, the health & safety of site occupants, and the value and marketability of the subject property. Paul Humphrey, EP's assessment has revealed the following Non-ASTM considerations associated with the Subject Property:

- No Non-ASTM Considerations were identified during the course of this assessment.

Recommendations

Based on the information available at the time of this assessment, Paul Humphrey, EP does not recommend further investigation of the Property at this time.

1.0 INTRODUCTION

Paul Humphrey, EP was retained by KNRG LLC to conduct a Phase I Environmental Site Assessment (ESA) of the property located at 1880 East Copper Avenue, Fresno, California (Subject Property). The protocol used for this assessment is in general conformance with ASTM E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312).

On November 7, 2022, Paul Humphrey, EP, conducted a site reconnaissance to assess the possible presence of petroleum products and hazardous substances at the Subject Property. Paul Humphrey, EP's investigation included a review of aerial photographs, a reconnaissance of adjacent properties, background research, and a review of available local, state, and federal regulatory records regarding the presence of petroleum products and/or hazardous substances at the Subject Property.

Paul Humphrey, EP contracted ERIS, to perform a computer database search for local, state, and Federal regulatory records pertaining to environmental concerns for the Subject Property and properties in the vicinity of the Subject Property (see Section 3.0).

1.1 Purpose

The purpose of this Phase I Environmental Site Assessment (ESA) was to identify Recognized Environmental Conditions (as defined by ASTM Standard E-1527-21) in connection with the Subject Property.

1.2 Detailed Scope of Services

The purpose of the Phase I Environmental Site Assessment is to assist the client in identifying potential environmental liabilities associated with the presence of any hazardous substances or petroleum products, their use, storage, and disposal at and in the vicinity of the subject property that may have occurred at the subject property. Property assessment activities focused on: 1) a review of federal, state, tribal and local databases that identify and describe underground fuel tank sites, leaking underground fuel tank sites, hazardous waste generation sites, and hazardous waste storage and disposal facility sites within the ASTM approximate minimum search distance; 2) a property and surrounding site reconnaissance, and interviews with the past and present owners and current occupants and operators to identify potential environmental contamination; and 3) a review of historical sources to help ascertain previous land use at the site and in the surrounding area.

The goal of Paul Humphrey, EP in conducting the Phase I Environmental Site Assessment was to identify *(I)* the presence of *hazardous sub- stances* or *petroleum products* in, on, or at the *subject property* due to a *release* to the *environment; (2)* the likely presence of *hazardous substances* or *petroleum products* in, on, or at the *subject property* due to a *release* or likely *release* to the *environment;* or *(3)* the presence of *hazardous substances* or *petroleum products* in, on, or at the *subject property* under conditions that pose a *material threat* of a future *release* to the *environment*.

No other warranties are implied or expressed.

1.3 Significant Assumptions

There is a possibility that even with the proper application of these methodologies there may exist on the Subject Property conditions that could not be identified within the scope of the assessment or which were not reasonably identifiable from the available information. Paul Humphrey, EP believes that the information obtained from the record review and the interviews concerning the site is reliable. However, Paul Humphrey, EP cannot and does not warrant or guarantee that the information provided by these other sources is accurate or complete. The methodologies of this assessment are not intended to produce all inclusive or comprehensive results, but rather to provide KNRG LLC with information relating to the Subject Property.

1.4 Limitations and Exceptions

The findings and conclusions contain all of the limitations inherent in these methodologies that are referred to in ASTM 1527-21. Specific limitations and exceptions to this ESA are more specifically set forth below:

- Phase I ESA interviews with the current or previous owner of the Subject Property was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the Subject Property obtained from an interview of the current or previous owners constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment.

1.5 Special Terms and Conditions

The conclusions and findings set forth in this report are strictly limited in time and scope to the date of the evaluations. The conclusions presented in the report are based solely on the services described therein, and not on scientific tasks or procedures beyond the scope of agreed-upon services or the time and budgeting restraints imposed by the client. No subsurface exploratory drilling or sampling was done under the scope of this work. Unless specifically stated otherwise in the report, no chemical analyses have been performed during the course of this ESA.

Some of the information provided in this report is based upon personal interviews, and research of available documents, records, and maps held by the appropriate government and private agencies. This is subject to the limitations of historical documentation, availability, and accuracy of pertinent records, and the personal recollections of those persons contacted.

1.6 Use Reliance

All reports, both verbal and written, are for the benefit of KNRG LLC. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of Paul Humphrey, EP.

2.0 SITE DESCRIPTION

2.1 Location and Legal Description

The Subject Property is located on the north side of East Copper Avenue approximately 600 feet west of North Maple Avenue in Fresno, California. The Subject Property is situated within a residential and commercial area. The Subject Property is identified as Fresno County Recorder's Office as APN 579-220-70s.

2.2 Site and Vicinity General Characteristics

The Subject Property is located in a residential and commercial area consisting of graded commercial properties and single-family residences.

2.3 Current Use of the Subject Property

The Subject Property consists of vacant land rough graded for commercial development.

2.4 Description of Site Improvements

The Subject Property includes a single parcel of vacant land approximately 0.75 acres in size. Subject Property improvements appear to be limited to a vehicle entry apron with curbing, sidewalk, and walking path at the south boundary.

2.5 Current Use of Adjoining Properties

During the vicinity reconnaissance, Paul Humphrey, EP observed the following land use on properties in the immediate vicinity of the Subject Property.

North: Vacant land

East: Vacant land

South: Copper Avenue followed by single-family residences

West: Unpaved access drive followed by an electrical substation and cellular phone tower

3.0 USER PROVIDED INFORMATION

Pursuant to ASTM E1527-21, Paul Humphrey, EP requested the following site information from KNRG LLC (User of this report).

3.1 Title Records

A 50-year chain of title was not available at the Subject Property and was not provided for review.

3.2 Environmental Liens or Activity and Use Limitation

Paul Humphrey, EP requested information from the User regarding knowledge of environmental liens, activity and use limitations for the Subject Property. The User had no knowledge of any environmental liens or use or activity limitations.

3.3 Specialized Knowledge

Paul Humphrey, EP inquired with the User regarding any specialized knowledge of environmental conditions associated with the Subject Property. The User was not aware of any environmental conditions associated with the Subject Property.

3.4 Commonly Known or Reasonably Ascertainable Information

Paul Humphrey, EP inquired with the User regarding any commonly known or *reasonably ascertainable* information within the local community about the Subject Property that is material to *recognized environmental conditions* in connection with the Subject Property. The User had no reasonably ascertainable information within the local community about the Subject Property that is material to recognized environmental conditions in connection with the Subject Property.

3.5 Valuation Reduction for Environmental Issues

Paul Humphrey, EP inquired with the User regarding any knowledge of reductions in property value due to environmental issues. The User was not aware of any valuation reductions associated with the Subject Property.

3.6 Owner, Property Manager, and Occupant Information

The following information regarding the Subject Property Manager and Occupants was provided by Ericsson-Grant, Inc.

Subject Property Manager:	None Identified
Occupants:	None

3.7 Reason for Performing Phase I ESA

The purpose of this ESA was to identify existing or potential Recognized Environmental Conditions (as defined by ASTM Standard E-1527-21) in connection with the Subject Property. This ESA was also performed to permit the *User* to satisfy one of the requirements to qualify for the *innocent*

landowner, *contiguous property owner*, or *bona fide prospective purchaser* limitations on scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) liability (hereinafter, the "*landowner liability protections*," or "*LLPs*"). ASTM Standard E-1527-13 constitutes "*all appropriate inquiry* into the previous ownership and uses of the *property* consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35)(B).

4.0 RECORDS REVIEW

4.1 Standard Environmental Record Sources

Information from standard Federal and state environmental record sources was provided through ERIS. Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance address matching. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geocoded locations is approximately +/-300 feet.

In some cases, location information supplied by the regulatory agencies is insufficient to allow the database companies to geocode facility locations. These facilities are listed under the unmappables ("orphan sites") section within the ERIS report. A review of the unmappable facilities indicated that none of these facilities are within the ASTM minimum search distance from the Subject Property.

Regulatory information from the database sources regarding possible recognized environmental conditions, within the ASTM minimum search distance from the Subject Property, was reviewed. Specific facilities are discussed below the Table if determined likely that a potential recognized environmental condition has resulted at the Subject Property from the listed facilities. Please refer to Appendix C for a complete listing.

Database	Search Distance (Miles)	Subject Property Listed	Total Number of Listings	Potential Environmental Concern to the Subject Property
NPL, PROPOSED NPL	1	No	0	
DELISTED NPL	0.5	No	0	
SEMS, SEMS ARCHIVE	0.5	No	0	
CERCLIS, CERCLIS NFRAP, CERCLIS LIENS	0.5	No	0	
RCRA CORRACTS	1	No	0	
RCRA-TSD	0.5	No	0	
RCRA LQG, SQG, CESQGs, VGN, NLR, NON GEN	0.25	No	3	No
FED ENG, FED INST	TP	No	0	
ERNS	TP	No	0	
FED BROWNFIELDS	0.5	No	0	
STATE/TRIBAL HWS (includes RESPONSE, Envirostor, DELISTED ENVS)	1	No	1	No

Database	Search Distance (Miles)	Subject Property Listed	Total Number of Listings	Potential Environmental Concern to the Subject Property
SWF/LF	0.5	No	0	
HWP	1	No	0	
LDS	0.5	No	0	
LUST, DELISTED LST	0.5	No	1	No
UST, UST SWEEPS	0.25	No	1	No
UST CLOSURE	0.5	No	0	
HHSS, AST, DELISTED TNK, CERS TANK	0.25	No	1	No
DELISTED HAZ, LUR, HLUR, DEED, VCP	0.5	No	0	
CLEANUP SITES	0.5	No	0	
CERS HAZ	0.125	No	3	No
DELISTED CTNK, HIST TANK	0.25	No	1	No
TRIBAL LISTINGS	0.25-0.5	No	0	
DELISTED COUNTY, CUPA	0.25	No	6	No
EMISSIONS	0.25	No	4	No
Additional State & Federal Listings	PO-1	No	3	No

The Subject Property was not identified in the governmental database. The database listings include one RCRA LQG, one RCRA SQG, one RCRA NON GEN, one ENVIROSTOR, one LUST, one HHSS, one UST SWEEPS, one HIST TANK, six CUPA, two FINDS/FRS, one SCH, three CERS HAZ, and four EMISSIONS within the search radii. Based on review of regulatory documentation, off-site location, and/or estimated direction of groundwater flow, these facilities do not represent an environmental condition or concern.

4.2 Additional Environmental Record Sources

4.2.1 County Recorder/ Assessor

According to the Fresno County Recorder's Office, no environmentally related liens or deed restrictions have been recorded against the Subject Property.

4.2.2 Fire Officials

Records from the City of Fresno Fire Department were reviewed for evidence indicating the presence of underground storage tanks and for the use of hazardous substances. No record was found for the Subject Property.

4.2.3 Building Department

Records from the City of Fresno Building Department (CFBD) were reviewed for evidence indicating the developmental history of the Subject Property, and for the presence of documentation relative to underground storage tanks. No records indicative of the current or past presence of USTs were noted.

4.2.4 Other Agencies

Paul Humphrey, EP's November 7, 2022, review of the California Regional Water Quality Control Board (RWQCB) Geotracker leaking underground fuel tank (LUFT) database available via the RWQCB Internet Website indicated that no record of LUFTs are on file with the RWQCB for the Subject Property or adjoining properties.

Paul Humphrey, EP's November 7, 2022, review of the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) Envirostor California cleanup sites database available via the DTSC Internet Website indicated that no records of cleanup sites are on file with the DTSC for the Subject Property or adjoining properties.

4.3 Physical Setting Sources

4.3.1 Topography

The USGS, Friant, California Quadrangle 7.5 minute series topographic map was reviewed for this ESA. The Friant, California Quadrangle map was published by the USGS in 1964. According to the contour lines on the topographic map, the elevation of the Subject Property is approximately 360 feet above mean sea level (MSL). The contour lines in the area of the Subject Property indicate the area is sloping gently to the northwest. The Subject Property is depicted as having two structures.

4.3.2 Soils/Geology

The Subject Property is located within the Great Valley geomorphic province, a long structural trough situated between the Sierra Nevada Mountains to the east, the Coast Range Mountains to the west and Tehachapi Mountains to the south. In the Fresno area, the sediments consist of recent and older alluvium derived primarily from the Sierra Nevada Mountains. Older (Pleistocene) alluvium unconformably overlies Pliocene-Pleistocene continental and marine deposits. The valley basement, consisting of pre-Tertiary granitic and metamorphic rocks, underlies the clastic section at a depth in excess of 2,000 feet below ground surface. Shallow soil stratigraphy in the Fresno County area is primarily sandy soils and sand-silt combination soils.

4.3.3 Hydrology

The site is located in the San Joaquin Valley groundwater basin, which is part of the San Joaquin Basin Hydrologic Study Area (HSA). Twenty-six ground-water basins and areas of potential groundwater storage have been identified in the San Joaquin Basin HSA. The HSA is bounded by the Sacramento-San Joaquin Delta to the north, the Sierra Nevada to the east, the Tehachapi Mountains to the south, and the Coastal Ranges to the west. Groundwater in the vicinity of the site is found within the Central Valley regional aquifer system, an unconfined to semi-confined aquifer system within the older alluvium and deeper continental deposits. According to the Lines of Equal Elevation of Water in Wells Map, Spring 2019, from the Department of Water Resources, groundwater in the vicinity of the subject Property was at a depth of approximately 120 feet below ground surface and flows to the west northwest.

No settling ponds, surface impoundments, wetlands or natural catchbasins were observed at the Subject Property during this investigation.

4.3.4 Flood Zone Information

A review of the Flood Insurance Rate Maps, published by the Federal Emergency Management Agency, was performed. According to Panel Number 06019C1040H, dated February 18, 2009, the Subject Property is located in Flood Zone X.

4.3.5 Oil and Gas Exploration

The on-site reconnaissance addressed oil and gas exploration at the Subject Property. According to the California Department of Conservation Geologic Energy Management, no operating or abandoned oil or gas wells are on or adjacent to the Subject Property.

4.3.6 Vapor Encroachment

A Tier 1 Vapor Encroachment Screen (VES) pursuant to ASTM E2600-10 was performed as part of this assessment to determine whether a potential *vapor encroachment condition* (VEC) exists at the subject Property. The VES included the review of reasonably ascertainable information for the subject Property and nearby properties. During the course of this assessment, a reasonable probability was not identified to indicate that a VEC exists at the subject Property.

4.4 Historical Use Information: Subject Property and Adjoining Properties

Based on available historical documentation, the Subject Property was occupied by a rural residence and associated outbuildings from at least 1937 up to the late 1990s and has been vacant land since the early 2000s.

Based on available historical documentation, the adjoining properties consisted of agricultural land and a possible farming operation from at least 1937 up to the late 1990s. The west adjoining property has been in use as an electrical substation since the late 1990s. The north and east adjoining properties have consisted of vacant land since the early 2000s and the south adjoining property was vacant land in 2004 and developed with residences by 2005.

4.4.1 Aerial Photographs

Available aerial photographs dated 1937, 1946, 1954, 1957, 1962, 1972, 1978, 1984, 1993, 1998, 2004, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020, from ERIS were reviewed for this ESA. Copies of selected photographs are included in Appendix B-1 of this report. The photographs are discussed below:

Date:	1937
Scale:	1" = 500'
Photo ID:	ASCS
Description:	This photograph depicts the Subject Property as possibly occupied by a small structure and drive. The north adjoining property appears as a drive and possible structures. The east adjoining property appears as vacant or agricultural land. The south adjoining property appears as a roadway followed by agricultural land. The west adjoining property appears as agricultural land.

Date:	1946
Scale:	1" = 500'
Photo ID:	USGS
Description:	This photograph depicts the Subject Property as occupied by a rural residence and outbuilding. The north adjoining property appears as outbuildings. The east adjoining property appears as agricultural land. The south adjoining property appears as a roadway followed by agricultural land. The west adjoining property appears as agricultural land.

Date:	1954
Scale:	1" = 500'
Photo ID:	AMS
Description:	This photograph depicts the Subject Property and the adjoining properties as in the 1946 photograph.

Date:	1957
Scale:	1" = 500'
Photo ID:	ASCS
Description:	This photograph depicts the Subject Property and the adjoining properties as in the 1954 photograph.

Date:	1962
Scale:	1" = 500'
Photo ID:	USGS
Description:	This photograph depicts the Subject Property and adjoining properties as in the 1957 photograph.

Date:	1972
Scale:	1" = 500'
Photo ID:	USGS

Description:	This photograph depicts the Subject Property and adjoining properties as in the 1962 photograph.
Date:	1978
Scale:	1” = 500’
Photo ID:	USGS
Description:	This photograph depicts the Subject Property and the adjoining properties as in the 1972 photograph.
Date:	1984
Scale:	1” = 500’
Photo ID:	USGS
Description:	This photograph depicts the Subject Property and adjoining properties as in the 1978 photograph.
Date:	1993
Scale:	1” = 500’
Photo ID:	USGS
Description:	This photograph depicts the Subject Property and the north, east, and south adjoining properties as in the 1984 photograph. The west adjoining property appears a vacant land.
Date:	1998
Scale:	1” = 500’
Photo ID:	USGS
Description:	This photograph depicts the Subject Property as occupied by a rural residence and two outbuildings. The north adjoining property appears as vacant with outbuildings further to the north. The east adjoining property appears as agricultural land. The south adjoining property appears as a roadway followed by agricultural land. The west adjoining property appears as an electrical sub-station.
Date:	2004
Scale:	1” = 500’
Photo ID:	USDA
Description:	This photograph depicts the Subject Property as vacant land. The north, east and south adjoining properties appear as vacant land. The west adjoining property appears as an electrical sub-station.
Date:	2005, 2009, 2010, 2012, 2014, 2016, 2018, 2020
Scale:	1” = 500’
Photo ID:	USDA
Description:	These photographs depict the Subject Property and the north, east and west adjoining properties as in the 2004 photograph. The south adjoining property appears as a roadway followed by single-family residences.

4.4.2 Fire Insurance Maps

Historical Sanborn Fire Insurance maps were reviewed online at http://www.spl.org/. Fire insurance maps, which commonly date back to the 1800s, are typically reviewed in order to evaluate whether past usage or construction on the Property or within the near vicinity is environmentally noteworthy. Fire insurance map coverage of the area of the Property was not identified.

4.4.3 City Directories

Paul Humphrey, EP reviewed city directories at the Main Branch of the Fresno County Library in Fresno, California. The findings are presented in the following table:

YEAR	ON-SITE
1997, 2002, 2007, 2013, 2018	No listing

4.4.4 Historical Topographic Maps

The review of historical topographic maps was not reviewed for this study. Historical use of the Subject Property was researched using other standard historical sources.

4.4.5 Additional Historical Record Sources

Additional historical record sources were not reviewed.

4.4.6 Prior Assessment Reports

No prior reports or relevant documentation in association with the Subject Property were made available to Paul Humphrey, EP during the course of this assessment.

5.0 SITE RECONNAISSANCE

5.1 Methodology and Limiting Conditions

The Subject Property was inspected by Paul Humphrey on November 7, 2022. The weather at the time of the site visit was cloudy with light rain and approximately 60 degrees.

5.2 General Site Setting

The Subject Property is located on the north side of East Copper Avenue approximately 600 feet west of North Maple Avenue within a residential and proposed commercial area of Fresno, California.

5.3 Exterior Observations

5.3.1 Solid Waste Disposal

Solid waste is currently not generated on the Subject Property. No indication of potentially hazardous material disposal was noted during the site reconnaissance.

5.3.2 Surface Water Drainage

The Subject Property consists of vacant land with no stormwater system.

5.3.3 Wells and Cisterns

No aboveground evidence of wells or cisterns was observed during the site reconnaissance.

5.3.4 Wastewater

No indications of industrial wastewater disposal or treatment facilities were observed during the onsite reconnaissance.

5.3.5 Additional Site Observations

No additional relevant general site characteristics were observed.

5.4 Interior Observations

The Subject Property consists of vacant land with no buildings.

5.5 Potential Environmental Conditions

5.5.1 Hazardous Substances and Petroleum Products Used or Stored at the Site

No evidence of the use of hazardous substances or petroleum products use or storage was observed on the Subject Property.

5.5.1.1 Unlabeled Containers and Drums

No unlabeled containers or drums were observed during the site reconnaissance.

5.5.1.2 Disposal Locations of Regulated/ Hazardous Waste

No obvious indications of hazardous waste disposal were observed on the Subject Property or were indicated during interviews.

5.5.2 Evidence of Releases

No obvious indications of hazardous material or petroleum product releases, such as stained areas or stressed vegetation, was observed during the site reconnaissance or reported during interviews.

5.5.3 Polychlorinated Biphenyls (PCBs)

Older transformers and other electrical equipment could contain polychlorinated biphenyls (PCBs) at a level that subjects them to regulation by the U.S. EPA. PCBs in electrical equipment are controlled by United States Environmental Protection Agency regulations 40 CFR, Part 761. Under the regulations, there are three categories into which electrical equipment can be classified:

- Less than 50 parts per million (PPM) of PCBs – "*Non-PCB" transformer*
- 50 ppm-500 ppm – "*PCB-Contaminated" electrical equipment*
- Greater than 500 ppm – "*PCB" transformer*

No potential PCB-containing equipment such as transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc., is present.

5.5.4 Landfills

No evidence of on-site landfilling was observed or reported during the site reconnaissance.

5.5.5 Pits, Ponds, Lagoons, Sumps, and Catch Basins

No evidence of on-site pits, ponds, lagoons, sumps, or catch basins was observed or reported during the site reconnaissance.

5.5.6 On-Site ASTs and USTs

No evidence of ASTs or current USTs was observed during the Subject Property reconnaissance or reported during interviews.

5.5.7 Radiological Hazards

No radiological substances or equipment was observed or reported stored on the subject site.

5.5.8 Drinking Water

The drinking water in the area of the Subject Property is supplied by the City of Fresno from the municipal distribution system. According to the City of Fresno, the drinking water supplied to the area of the Subject Property is within state and federal standards, including lead and copper. Water sampling was not conducted at the site to verify water quality.

5.5.9 Additional Hazard Observations

No additional hazards were observed on the site.

5.5.10 Asbestos-Containing Materials (ACM)

An evaluation of ACM was not included in the scope of services and was not conducted.

5.5.11 Radon

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 picoCuries per Liter (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 Subject Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L.

5.5.12 Lead-Based Paint

An evaluation of lead-based paint was not included in the scope of services and was not conducted.

5.5.13 Mold Evaluation

A mold evaluation was not included in the scope of services and was not conducted.

6.0 INTERVIEWS

6.1 Interview with Owner

Phase I ESA interviews with the current or previous owner of the Subject Property was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the Subject Property obtained from an interview of the current or previous owners constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment.

6.2 Interview with Site Manager

A Site Manager of the Subject Property was not identified.

6.3 Interview with Occupants

The Subject Property consists of vacant land.

6.4 Interview with Local Government Officials

An interview was conducted with the Fresno County Department of Environmental Health (FCDEH). Records were not identified for the Subject Property.

An interview was conducted with a clerk at the City of Fresno Planning and Development Department. According to the clerk, no records of environmental concern were identified for the Subject Property.

An interview was conducted with the City of Fresno Fire Department (CFFD). According to CFFD staff, no records were identified for the Subject Property.

6.5 Interview with Others

Additional interviews were not conducted.

7.0 FINDINGS AND CONCLUSIONS

7.1 Findings

7.1.1 On-Site Environmental Conditions

No on-site recognized environmental conditions were identified during the course of this assessment.

7.1.2 Off-Site Environmental Conditions

No off-site RECs were identified that were considered likely to impact the Subject Property.

7.1.3 Controlled Recognized Environmental Conditions

No on-site CRECs were identified during the course of this assessment.

7.1.4 Historical Recognized Environmental Conditions

No historical recognized environmental conditions were identified in connection with the Property during the course of this assessment.

7.1.5 De Minimis Environmental Conditions

No *de minimis* environmental conditions were identified in connection with the Subject Property during the course of this assessment.

7.2 Opinion

Based on our professional opinion, no recognized environmental conditions in connection with the subject Property were identified during the course of this assessment.

7.3 Conclusions

Paul Humphrey, EP has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-21 of the property located at 1880 East Copper Avenue, Fresno, California, the Subject Property. Any exceptions to or deletions from this practice are described in Section 1.4 of this report.

This assessment has revealed no evidence of recognized environmental conditions in connection with the Property.

7.4 Recommendations

Based on the information available at the time of this assessment, Paul Humphrey, EP does not recommend further investigation of the Property at this time.

7.5 Deviations

This Phase I ESA substantially complies with the scope of services and ASTM 1527-21 and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), as amended, except for exceptions and/or limiting conditions as discussed in Section 1.4.

8.0 REFERENCES

Reports, Plans, and Other Documents Reviewed:

American Society for Testing and Materials, *Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*, ASTM Designation: E2600

American Society for Testing and Materials, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation: E1527-13

American Society for Testing and Materials, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation: E1527-21

ERIS, Aerial Photograph Report, 1880 East Copper Avenue, Fresno, California, Job number 22-143

ERIS, Radius Database Report, 1880 East Copper Avenue, Fresno, California, Job number 22-143

State of California Department of Conservation Geologic Energy Management web page, https://maps.conservation.ca.gov/oilgas/

State of California Department of Water Resources Division of Planning and Local Assistance, Groundwater Level Data Retrieval Map Interface web page, http://well.water.ca.gov/map/map.html

United States Department of Agriculture, Soil Conservation Service Soil Survey Fresno County, California, 1986

US Environmental Protection Agency, Map of Radon Zones web page, http://www.epa.gov/iaq/radon/zonemap.html

US Environmental Protection Agency, Office of Water web page, http://www.epa.gov/ogwdw000/swp/ssa/ssahome.html

U.S. Geological Survey, Friant, California Topographic Quadrangle, 1964

Agencies Contacted:

City of Fresno Building and Planning Department

City of Fresno Fire Department

Fresno County Assessor's Office

Fresno County Department of Environmental Health

9.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

I declare that, to the best of my professional knowledge and belief, I have met the definition of *Environmental professional* as defined in §312.10 of 40 CFR 312" and have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the subject *property*. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Paul Humphrey, EP
Environmental Professional

10.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

10.1 Definition of an Environmental Professional

An Environmental Professional means: (1) a person who possesses sufficient specific education, training, and experience necessary to exercise professional judgment to develop opinions and conclusions regarding conditions indicative of releases or threatened re- leases (see § 312.l(c)) on, at, in, or to a property, sufficient to meet the objectives and performance factors in §§ 312.20(e) and (t). (2) Such a person must: (i) hold a current Professional Engineer's or Professional Geologist's license or registration from a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) and have the equivalent of three (3) years of full-time relevant experience; or (ii) be licensed or certified by the federal government, a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) to perform environmental inquiries as defined in § 312.21 and have the equivalent of three (3) years of full-time relevant experience; or (iii) have a Baccalaureate or higher degree from an accredited institution of higher education in a discipline of engineering or science and the equivalent of five (5) years of full-time relevant experience; or (iv) have the equivalent of ten (10) years of full-time relevant experience. (3) An environmental professional should remain cur- rent in his or her field through participation in continuing education or other activities. (4) The definition of environmental professional pro- vided above does not preempt state professional licensing or registration requirements such as those for a professional geologist, engineer, or site remediation professional. Before commencing work, a person should determine the applicability of state professional licensing or registration Jaws to the activities to be undertaken as part of the inquiry identified in § 312.21(b). (5) A person who does not qualify as an environmental professional under the foregoing definition may assist in the conduct of all appropriate inquiries in accordance with this part if such person is under the supervision or responsible charge of a person meeting the definition of an environmental professional provided above when conducting such activities.

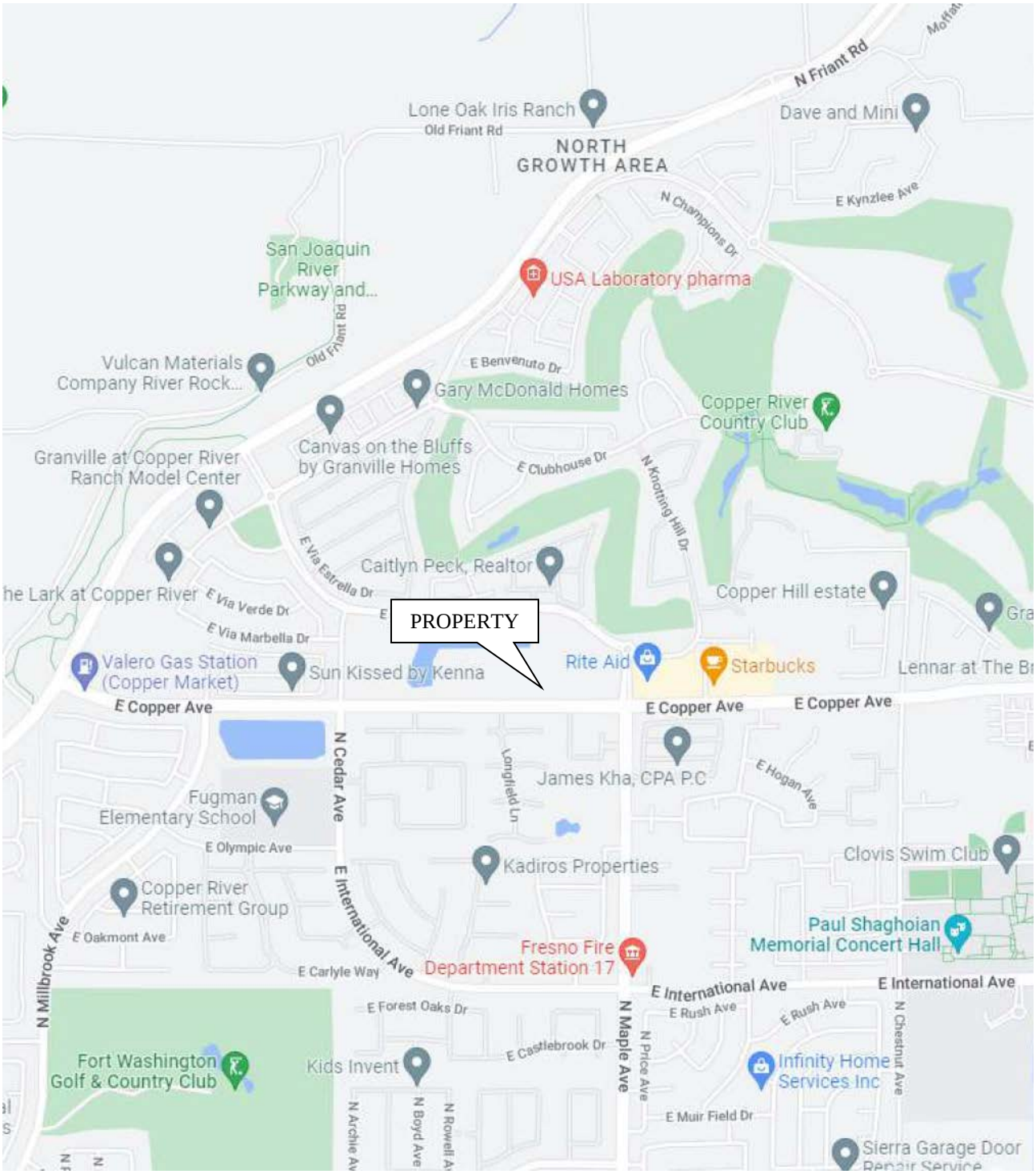
10.2 Relevant Experience

Relevant experience, as used in the definition of environmental professional in this section, means: participation in the performance of all appropriate inquiries investigations, environmental site assessments, or other site investigations that may include environmental analyses, investigations, and remediation which involve the understanding of surface and sub- surface environmental conditions and the processes used to evaluate these conditions and for which professional judgment was used to develop opinions regarding conditions indicative of releases or threatened releases (see § 312.l(c)) to the subject property.

Resumes for the Environmental Professionals involved in this project are included in Appendix G.

FIGURES

SITE LOCATION MAP
SITE PLAN
SITE TOPOGRAPHIC MAP



SITE VICINITY MAP	⇧ NORTH

PAUL HUMPHREY, EP
7402 E. CLINTON AVENUE
FRESNO, CA 93737
(559) 977-9813

Site:	Proposed Development
Site Address:	1880 East Copper Ave., Fresno, CA
Project Number:	22-143

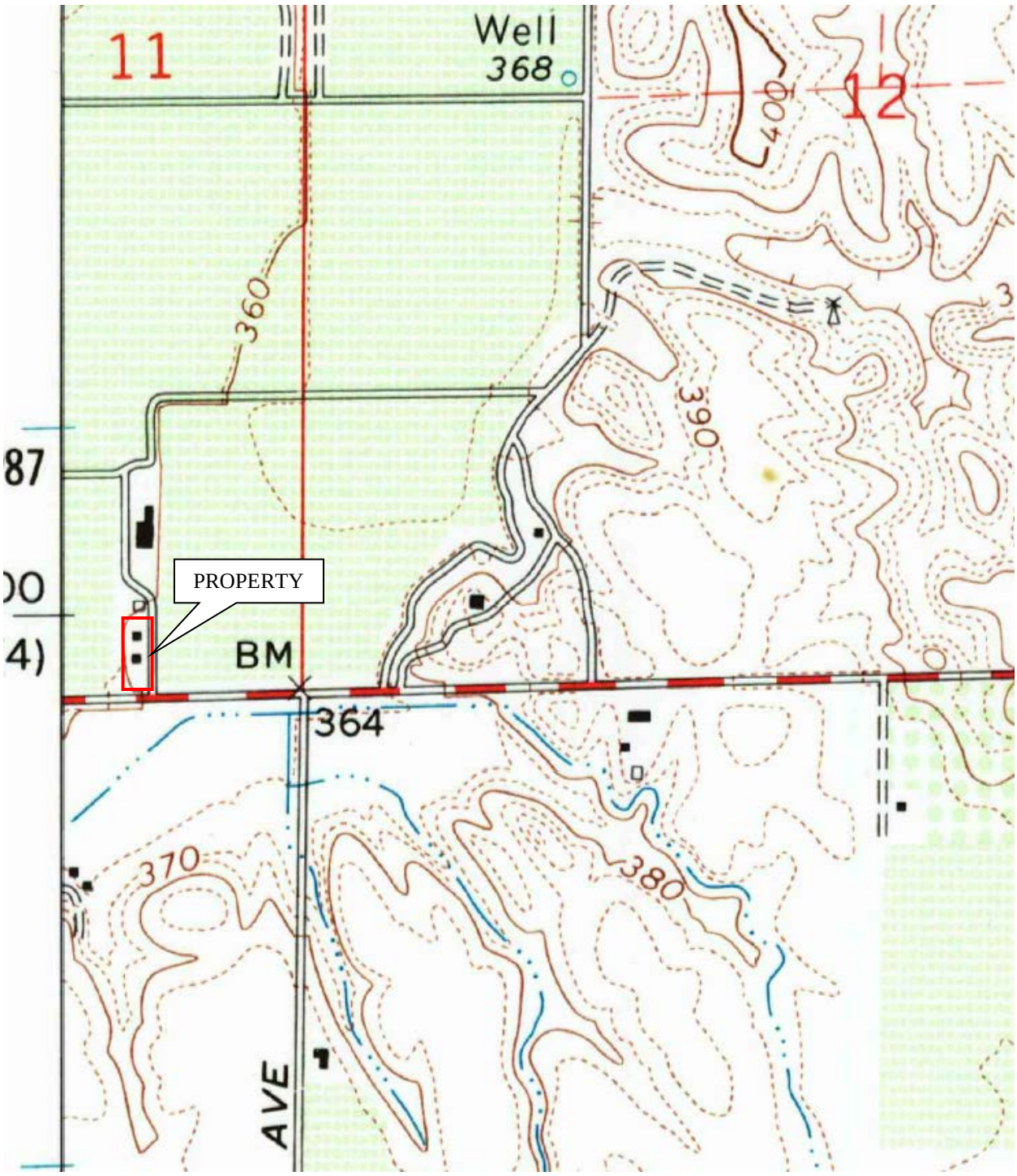


SITE PLAN

⇧ NORTH
Not to scale

PAUL HUMPHREY, EP
7402 E. CLINTON AVENUE
FRESNO, CA 93737
(559) 977-9813

Site:	Proposed Development
Site Address:	1880 East Copper Ave., Fresno, CA
Project Number:	22-143



PAUL HUMPHREY, EP
7402 E. CLINTON AVENUE
FRESNO, CA 93737
(559) 977-9813

TOPOGRAPHIC MAP

Source: U.S.G.S. 7.5 Minute Topographic Map

Friant, CA, Quadrangle, 1964

⇑

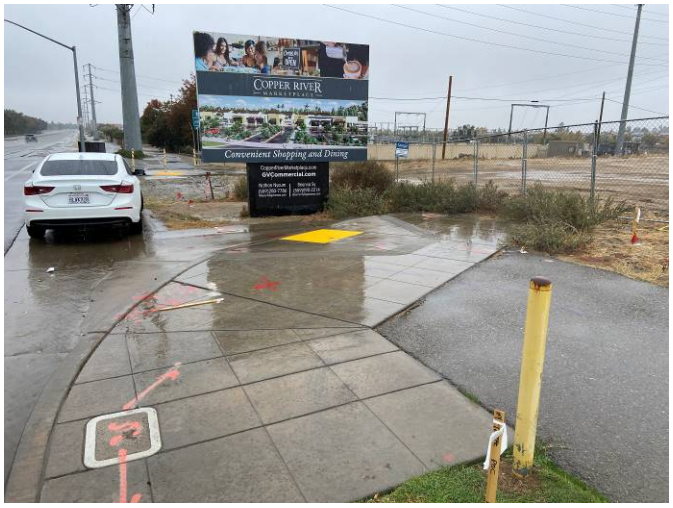
N

APPENDIX A

SITE PHOTOGRAPHS



1. View of Subject Property from near the southeast corner of the parcel.



2. Sidewalk improvements and entry drive along south boundary of the Subject Property.



3. Looking north at west portion of Subject Property with west boundary at left side of photo.



4. View of Subject Property from near the northwest portion of the parcel.



5. View of Subject Property from near the northeast corner of the parcel.



6. North portion of Subject Property from near the northwest corner of the parcel.



7. North adjoining vacant land.



8. East adjoining vacant land.



9. View across Copper Avenue of south adjoining residences.



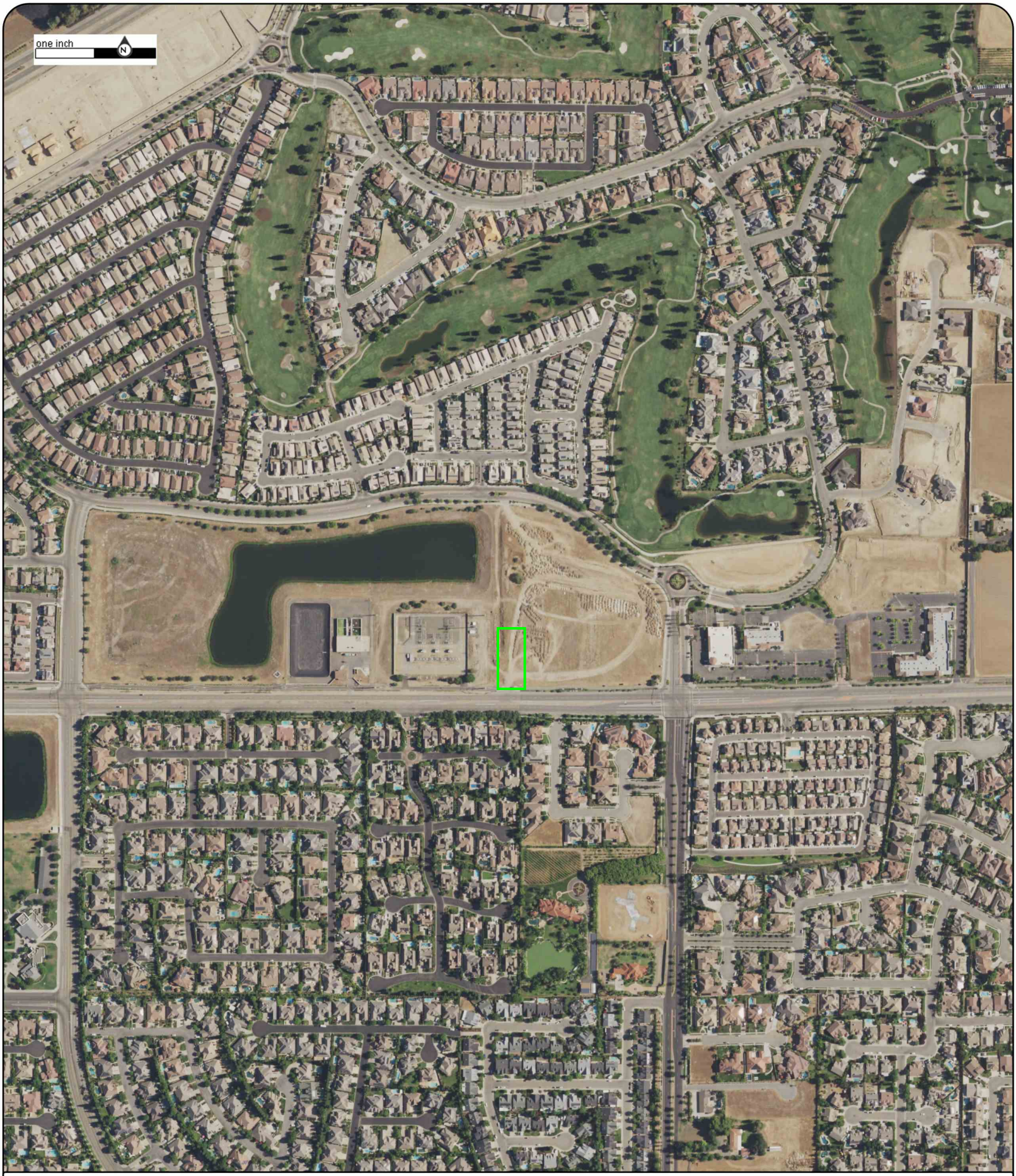
10. West adjoining access drive, substation, and cellular tower equipment.

APPENDIX B

HISTORICAL RESEARCH DOCUMENTATION

EXHIBIT B-1

AERIAL PHOTOGRAPHS

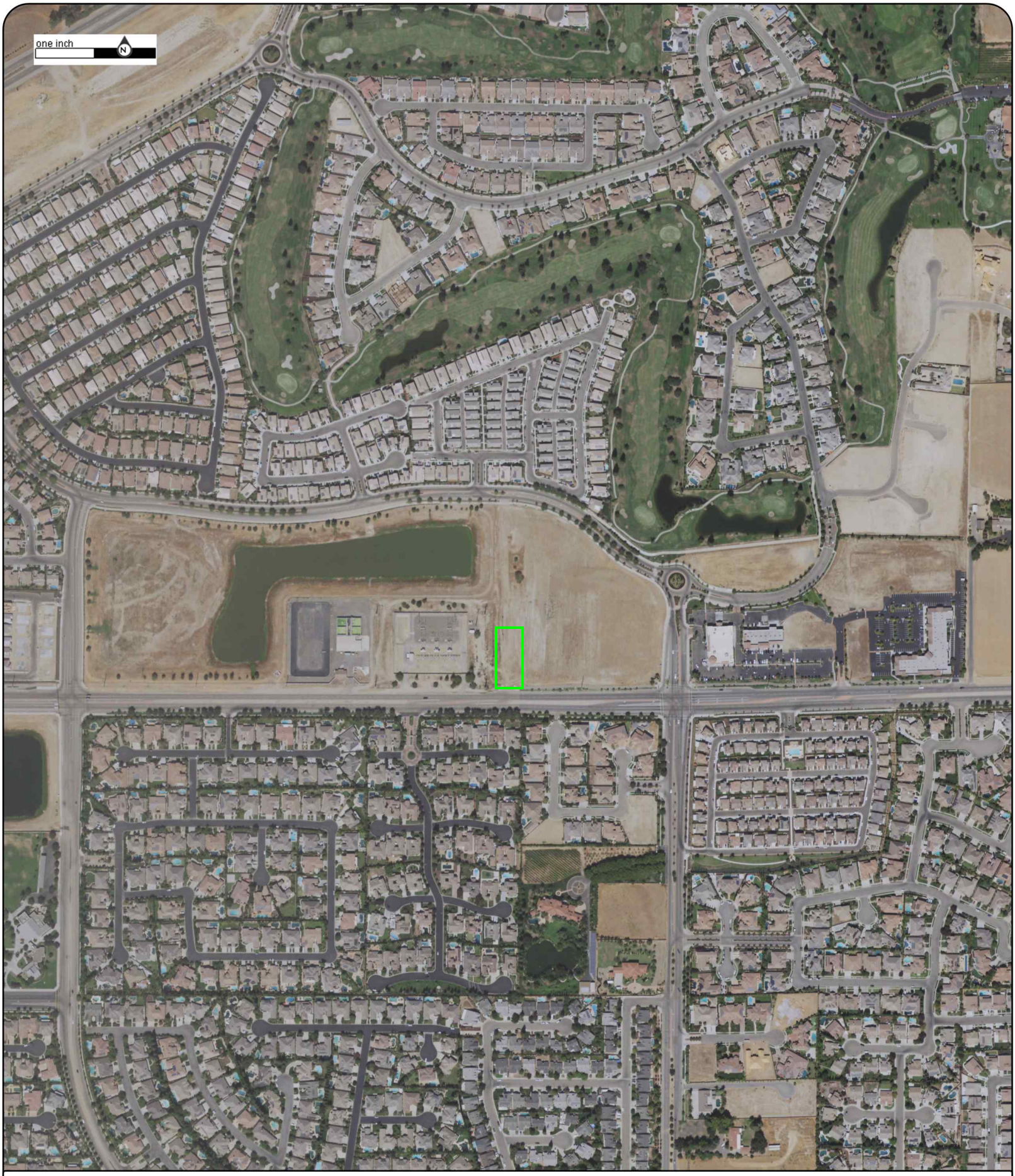


Year: 2020
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS

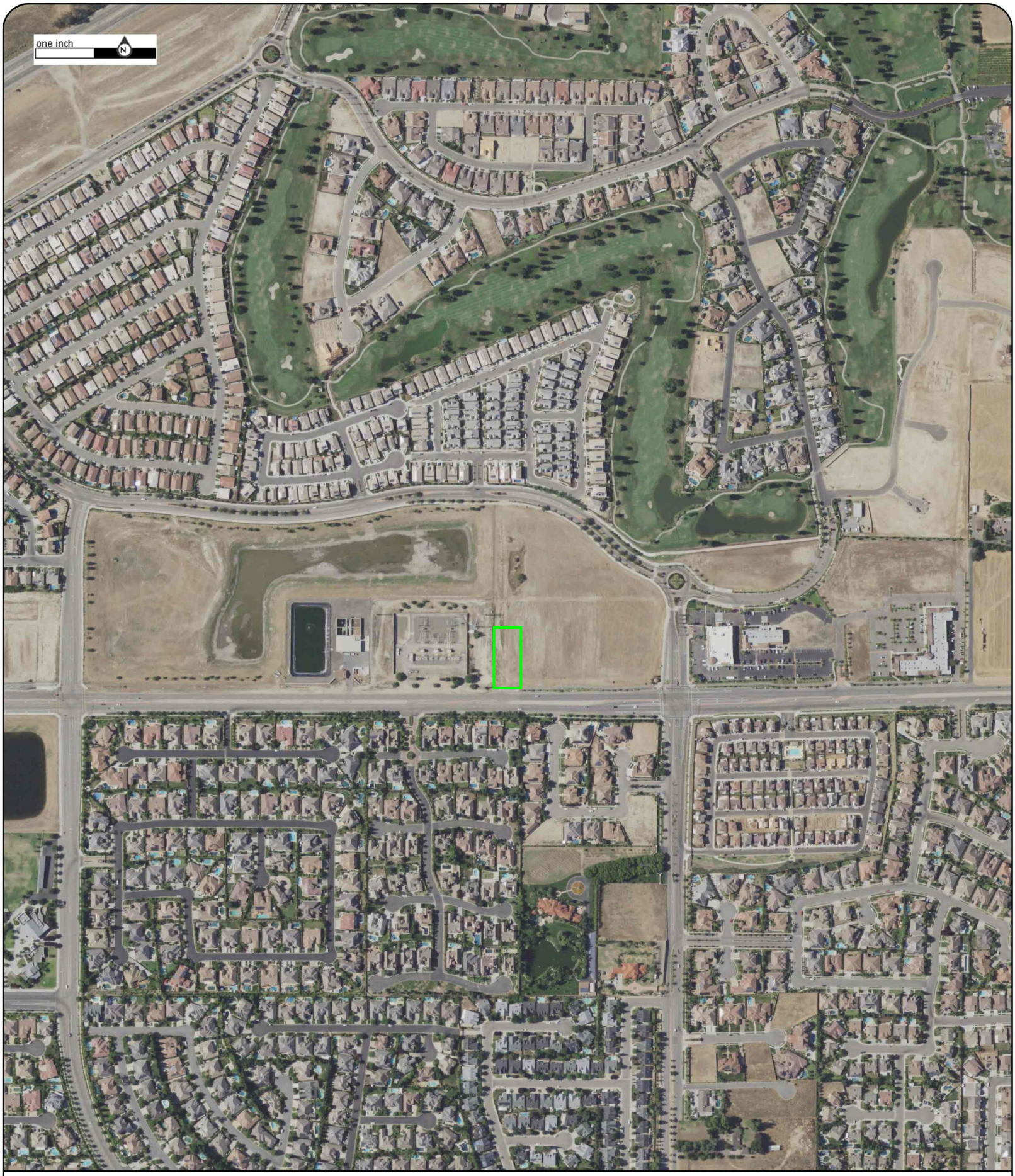


Year: 2018
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS

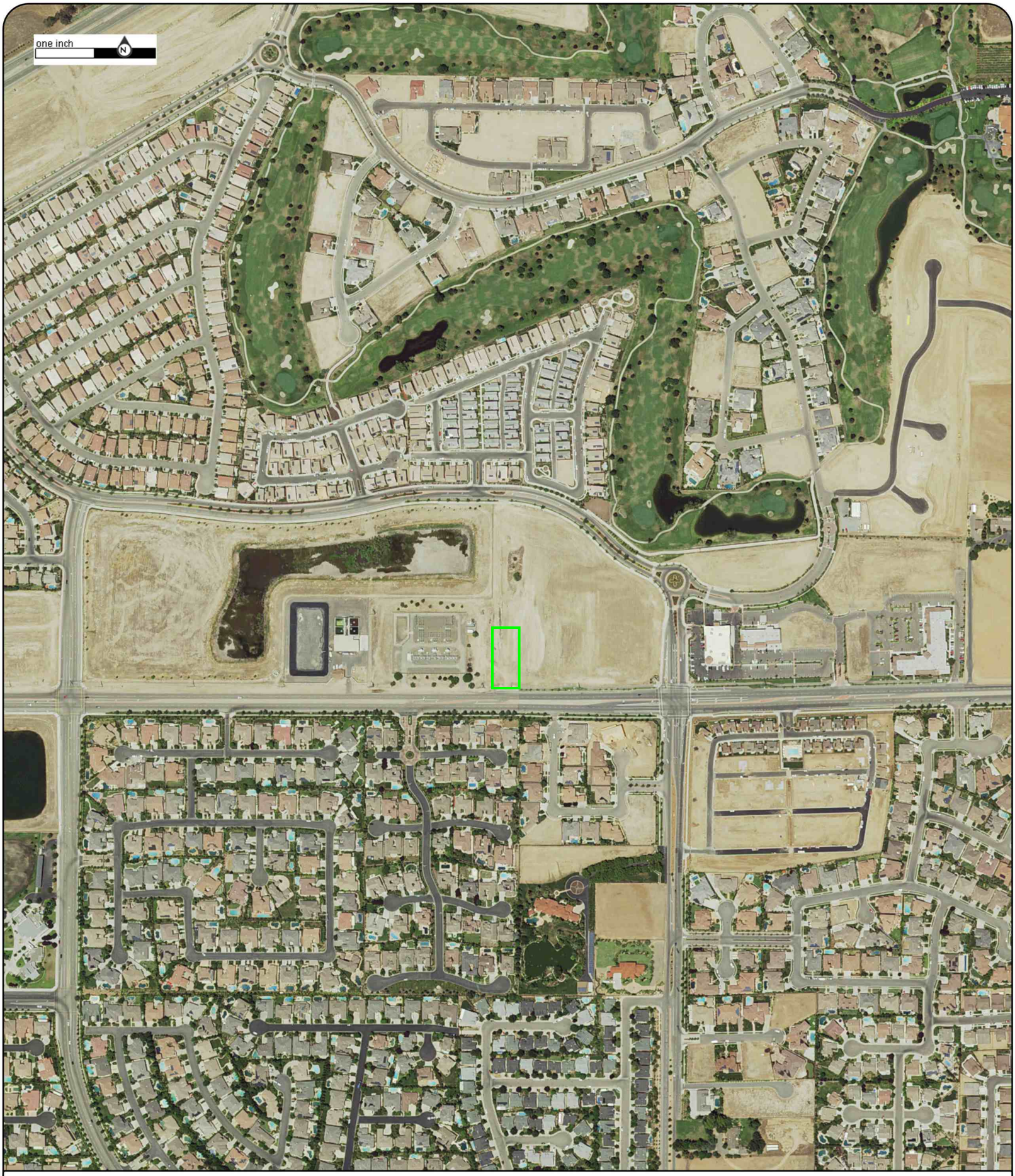


Year: 2016
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 2014
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS

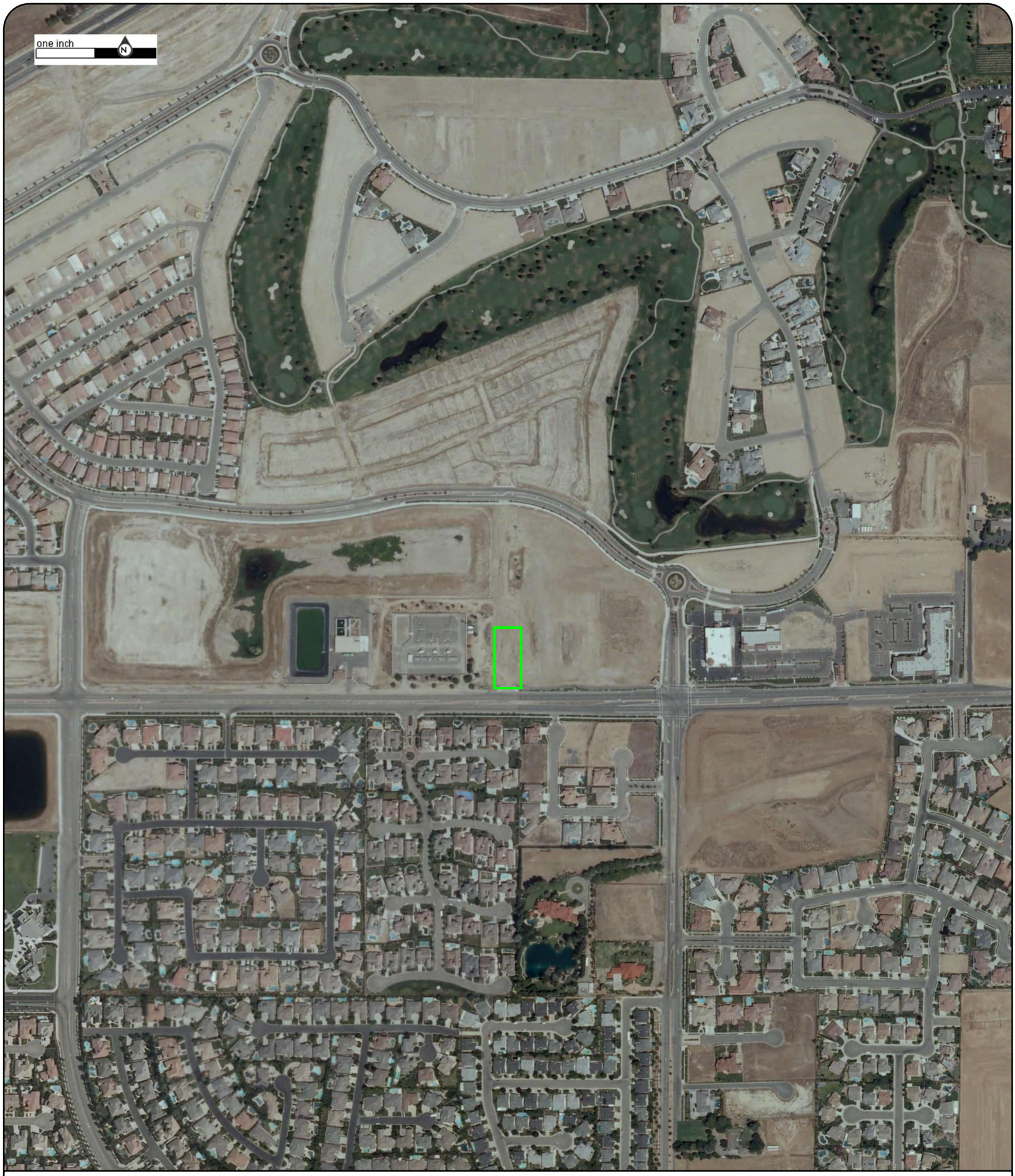


Year: 2012
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 2010
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 2009
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 2005
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 2004
Source: USDA
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1998
Source: USGS
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1993
Source: USGS
Scale: 1" = 500'
Comment: Best Copy Available

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1984
Source: USGS
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1978
Source: USGS
Scale: 1" = 500'
Comment: Best Copy Available

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1972
Source: USGS
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1962
Source: USGS
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1957
Source: ASCS
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1954
Source: AMS
Scale: 1" = 500'
Comment:

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1946
Source: USGS
Scale: 1" = 500'
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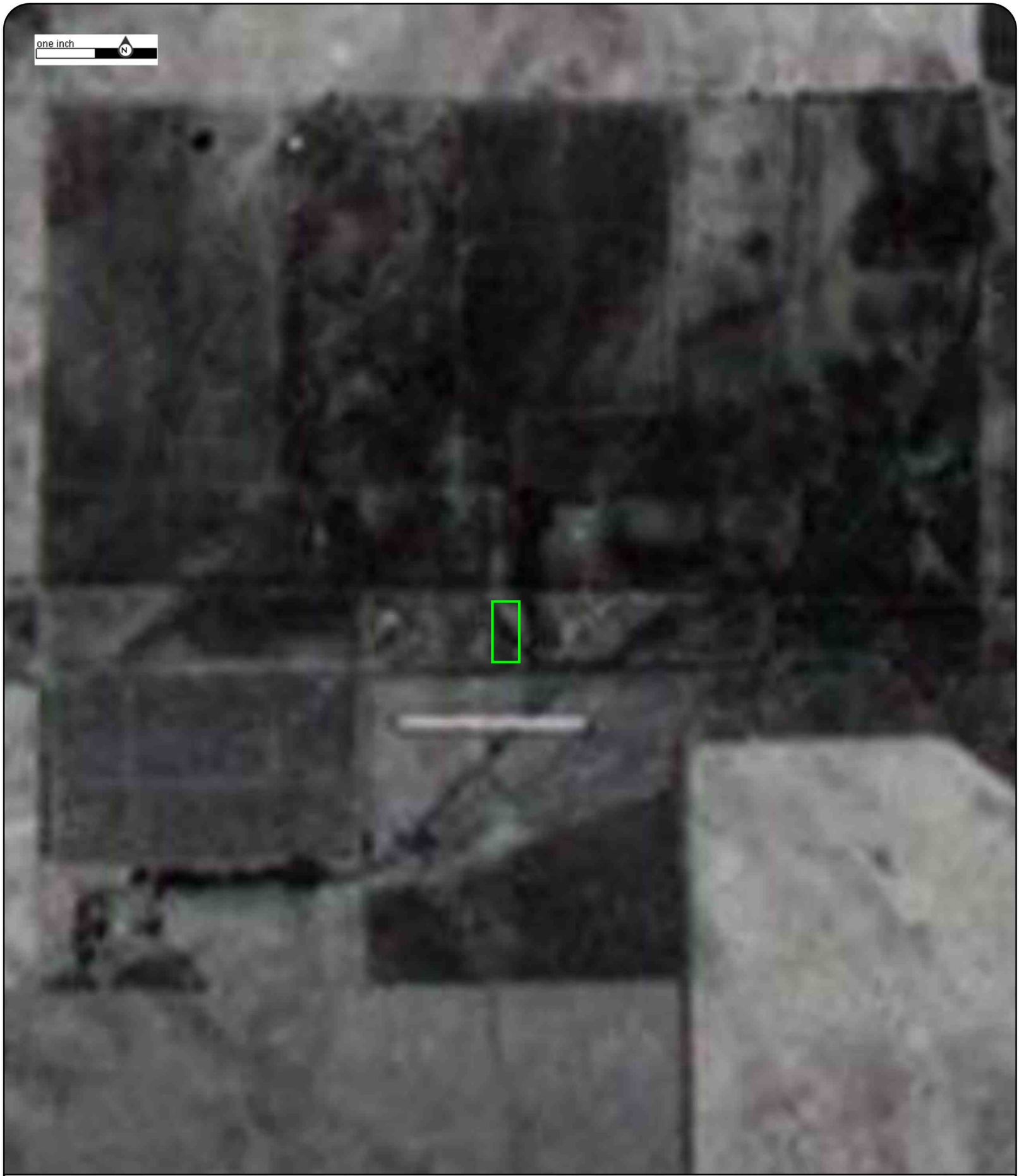
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS



Year: 1937
Source: ASCS
Scale: 1" = 500'
Comment: Photo Index-Best Available

Address: 1880 E. Copper Ave., Fresno, CA
Approx Center: -119.74988432,36.89612306

Order No: 22110300652

ERIS

APPENDIX C

REGULATORY RECORDS DOCUMENTATION

EXHIBIT C-1

MAPPED DATABASE REPORT

DATABASE REPORT

Project Property:	*Proposed Development* *1880 E. Copper Ave.* *Fresno CA 93730*
Project No:	*22-143*
Report Type:	*Database Report*
Order No:	*22110300652*
Requested by:	*Paul Humphrey, REPA*
Date Completed:	*November 4, 2022*

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

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Executive Summary

Property Information:

Project Property:		*Proposed Development* *1880 E. Copper Ave. Fresno CA 93730*
Project No:		*22-143*
Coordinates:		
	Latitude:	*36.89612306*
	Longitude:	*-119.74988432*
	UTM Northing:	*4,086,880.85*
	UTM Easting:	*254,967.18*
	UTM Zone:	*11S*
Elevation:		*363 FT*

Order Information:

Order No:	*22110300652*
Date Requested:	*November 3, 2022*
Requested by:	*Paul Humphrey, REPA*
Report Type:	*Database Report*

Historicals/Products:

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
DOE FUSRAP	Y	1	0	0	0	0	0	0
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	0.5	0	0	0	0	-	0
SEMS	Y	0.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	0.5	0	0	0	0	-	0
ODI	Y	0.5	0	0	0	0	-	0
CERCLIS	Y	0.5	0	0	0	0	-	0
IODI	Y	0.5	0	0	0	0	-	0
CERCLIS NFRAP	Y	0.5	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	0	0
RCRA TSD	Y	0.5	0	0	0	0	-	0
RCRA LQG	Y	0.25	0	0	**1**	-	-	**1**
RCRA SQG	Y	0.25	0	0	**1**	-	-	**1**
RCRA VSQG	Y	0.25	0	0	0	-	-	0
RCRA NON GEN	Y	0.25	0	0	**1**	-	-	**1**
RCRA CONTROLS	Y	0.5	0	0	0	0	-	0
FED ENG	Y	0.5	0	0	0	0	-	0
FED INST	Y	0.5	0	0	0	0	-	0
LUCIS	Y	0.5	0	0	0	0	-	0
NPL IC	Y	0.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.5	0	0	0	0	-	0
FEMA UST	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
FRP	Y	0.25	0	0	0	-	-	0
DELISTED FRP	Y	0.25	0	0	0	-	-	0
HIST GAS STATIONS	Y	0.25	0	0	0	-	-	0
REFN	Y	0.25	0	0	0	-	-	0
BULK TERMINAL	Y	0.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0
State								
RESPONSE	Y	1	0	0	0	0	0	0
ENVIROSTOR	Y	1	0	0	0	0	**1**	**1**
DELISTED ENVS	Y	1	0	0	0	0	0	0
SWF/LF	Y	0.5	0	0	0	0	-	0
SWRCB SWF	Y	0.5	0	0	0	0	-	0
WMUD	Y	0.5	0	0	0	0	-	0
HWP	Y	1	0	0	0	0	0	0
SWAT	Y	0.5	0	0	0	0	-	0
C&D DEBRIS RECY	Y	0.5	0	0	0	0	-	0
RECYCLING	Y	0.5	0	0	0	0	-	0
PROCESSORS	Y	0.5	0	0	0	0	-	0
CONTAINER RECY	Y	0.5	0	0	0	0	-	0
LDS	Y	0.5	0	0	0	0	-	0
LUST	Y	0.5	0	0	0	**1**	-	**1**
DELISTED LST	Y	0.5	0	0	0	0	-	0
UST	Y	0.25	0	0	0	-	-	0
UST CLOSURE	Y	0.5	0	0	0	0	-	0
HHSS	Y	0.25	0	**1**	0	-	-	**1**
UST SWEEPS	Y	0.25	0	**1**	0	-	-	**1**
AST	Y	0.25	0	0	0	-	-	0
AST SWRCB	Y	0.25	0	0	0	-	-	0
TANK OIL GAS	Y	0.25	0	0	0	-	-	0
DELISTED TNK	Y	0.25	0	0	0	-	-	0
CERS TANK	Y	0.25	0	0	0	-	-	0
DELISTED CTNK	Y	0.25	0	0	0	-	-	0
HIST TANK	Y	0.25	0	**1**	0	-	-	**1**

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
LUR	Y	0.5	0	0	0	0	-	0
CALSITES	Y	0.5	0	0	0	0	-	0
HLUR	Y	0.5	0	0	0	0	-	0
DEED	Y	0.5	0	0	0	0	-	0
VCP	Y	0.5	0	0	0	0	-	0
CLEANUP SITES	Y	0.5	0	0	0	0	-	0
DELISTED CLEANUP	Y	0.5	0	0	0	0	-	0
DELISTED COUNTY	Y	0.25	0	0	0	-	-	0
Tribal								
INDIAN LUST	Y	0.5	0	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	-	0
DELISTED ILST	Y	0.5	0	0	0	0	-	0
DELISTED IUST	Y	0.25	0	0	0	-	-	0
County								
CUPA FRESNO	Y	0.25	0	**5**	**1**	-	-	**6**
Additional Environmental Records								
Federal								
FINDS/FRS	Y	PO	0	**2**	-	-	-	**2**
TRIS	Y	PO	0	-	-	-	-	0
PFAS TRI	Y	0.5	0	0	0	0	-	0
PFAS NPL	Y	0.5	0	0	0	0	-	0
PFAS WATER	Y	0.5	0	0	0	0	-	0
PFAS SSEHRI	Y	0.5	0	0	0	0	-	0
ERNS PFAS	Y	0.5	0	0	0	0	-	0
HMIRS	Y	0.125	0	0	-	-	-	0
NCDL	Y	0.125	0	0	-	-	-	0
TSCA	Y	0.125	0	0	-	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	0.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
DELISTED FED DRY	Y	0.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
FORMER NIKE	Y	1	0	0	0	0	0	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	-	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	0.25	0	0	0	-	-	0
SMCRA	Y	1	0	0	0	0	0	0
MRDS	Y	1	0	0	0	0	0	0
URANIUM	Y	1	0	0	0	0	0	0
ALT FUELS	Y	0.25	0	0	0	-	-	0
CONSENT DECREES	Y	0.25	0	0	0	-	-	0
AFS	Y	PO	0	-	-	-	-	0
SSTS	Y	0.25	0	0	0	-	-	0
PCBT	Y	0.5	0	0	0	0	-	0
PCB	Y	0.5	0	0	0	0	-	0
State								
DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DRYC GRANT	Y	0.25	0	0	0	-	-	0
PFAS	Y	0.5	0	0	0	0	-	0
PFAS GW	Y	0.5	0	0	0	0	-	0
HWSS CLEANUP	Y	0.5	0	0	0	0	-	0
TOXIC PITS	Y	1	0	0	0	0	0	0
DTSC HWF	Y	0.5	0	0	0	0	-	0
INSP COMP ENF	Y	1	0	0	0	0	0	0
SCH	Y	1	0	0	0	0	**1**	**1**
CHMIRS	Y	PO	0	-	-	-	-	0
HIST CHMIRS	Y	PO	0	-	-	-	-	0
HAZNET	Y	PO	0	-	-	-	-	0
HAZ GEN	Y	PO	0	-	-	-	-	0
HAZ TSD	Y	0.5	0	0	0	0	-	0
HIST MANIFEST	Y	PO	0	-	-	-	-	0
HW TRANSPORT	Y	0.125	0	0	-	-	-	0
WASTE TIRE	Y	PO	0	-	-	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
MEDICAL WASTE	Y	0.25	0	0	0	-	-	0
HIST CORTESE	Y	0.5	0	0	0	0	-	0
CDO/CAO	Y	0.5	0	0	0	0	-	0
CERS HAZ	Y	0.125	0	**3**	-	-	-	**3**
DELISTED HAZ	Y	0.5	0	0	0	0	-	0
GEOTRACKER	Y	0.125	0	0	-	-	-	0
MINE	Y	1	0	0	0	0	0	0
LIEN	Y	PO	0	-	-	-	-	0
WASTE DISCHG	Y	0.25	0	0	0	-	-	0
EMISSIONS	Y	0.25	0	**4**	0	-	-	**4**
CDL	Y	0.125	0	0	-	-	-	0

Tribal ***No Tribal additional environmental record sources available for this State.***

County ***No County additional environmental databases were selected to be included in the search.***

Total:	*0*	***17***	***4***	***1***	***2***	***24***

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	CUPA FRESNO	NEXTEL COMM-WOODWARD PARK-#1893	1860 E COPPER AVE PG&E WOODWARD STATIONS FRESNO CA 93720	SW	0.01 / 78.46	-4	22
1	CUPA FRESNO	CRICKET COMMUNICATIONS	1860 E COPPER AVE FRESNO CA 93720	SW	0.01 / 78.46	-4	22
1	HHSS	PAPAGNI HEADQUARTERS	1860 COPPER AVE. CLOVIS CA 93612	SW	0.01 / 78.46	-4	22
1	HIST TANK	PAPAGNI HEADQUARTERS	1860 COPPER AVE. CLOVIS CA	SW	0.01 / 78.46	-4	22
1	CERS HAZ	AT&T Mobility - USID163810	1860 E COPPER AVE FRESNO CA 93720	SW	0.01 / 78.46	-4	22
1	CUPA FRESNO	AT&T MOBILITY USID 163810	1860 E COPPER AVE FRESNO CA 93720	SW	0.01 / 78.46	-4	24
1	UST SWEEPS	PAPAGNI HEADQUARTERS	1860 COPPER AVE CLOVIS CA ***C C | Status:*** A10-000-59333 | ACTIVE ***Tank ID:*** 000001, 000002	SW	0.01 / 78.46	-4	24
2	CUPA FRESNO	VERIZON WIRELESS COPPER 117103	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	-1	25
2	FINDS/FRS	FRESNO/CLOVIS REGIONAL WASTEWATER	1766 E COPPER AVE FRESNO CA 93730 ***Registry ID:*** 110058324086	WNW	0.02 / 79.64	-1	25
2	FINDS/FRS	VERIZON WIRELESS COPPER	1766 E COPPER AVE FRESNO CA 93730 ***Registry ID:*** 110057126907	WNW	0.02 / 79.64	-1	26
2	EMISSIONS	FRESNO/CLOVIS REGIONAL WASTEWATER	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	-1	26

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
2	CERS HAZ	Verizon Wireless Copper	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	-1	31
3	EMISSIONS	VERIZON WIRELESS - COPPER	1869 EAST COPPER AVENUE FRESNO CA	SE	0.02 / 130.56	1	32
3	EMISSIONS	VERIZON WIRELESS - COPPER	1869 EAST COPPER AVENUE FRESNO CA 93730	SE	0.02 / 130.56	1	33
3	EMISSIONS	VERIZON WIRELESS - COPPER	1869 E COPPER AVE FRESNO CA 93730	SE	0.02 / 130.56	1	33
4	CUPA FRESNO	NORTH FRESNO WASTEWATER RECLAMATION	1660 E COPPER AVE W OF FRESNO CA 93720	W	0.11 / 605.34	-9	36
4	CERS HAZ	NORTH FRESNO WASTEWATER RECLAMATION	1660 E COPPER AVE FRESNO CA 93720	W	0.11 / 605.34	-9	36
5	CUPA FRESNO	RITE AID #4072	2020 E COPPER AVE FRESNO CA 93619	E	0.16 / 832.89	4	38
5	RCRA LQG	RITE AID #4072	2020 E COOPER AVE FRESNO CA 93730 ***EPA Handler ID:*** CAL000379606	E	0.16 / 832.89	4	38
5	RCRA NON GEN	KEYME INC	2020 E COPPER AVE FRESNO CA 93730 ***EPA Handler ID:*** CAL000442276	E	0.16 / 832.89	4	40
5	RCRA SQG	RITE AID #4072	2020 EAST COPPER AVE FRESNO CA 93730-0000 ***EPA Handler ID:*** CAR000210419	E	0.16 / 832.89	4	41
6	LUST	COPPER RIVER RANCH	11500 EAST FRIANT ROAD FRESNO CA 93720 ***Global ID | Status | Status Date:*** T0601957609 | COMPLETED - CASE CLOSED | 1/31/2011	NNW	0.48 / 2,560.24	1	53
7	SCH	CEDAR/OLYMPIC ELEMENTARY SCHOOL	1269 EAST COPPER AVENUE FRESNO CA 93720 ***Estor/EPA ID | Cleanup Status:*** 10010012 | NO FURTHER ACTION AS OF 12/14/2000	W	0.58 / 3,048.39	-5	59
7	ENVIROSTOR	CEDAR/OLYMPIC ELEMENTARY SCHOOL	1269 EAST COPPER AVENUE FRESNO CA 93720	W	0.58 / 3,048.39	-5	61

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number

Estor/EPA ID | Cleanup Status: 10010012 | NO FURTHER ACTION AS OF 12/14/2000

Executive Summary: Summary by Data Source

Standard

Federal

RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Sep 5, 2022 has found that there are 1 RCRA LQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
RITE AID #4072	2020 E COOPER AVE FRESNO CA 93730	E	0.16 / 832.89	5
	***EPA Handler ID**: CAL000379606*			

RCRA SQG - RCRA Small Quantity Generators List

A search of the RCRA SQG database, dated Sep 5, 2022 has found that there are 1 RCRA SQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
RITE AID #4072	2020 EAST COPPER AVE FRESNO CA 93730-0000	E	0.16 / 832.89	5
	***EPA Handler ID**: CAR000210419*			

RCRA NON GEN - RCRA Non-Generators

A search of the RCRA NON GEN database, dated Sep 5, 2022 has found that there are 1 RCRA NON GEN site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
KEYME INC	2020 E COPPER AVE FRESNO CA 93730	E	0.16 / 832.89	5
	***EPA Handler ID**: CAL000442276*			

State

ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Oct 17, 2022 has found that there are 1 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
CEDAR/OLYMPIC ELEMENTARY SCHOOL	1269 EAST COPPER AVENUE FRESNO CA 93720	W	0.58 / 3,048.39	7
	***Estor/EPA ID	Cleanup Status**: 10010012	NO FURTHER ACTION AS OF 12/14/2000*		

LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Jul 25, 2022 has found that there are 1 LUST site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
COPPER RIVER RANCH	11500 EAST FRIANT ROAD FRESNO CA 93720	NNW	0.48 / 2,560.24	6
	Global ID* | *Status* | *Status Date: *T0601957609 | COMPLETED - CASE CLOSED | 1/31/2011*			

HHSS - Historical Hazardous Substance Storage Information Database

A search of the HHSS database, dated Aug 27, 2015 has found that there are 1 HHSS site(s) within approximately 0.25 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
PAPAGNI HEADQUARTERS	1860 COPPER AVE. CLOVIS CA 93612	SW	0.01 / 78.46	1

UST SWEEPS - Statewide Environmental Evaluation and Planning System

A search of the UST SWEEPS database, dated Oct 1, 1994 has found that there are 1 UST SWEEPS site(s) within approximately 0.25 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
PAPAGNI HEADQUARTERS	1860 COPPER AVE CLOVIS CA	SW	0.01 / 78.46	1
	C C* | *Status: *A10-000-59333 | ACTIVE* ***Tank ID***: *000001, 000002*			

HIST TANK - Historical Hazardous Substance Storage Container Information - Facility Summary

A search of the HIST TANK database, dated May 27, 1988 has found that there are 1 HIST TANK site(s) within approximately 0.25 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
PAPAGNI HEADQUARTERS	1860 COPPER AVE. CLOVIS CA	SW	0.01 / 78.46	1

County

CUPA FRESNO - Fresno County - CUPA/Solid Waste Programs Resource List

A search of the CUPA FRESNO database, dated Jun 28, 2021 has found that there are 6 CUPA FRESNO site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
RITE AID #4072	2020 E COPPER AVE FRESNO CA 93619	E	0.16 / 832.89	5

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
AT&T MOBILITY USID 163810	1860 E COPPER AVE FRESNO CA 93720	SW	0.01 / 78.46	1
NEXTEL COMM-WOODWARD PARK-#1893	1860 E COPPER AVE PG&E WOODWARD STATIONS FRESNO CA 93720	SW	0.01 / 78.46	1
CRICKET COMMUNICATIONS	1860 E COPPER AVE FRESNO CA 93720	SW	0.01 / 78.46	1
VERIZON WIRELESS COPPER 117103	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	2
NORTH FRESNO WASTEWATER RECLAMATION	1660 E COPPER AVE W OF FRESNO CA 93720	W	0.11 / 605.34	4

Non Standard

Federal

FINDS/FRS - Facility Registry Service/Facility Index

A search of the FINDS/FRS database, dated Nov 2, 2020 has found that there are 2 FINDS/FRS site(s) within approximately 0.02 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
VERIZON WIRELESS COPPER	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	2
	***Registry ID**: 110057126907*			
FRESNO/CLOVIS REGIONAL WASTEWATER	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	2
	***Registry ID**: 110058324086*			

State

SCH - School Property Evaluation Program Sites

A search of the SCH database, dated Oct 17, 2022 has found that there are 1 SCH site(s) within approximately 1.00 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
CEDAR/OLYMPIC ELEMENTARY SCHOOL	1269 EAST COPPER AVENUE FRESNO CA 93720	W	0.58 / 3,048.39	7
	***Estor/EPA ID**	**Cleanup Status**: 10010012 | NO FURTHER ACTION AS OF 12/14/2000*		

CERS HAZ - California Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the CERS HAZ database, dated Jul 7, 2022 has found that there are 3 CERS HAZ site(s) within approximately 0.12 miles of the project property.

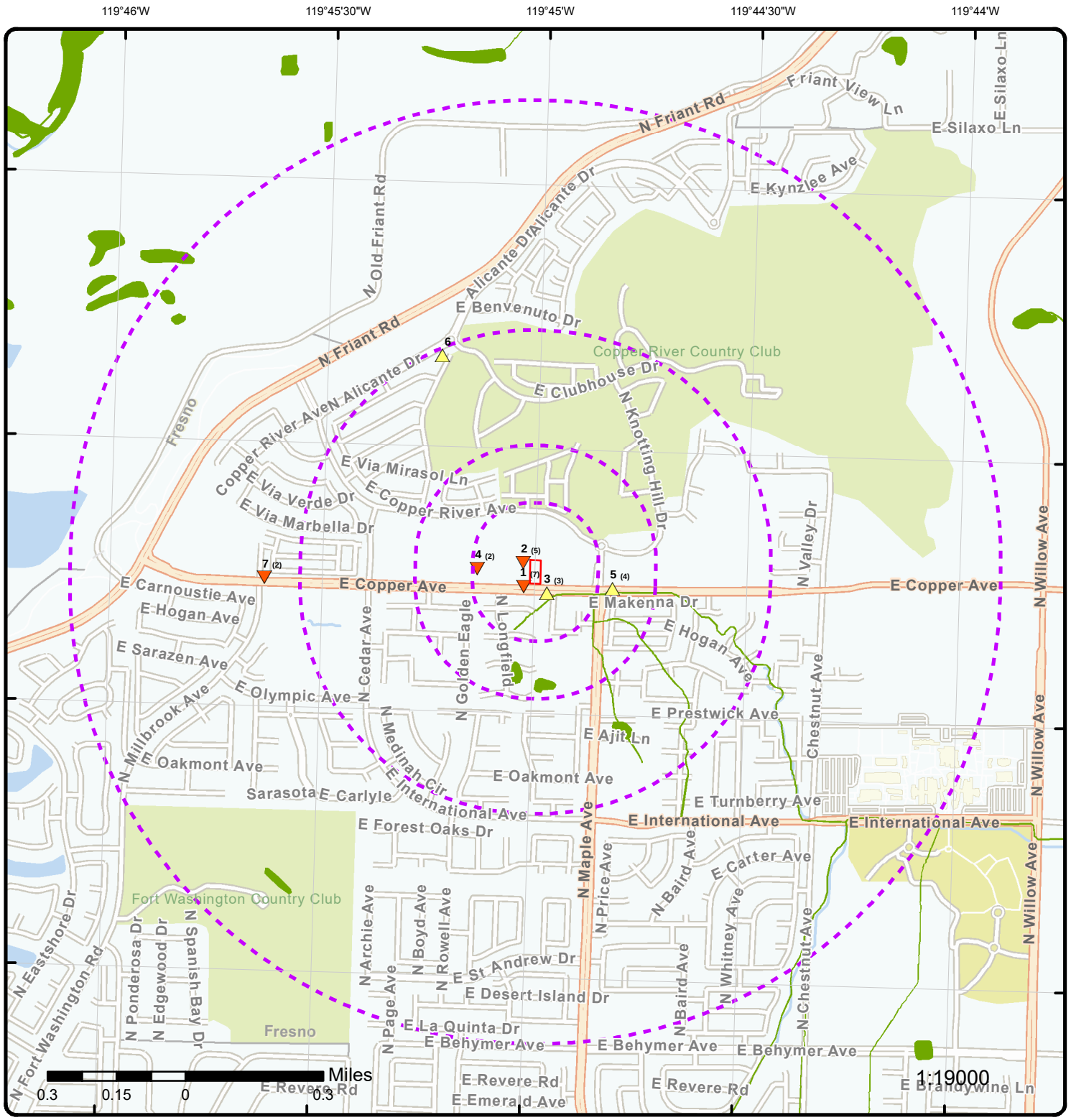
Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
AT&T Mobility - USID163810	1860 E COPPER AVE FRESNO CA 93720	SW	0.01 / 78.46	1
Verizon Wireless Copper	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	2
NORTH FRESNO WASTEWATER RECLAMATION	1660 E COPPER AVE FRESNO CA 93720	W	0.11 / 605.34	4

EMISSIONS - Toxic Pollutant Emissions Facilities

A search of the EMISSIONS database, dated Dec 31, 2020 has found that there are 4 EMISSIONS site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
VERIZON WIRELESS - COPPER	1869 EAST COPPER AVENUE FRESNO CA	SE	0.02 / 130.56	3
VERIZON WIRELESS - COPPER	1869 EAST COPPER AVENUE FRESNO CA 93730	SE	0.02 / 130.56	3
VERIZON WIRELESS - COPPER	1869 E COPPER AVE FRESNO CA 93730	SE	0.02 / 130.56	3

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
FRESNO/CLOVIS REGIONAL WASTEWATER	1766 E COPPER AVE FRESNO CA 93730	WNW	0.02 / 79.64	2



Map: 1.0 Mile Radius

Order Number: 22110300652

Address: 1880 E. Copper Ave., Fresno, CA

ERIS

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- Plume
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

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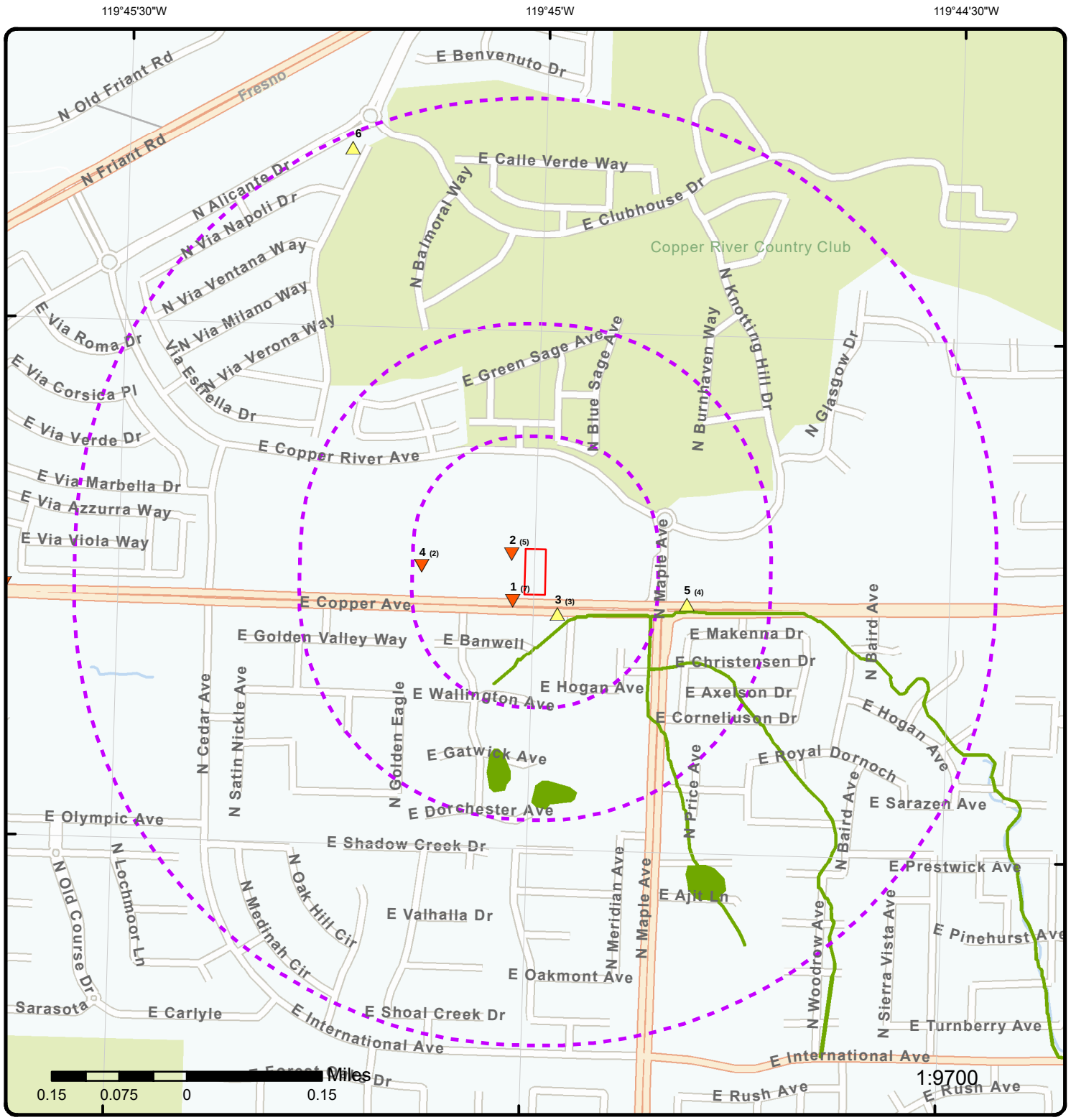

Map: 0.5 Mile Radius

Order Number: 22110300652

Address: 1880 E. Copper Ave., Fresno, CA

ERIS

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- Plume
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

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Map: 0.25 Mile Radius

Order Number: 22110300652

Address: 1880 E. Copper Ave., Fresno, CA

ERIS

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- Plume
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

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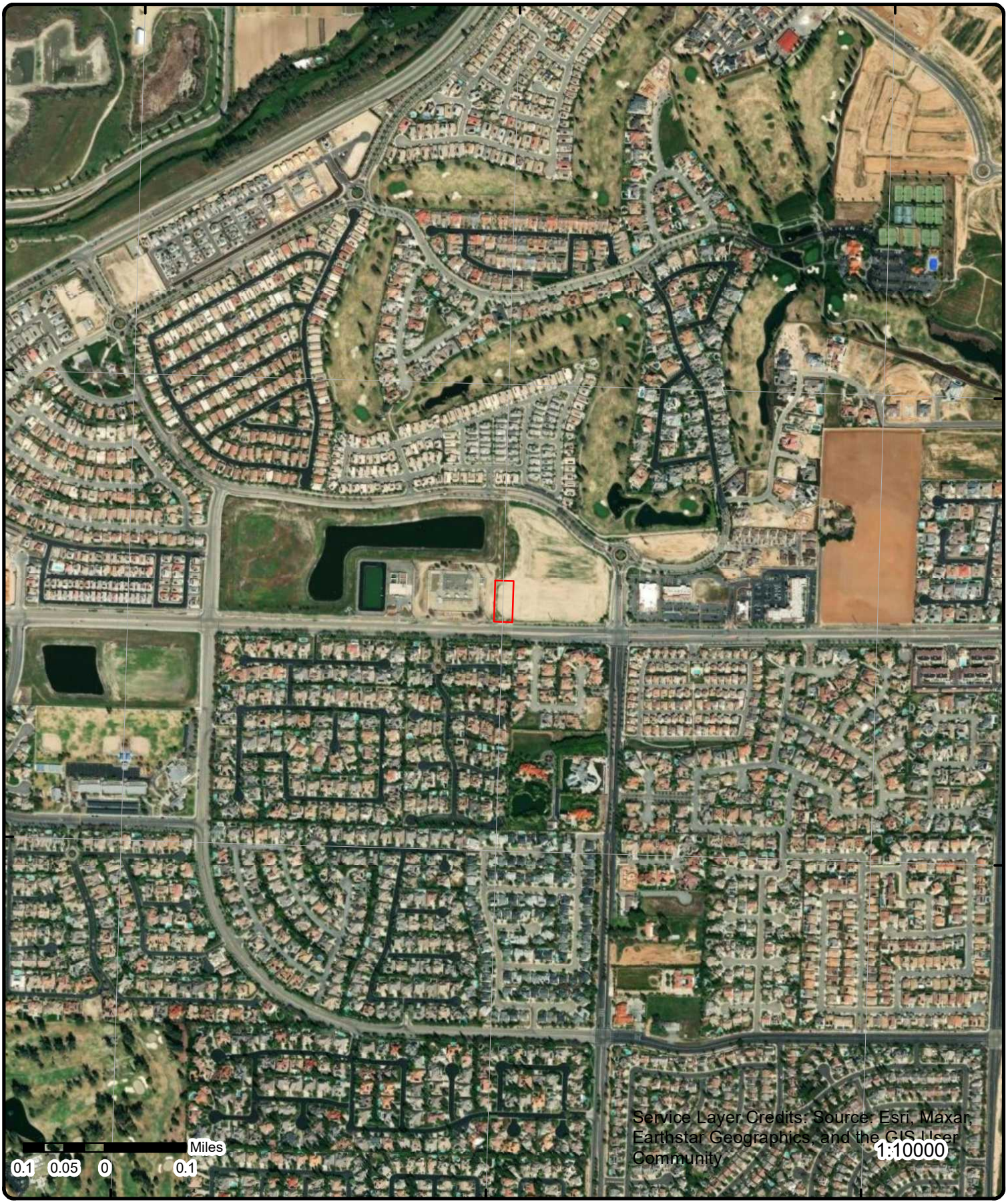

Aerial Year: 2022

Address: 1880 E. Copper Ave., Fresno, CA

Source: ESRI World Imagery

Order Number: 22110300652

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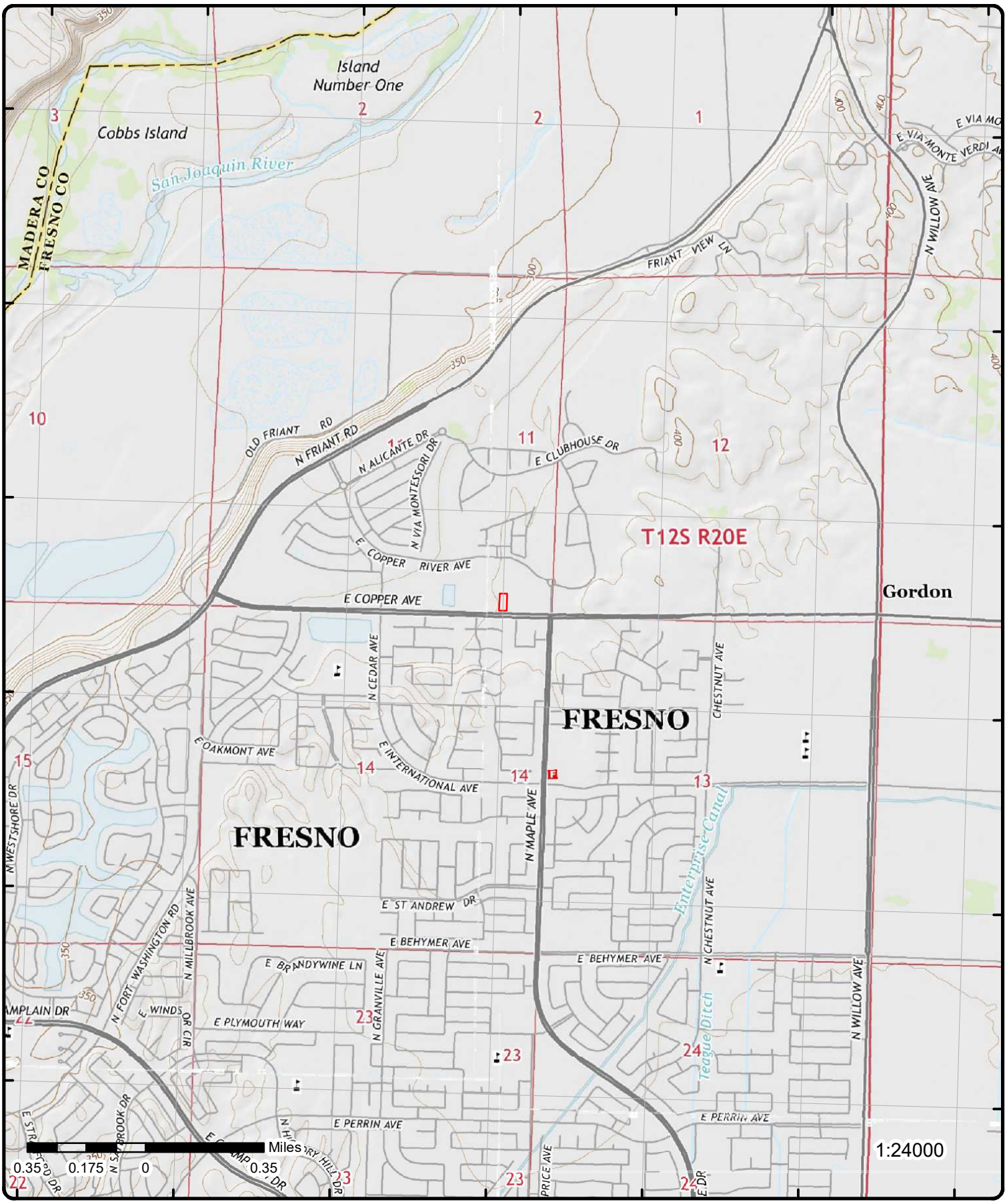

Topographic Map

Year: 2015

Order Number: 22110300652

Address: 1880 E. Copper Ave., CA

Quadrangle(s): Lanes Bridge, CA; Clovis, CA; Friant, CA; Fresno North, CA

Source: USGS Topographic Map

© ERIS Information Inc.

Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of 7	SW	0.01 / 78.46	358.58 / -4	NEXTEL COMM-WOODWARD PARK-#1893 1860 E COPPER AVE PG&E WOODWARD STATIONS FRESNO CA 93720	CUPA FRESNO

Facility ID: FA0275890
CERS ID:
SWIS No:
APN: 57922013SU
Zip: 93720
GIS Longitude: -119.747
GIS Latitude: 36.8742
Cross Street: LONGFIELD

Detail(s)

Program Element: HAZ MAT DISCLOSURE/CLOSED SITE
Program Identifier:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	2 of 7	SW	0.01 / 78.46	358.58 / -4	CRICKET COMMUNICATIONS 1860 E COPPER AVE FRESNO CA 93720	CUPA FRESNO

Facility ID: FA0281142
CERS ID:
SWIS No:
APN: 57922013SU
Zip: 93720
GIS Longitude:
GIS Latitude:
Cross Street: LONGFIELD

Detail(s)

Program Element: HAZ MAT DISCLOSURE/CLOSED SITE
Program Identifier:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	3 of 7	SW	0.01 / 78.46	358.58 / -4	PAPAGNI HEADQUARTERS 1860 COPPER AVE. CLOVIS CA 93612	HHSS

County: Fresno
Tank Details Microfiche: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00024efe.pdf

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	4 of 7	SW	0.01 / 78.46	358.58 / -4	PAPAGNI HEADQUARTERS 1860 COPPER AVE. CLOVIS CA	HIST TANK

Owner Name: PAPAGNI FRUIT CO.
Owner Street: 2929 COPPER AVE.
Owner City: CLOVIS
Owner State: CA
Owner Zip: 93612
No of Containers: 2
County: FRESNO
Facility State: CA
Facility Zip: 93612

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	5 of 7	SW	0.01 / 78.46	358.58 / -4	AT&T Mobility - USID163810 1860 E COPPER AVE FRESNO CA 93720	CERS HAZ

Site ID: 429182

Latitude: 36.895670
Longitude: -119.750290
County:

Regulated Programs

EI ID: 10750027 ***EI Description:*** Chemical Storage Facilities

Affiliations

Affil Type Desc: Environmental Contact
Entity Name: AT&T EH&S Hotline - Option #1
Entity Title:
Address: 308 S. Akard St., 17th Floor
City: Dallas
State: TX
Country:
Zip Code: 75202
Phone:

Affil Type Desc: Identification Signer
Entity Name: Jeremy McGrue
Entity Title: National EPCRA Manager
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Document Preparer
Entity Name: Peter Burnell, Sigma Consultants, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: AT&T Mobility
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Legal Owner
Entity Name: New Cingular Wireless PCS, LLC dba AT&T Mobility
Entity Title:
Address: 308 S. Akard St., 17th Floor
City: Dallas
State: TX
Country: United States
Zip Code: 75202
Phone: (214) 464-1712

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 308 S. Akard St., 17th Floor
City: Dallas
State: TX
Country:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Zip Code: 75202
Phone:

Affil Type Desc: Operator
Entity Name: AT&T Mobility
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (800) 566-9347

Affil Type Desc: CUPA District
Entity Name: Fresno County Community Health Department
Entity Title:
Address: 1221 Fulton St., 3rd FloorP.O. Box 11867
City: Fresno
State: CA
Country:
Zip Code: 93775
Phone: (559) 600-3271

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	6 of 7	SW	0.01 / 78.46	358.58 / -4	AT&T MOBILITY USID 163810 1860 E COPPER AVE FRESNO CA 93720	CUPA FRESNO

Facility ID: FA0287015
CERS ID: 10750027
SWIS No:
APN: 57922013
Zip: 93720
GIS Longitude: -119.750428
GIS Latitude: 36.89442
Cross Street:

Detail(s)

Program Element: SMALL HAZARDOUS MATERIALS HANDLER
Program Identifier:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	7 of 7	SW	0.01 / 78.46	358.58 / -4	PAPAGNI HEADQUARTERS 1860 COPPER AVE CLOVIS CA	UST SWEEPS

C C: A10-000-59333
BOE:
Comp: 59333
Status: ACTIVE
No of Tanks: 2
Jurisdict: FRESNO COUNTY
Agency: ENVIRONMENTAL HEALTH
Phone:
D Filename: SITE09A
Page No: 29
County: FRESNO
State : CA
Zip: 93612
Latitude: 0
Longitude: 0
Georesult: N

Tank Details

Tank ID: 000001
O Tank ID: 3
SWRCB No: 10-000-059333-000001
Removed:
Installed:
A Date: 07-01-85
Capac: 350
Tank Use: M.V. FUEL
S Contain:
Stg: P
Storage :
Storag Type: PRODUCT
P Contain:
Content: AVIA. GAS
ONA:
D File Name: TANK9A

Tank Details

Tank ID: 000002
S Contain:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

O Tank ID:	4	**Stg:**	P
SWRCB No:	10-000-059333-000002	**Storage :**	
Removed:		**Storag Type:**	PRODUCT
Installed:		**P Contain:**	
A Date:	07-01-85	**Content:**	DIESEL
Capac:	550	**ONA:**	
Tank Use:	M.V. FUEL	**D File Name:**	TANK9A

---

2 **1 of 5** **WNW** **0.02 / 79.64** **362.01 / -1** **VERIZON WIRELESS COPPER 117103**
1766 E COPPER AVE
FRESNO CA 93730
CUPA FRESNO

Facility ID:	FA0277962	**Zip:**	93730
CERS ID:	10142851	**GIS Longitude:**	-119.7508
SWIS No:		**GIS Latitude:**	36.8963
APN:	57922013SU	**Cross Street:**	

Detail(s)

Program Element:	SMALL HAZARDOUS MATERIALS HANDLER
Program Identifier:	

---

2 **2 of 5** **WNW** **0.02 / 79.64** **362.01 / -1** **FRESNO/CLOVIS REGIONAL WASTEWATER**
1766 E COPPER AVE
FRESNO CA 93730
FINDS/FRS

Registry ID:	110058324086
FIPS Code:	06019
HUC Code:	18030012
Site Type Name:	STATIONARY
Location Description:	
Supplemental Location:	
Create Date:	06-APR-14
Update Date:	01-JUN-17
Interest Types:	AIR EMISSIONS CLASSIFICATION UNKNOWN
SIC Codes:	
SIC Code Descriptions:	
NAICS Codes:	562213
NAICS Code Descriptions:	SOLID WASTE COMBUSTORS AND INCINERATORS.
Conveyor:	FRS-GEOCODE
Federal Facility Code:	
Federal Agency Name:	
Tribal Land Code:	
Tribal Land Name:	
Congressional Dist No:	21
Census Block Code:	060190055032024
EPA Region Code:	09
County Name:	FRESNO
US/Mexico Border Ind:	
Latitude:	36.895624
Longitude:	-119.752493
Reference Point:	ENTRANCE POINT OF A FACILITY OR STATION
Coord Collection Method:	ADDRESS MATCHING-HOUSE NUMBER
Accuracy Value:	50
Datum:	NAD83
Source:	
Facility Detail Rprt URL:	https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110058324086
Program Acronyms:	

EIS:15794111

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
2	3 of 5	WNW	0.02 / 79.64	362.01 / -1	VERIZON WIRELESS COPPER 1766 E COPPER AVE FRESNO CA 93730	FINDS/FRS

Registry ID: 110057126907
FIPS Code: 10
HUC Code: 18030012
Site Type Name: STATIONARY
Location Description:
Supplemental Location:
Create Date: 27-FEB-14
Update Date: 14-OCT-15
Interest Types: STATE MASTER
SIC Codes: 4812
SIC Code Descriptions: RADIOTELEPHONE COMMUNICATIONS
NAICS Codes: 517212
NAICS Code Descriptions: CELLULAR AND OTHER WIRELESS TELECOMMUNICATIONS.
Conveyor: FRS-GEOCODE
Federal Facility Code:
Federal Agency Name:
Tribal Land Code:
Tribal Land Name:
Congressional Dist No: 21
Census Block Code: 060190055032024
EPA Region Code: 09
County Name: FRESNO
US/Mexico Border Ind:
Latitude: 36.895624
Longitude: -119.752493
Reference Point: ENTRANCE POINT OF A FACILITY OR STATION
Coord Collection Method: ADDRESS MATCHING-HOUSE NUMBER
Accuracy Value: 50
Datum: NAD83
Source:
Facility Detail Rprt URL: https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110057126907
Program Acronyms:

CA-CERS:10142851, CA-ENVIROVIEW:81135

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
2	4 of 5	WNW	0.02 / 79.64	362.01 / -1	FRESNO/CLOVIS REGIONAL WASTEWATER 1766 E COPPER AVE FRESNO CA 93730	EMISSIONS

2010 Toxic Data

Facility ID: 7093
Facility SIC Code: 4953
CO: 10
Air Basin: SJV
District: SJU
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:

2011 Criteria Data

Facility ID: 7093
Facility SIC Code: 4953
CO: 10
CERR Code:
TOGT: .00135626033878147484163977530775666308 1152
ROGT: .00113478302545846

Air Basin:	SJV	**COT:**	.010312263231352
District:	SJU	**NOXT:**	.0314539531056583
COID:	FRE	**SOXT:**	.0000262922405898571
DISN:	SAN JOAQUIN VALLEY APCD	**PMT:**	.00058070841466733196721311475409836065 5738
CHAPIS:		**PM10T:**	.000566771412715316

2011 Toxic Data

Facility ID:	7093	**COID:**	FRE
Facility SIC Code:	4953	**DISN:**	SAN JOAQUIN VALLEY APCD
CO:	10	**CHAPIS:**	
Air Basin:	SJV	**CERR Code:**	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2012 Criteria Data

Facility ID:	7093	**CERR Code:**	
Facility SIC Code:	4953	**TOGT:**	.00100899339336654834468746265089040277 2798
CO:	10	**ROGT:**	.000844224772229791
Air Basin:	SJV	**COT:**	.0076718349520117
District:	SJU	**NOXT:**	.0234002499161661
COID:	FRE	**SOXT:**	.0000195601805150509
DISN:	SAN JOAQUIN VALLEY APCD	**PMT:**	.00043201952981838934426229508196721311 4754
CHAPIS:		**PM10T:**	.000421651061102748

2012 Toxic Data

Facility ID:	7093	**COID:**	FRE
Facility SIC Code:	4953	**DISN:**	SAN JOAQUIN VALLEY APCD
CO:	10	**CHAPIS:**	
Air Basin:	SJV	**CERR Code:**	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2013 Criteria Data

Facility ID:	7093	**CERR Code:**	
Facility SIC Code:	4953	**TOGT:**	.00122936824132043255549231644849174729 6528
CO:	10	**ROGT:**	.00108
Air Basin:	SJV	**COT:**	.00979
District:	SJU	**NOXT:**	.029851075
COID:	FRE	**SOXT:**	.000025
DISN:	SAN JOAQUIN VALLEY APCD	**PMT:**	.00055122950819672131147540983606557377 0492
CHAPIS:		**PM10T:**	.000538

2013 Toxic Data

Facility ID: 7093
Facility SIC Code: 4953
CO: 10
Air Basin: SJV
District: SJU
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:

2014 Criteria Data

Facility ID: 7093
Facility SIC Code: 4953
CO: 10
Air Basin: SJV
District: SJU
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:
TOGT: .0014159326305359590210586226522481502561 18
ROGT: .00124389681592584
COT: .0113038273490965
NOXT: .0344783727273345
SOXT: .000028820341527462
PMT: .0006365457816873903688524590163934426229 51
PM10T: .000621268682926893

2014 Toxic Data

Facility ID: 7093
Facility SIC Code: 4953
CO: 10
Air Basin: SJV
District: SJU
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:

2015 Criteria Data

Facility ID: 7093
Facility SIC Code: 4953
CO: 10
Air Basin: SJV
District: SJU
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:
TOGT: .0004530449630051223676721684689812179852 02
ROGT: .000398
COT: .00362
NOXT: .011
SOXT: .00000922
PMT: .0002038934426229508196721311475409836065 57
PM10T: .000199

2015 Toxic Data

Facility ID: 7093
Facility SIC Code: 4953
CO: 10
Air Basin: SJV
District: SJU
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:

2016 Criteria Data

Facility ID:	7093	***CERR CODE:***	
Facility SIC Code:	4953	***TOGT:***	.00045304496300512236767216846898121798 5202
CO:	10	***ROGT:***	.000398
Air Basin:	SJV	***COT:***	.00362
District:	SJU	***NOXT:***	.011
COID:	FRE	***SOXT:***	.00000922
DISN:	SAN JOAQUIN VALLEY APCD	***PMT:***	.00020389344262295081967213114754098360 6557
CHAPIS:		***PM10T:***	.000199

2016 Toxic Data

Facility ID:	7093	***TS:***	
Facility SIC Code:	4953	***HRA:***	
CERR CODE:		***CH Index:***	
COID:	FRE	***AH Index:***	
CO:	10	***Air Basin:***	SJV
DISN:	SAN JOAQUIN VALLEY APCD	***District:***	SJU
CHAPIS:			

2017 Criteria Data

Facility ID:	7093	***CERR Code:***	
Facility SIC Code:	4953	***TOGT:***	.00454183266932270916334661354581673306 7729
CO:	10	***ROGT:***	.00399
Air Basin:	SJV	***COT:***	.0363
District:	SJU	***NOXT:***	.110591
COID:	FRE	***SOXT:***	.0000924
DISN:	SAN JOAQUIN VALLEY APCD	***PMT:***	.00203893442622950819672131147540983606 5574
CHAPIS:		***PM10T:***	.00199

2017 Toxic Data

Facility ID:	7093	***COID:***	FRE
Facility SIC Code:	4953	***DISN:***	SAN JOAQUIN VALLEY APCD
CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2018 Criteria Data

Facility ID:	7093	***CERR Code:***	
Facility SIC Code:	4953	***TOGT:***	.00226522481502561183836084234490608992 601
CO:	10	***ROGT:***	.00199
Air Basin:	SJV	***COT:***	.0181
District:	SJU	***NOXT:***	.0553
COID:	FRE	***SOXT:***	.0000462
DISN:	SAN JOAQUIN VALLEY APCD	***PMT:***	.00100201207243460764587525150905432595

			5734
CHAPIS:		***PM10T:***	.000996

2018 Toxic Data

Facility ID:	7093	***COID:***	FRE
Facility SIC Code:	4953	***DISN:***	SAN JOAQUIN VALLEY APCD
CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2019 Criteria Data

CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
Facility ID:	7093	***ROGT:***	.00115
District:	SJU	***COT:***	.0105
Facility SIC Code:	4953	***NOXT:***	.0319
CO ID:	FRE	***SOXT:***	.0000266
DISN:	SAN JOAQUIN VALLEY APCD		
PM10T:	.000574		
TOGT:	.0013090495162208309618668184405236198064 88		
PMT:	.0005774647887323943661971830985915492957 75		

2019 Toxic Data

CO:	10	***DISN:***	SAN JOAQUIN VALLEY APCD
Air Basin:	SJV	***CHAPIS:***	
Faccility ID:	7093	***CERR Code:***	
District:	SJU	***TS:***	
Facility SIC Code:	4953	***Health Risk Asmt:***	
COID:	FRE		
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2020 Criteria Data

CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
Facility ID:	7093	***ROGT:***	.00115
District:	SJU	***COT:***	.0105
Facility SIC Code:	4953	***NOXT:***	.0319
CO ID:	FRE	***SOXT:***	.0000266
DISN:	SAN JOAQUIN VALLEY APCD		
TOGT:	.0013090495162208309618668184405236198064 88		
PMT:	.0005774647887323943661971830985915492957 75		
PM10T:	.000574		

2020 Toxic Data

CO:	10	***DISN:***	SAN JOAQUIN VALLEY APCD
Air Basin:	SJV	***CHAPIS:***	
Facility ID:	7093	***CHERR Code:***	
District:	SJU	***TS:***	
Facility SIC Code:	4953	***Health Risk Asmt:***	
COID:	FRE		
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
2	5 of 5	WNW	0.02 / 79.64	362.01 / -1	Verizon Wireless Copper 1766 E COPPER AVE FRESNO CA 93730	CERS HAZ

Site ID: 81135
Latitude: 36.895669
Longitude: -119.752515
County:

Regulated Programs

EI ID: 10142851 **EI Description:** Chemical Storage Facilities

Evaluations

Eval Date: 06/07/2018
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Fresno County Department of Public Health
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Affiliations

Affil Type Desc: Parent Corporation
Entity Name: Verizon Wireless [Northern California]
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Document Preparer
Entity Name: Steve Skanderson
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Environmental Contact
Entity Name: Environmental Compliance
Entity Title:
Address: 295 Parkshore Drive
City: Folsom
State: CA
Country:
Zip Code: 95630
Phone:

Affil Type Desc: Identification Signer
Entity Name: armand delgado
Entity Title: environmental compliance mgr
Address:
City:
State:
Country:
Zip Code:

Phone:

Affil Type Desc: CUPA District
Entity Name: Fresno County Community Health Department
Entity Title:
Address: 1221 Fulton St., 3rd FloorP.O. Box 11867
City: Fresno
State: CA
Country:
Zip Code: 93775
Phone: (559) 600-3271

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 295 Parkshore Drive
City: Folsom
State: CA
Country:
Zip Code: 95630
Phone:

Affil Type Desc: Legal Owner
Entity Name: Verizon Wireless
Entity Title:
Address: 295 Parkshore Drive
City: Folsom
State: CA
Country: United States
Zip Code: 95630
Phone: (866) 694-2415

Affil Type Desc: Operator
Entity Name: Verizon Wireless
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (866) 694-2415

3	1 of 3	SE	0.02 / 130.56	363.78 / 1	VERIZON WIRELESS - COPPER 1869 EAST COPPER AVENUE FRESNO CA	EMISSIONS

2012 Criteria Data

Facility ID: 7859
Facility SIC Code: 4812
CO: 10
Air Basin: SJV
District: SJU
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:
TOGT: .00007241543858836666069080913111031433010637
ROGT: .000060589997466886385
COT: .0012139899492461726
NOXT: .0048563247969694179
SOXT: .00000773799967649393
PMT: .00023336064598148980532786885245901639 3443
PM10T: .00022775999047793405

2012 Toxic Data

Facility ID: 7859
Facility SIC Code: 4812
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

CO: 10
Air Basin: SJV
District: SJU
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
CHAPIS:
CERR Code:

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3 | ***2 of 3*** | ***SE*** | ***0.02 / 130.56*** | ***363.78 / 1*** | ***VERIZON WIRELESS - COPPER***
1869 EAST COPPER AVENUE
FRESNO CA 93730 | ***EMISSIONS***

2013 Criteria Data

Facility ID: 7859
Facility SIC Code: 4812
CO: 10
Air Basin: SJV
District: SJU
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:
TOGT: .00069664200341491178144564598747865680 1366
ROGT: .000612
COT: .0123
NOXT: .0491
SOXT: .0000782
PMT: .00235655737704918032786885245901639344 2623
PM10T: .0023

2013 Toxic Data

Facility ID: 7859
Facility SIC Code: 4812
CO: 10
Air Basin: SJV
District: SJU
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:

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3 | ***3 of 3*** | ***SE*** | ***0.02 / 130.56*** | ***363.78 / 1*** | ***VERIZON WIRELESS - COPPER***
1869 E COPPER AVE
FRESNO CA 93730 | ***EMISSIONS***

2014 Criteria Data

Facility ID: 7859
Facility SIC Code: 4812
CO: 10
Air Basin: SJV
District: SJU
COID: FRE
DISN: SAN JOAQUIN VALLEY APCD
CHAPIS:
CERR Code:
TOGT: .00005185870323319567444507683551508252 703472
ROGT: .0000455578707903624
COT: .000912804085835814
NOXT: .00365149078834802
SOXT: .00000581823410093784
PMT: .00017546483910963217213114754098360655 7377
PM10T: .000171253682971001

2014 Toxic Data

Facility ID: 7859
COID: FRE

Facility SIC Code:	4812	**DISN:**	SAN JOAQUIN VALLEY APCD
CO:	10	**CHAPIS:**	
Air Basin:	SJV	**CERR Code:**	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2015 Criteria Data

Facility ID:	7859	**CERR Code:**	
Facility SIC Code:	4812	**TOGT:**	.00003765850882185543540125213431986340352874
CO:	10	**ROGT:**	.000033083
Air Basin:	SJV	**COT:**	.00066266
District:	SJU	**NOXT:**	.0026507
COID:	FRE	**SOXT:**	.0000042189
DISN:	SAN JOAQUIN VALLEY APCD	**PMT:**	.0001275
CHAPIS:		**PM10T:**	.00012444

2015 Toxic Data

Facility ID:	7859	**COID:**	FRE
Facility SIC Code:	4812	**DISN:**	SAN JOAQUIN VALLEY APCD
CO:	10	**CHAPIS:**	
Air Basin:	SJV	**CERR Code:**	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2016 Criteria Data

Facility ID:	7859	**CERR CODE:**	
Facility SIC Code:	4812	**TOGT:**	.000044462151394422310756972111553784860557777
CO:	10	**ROGT:**	.00003906
Air Basin:	SJV	**COT:**	.0007813
District:	SJU	**NOXT:**	.003123
COID:	FRE	**SOXT:**	.000004982
DISN:	SAN JOAQUIN VALLEY APCD	**PMT:**	.000149836065573770491803278688524590163934
CHAPIS:		**PM10T:**	.00014624

2016 Toxic Data

Facility ID:	7859	**TS:**	
Facility SIC Code:	4812	**HRA:**	
CERR CODE:		**CH Index:**	
COID:	FRE	**AH Index:**	
CO:	10	**Air Basin:**	SJV
DISN:	SAN JOAQUIN VALLEY APCD	**District:**	SJU
CHAPIS:			

2017 Criteria Data

Facility ID:	7859	**CERR Code:**	
Facility SIC Code:	4812	**TOGT:**	.

			00004446215139442231075697211155378486055777
CO:	10	***ROGT:***	.00004
Air Basin:	SJV	***COT:***	.000803
District:	SJU	***NOXT:***	.00321
COID:	FRE	***SOXT:***	.00000511
DISN:	SAN JOAQUIN VALLEY APCD	***PMT:***	.00014983606557377049180327868852459016393 4
CHAPIS:		***PM10T:***	.0001506

2017 Toxic Data

Facility ID:	7859	***COID:***	FRE
Facility SIC Code:	4812	***DISN:***	SAN JOAQUIN VALLEY APCD
CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2018 Criteria Data

Facility ID:	7859	***CERR Code:***	
Facility SIC Code:	4812	***TOGT:***	.00002165054069436539556061468412066021627775
CO:	10	***ROGT:***	.00001902
Air Basin:	SJV	***COT:***	.0003804
District:	SJU	***NOXT:***	.001524
COID:	FRE	***SOXT:***	.000002429
DISN:	SAN JOAQUIN VALLEY APCD	***PMT:***	.00007182092555331991951710261569416498993964
CHAPIS:		***PM10T:***	.00007139

2018 Toxic Data

Facility ID:	7859	***COID:***	FRE
Facility SIC Code:	4812	***DISN:***	SAN JOAQUIN VALLEY APCD
CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
District:	SJU		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2019 Criteria Data

CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
Facility ID:	7859	***ROGT:***	.00001834
District:	SJU	***COT:***	.0003668
Facility SIC Code:	4812	***NOXT:***	.001463
CO ID:	FRE	***SOXT:***	.000002332
DISN:	SAN JOAQUIN VALLEY APCD		
PM10T:	.00006879		
TOGT:	.000020876494023904382470119521912350597609 56		
PMT:	.000069205231388329979879275653923541247484 91		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

2019 Toxic Data

CO:	10	***DISN:***	SAN JOAQUIN VALLEY APCD
Air Basin:	SJV	***CHAPIS:***	
Faccility ID:	7859	***CERR Code:***	
District:	SJU	***TS:***	
Facility SIC Code:	4812	***Health Risk Asmt:***	
COID:	FRE		
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2020 Criteria Data

CO:	10	***CHAPIS:***	
Air Basin:	SJV	***CERR Code:***	
Facility ID:	7859	***ROGT:***	.00000863
District:	SJU	***COT:***	.000173
Facility SIC Code:	4812	***NOXT:***	.000692
CO ID:	FRE	***SOXT:***	.0000011
DISN:	SAN JOAQUIN VALLEY APCD		
TOGT:	.000009823562891291974957313602731929425156 52		
PMT:	.000032595573440643863179074446680080482897 38		
PM10T:	.0000324		

2020 Toxic Data

CO:	10	***DISN:***	SAN JOAQUIN VALLEY APCD
Air Basin:	SJV	***CHAPIS:***	
Facility ID:	7859	***CHERR Code:***	
District:	SJU	***TS:***	
Facility SIC Code:	4812	***Health Risk Asmt:***	
COID:	FRE		
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	1 of 2	W	0.11 / 605.34	354.41 / -9	NORTH FRESNO WASTEWATER RECLAMATION 1660 E COPPER AVE W OF FRESNO CA 93720	CUPA FRESNO

Facility ID:	FA0281348	***Zip:***	93720
CERS ID:	10700635	***GIS Longitude:***	-119.7522
SWIS No:		***GIS Latitude:***	36.895942
APN:	57922012ST	***Cross Street:***	MAPLE

Detail(s)

Program Element:	HAZARDOUS WASTE GENERATOR (CESQG)
Program Identifier:	
Program Element:	MEDIUM HAZARDOUS MATERIALS HANDLER
Program Identifier:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	2 of 2	W	0.11 / 605.34	354.41 / -9	NORTH FRESNO WASTEWATER RECLAMATION 1660 E COPPER AVE FRESNO CA 93720	CERS HAZ

Site ID:	378801
Latitude:	36.895942
Longitude:	-119.752200
County:	

Regulated Programs

EI ID: 10700635 ***EI Description:*** Chemical Storage Facilities

Evaluations

Eval Date: 02/13/2015
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Fresno County Department of Public Health
Eval Program: HW
Eval Source: CERS
Eval Notes:

Facility no longer generating waste; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 02/13/2015
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Fresno County Department of Public Health
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Affiliations

Affil Type Desc: Environmental Contact
Entity Name: Rick Staggs
Entity Title:
Address: 5607 W. JENSEN
City: FRESNO
State: CA
Country:
Zip Code: 93706
Phone:

Affil Type Desc: Legal Owner
Entity Name: CITY OF FRESNO
Entity Title:
Address: 2600 FRESNO
City: FRESNO
State: CA
Country: United States
Zip Code: 93721
Phone: (559) 621-5100

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 5607 W JENSEN
City: FRESNO
State: CA
Country:
Zip Code: 93706
Phone:

Affil Type Desc: CUPA District
Entity Name: Fresno County Community Health Department
Entity Title:
Address: 1221 Fulton St., 3rd FloorP.O. Box 11867
City: Fresno
State: CA
Country:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Zip Code: 93775
Phone: (559) 600-3271

Affil Type Desc: Document Preparer
Entity Name: Megan Hicks
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Operator
Entity Name: Rick Staggs
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (559) 621-5190

Affil Type Desc: Identification Signer
Entity Name: Rick Staggs
Entity Title: Wastewater Manager
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: NORTH FRESNO WASTEWATER RECLAMATION
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	1 of 4	E	0.16 / 832.89	367.19 / 4	RITE AID #4072 2020 E COPPER AVE FRESNO CA 93619	CUPA FRESNO

Facility ID: FA0280753
CERS ID: 10401931
SWIS No:
APN: 57907430S
Zip: 93619
GIS Longitude: -119.74202902
GIS Latitude: 36.8976524429
Cross Street: MAPLE

Detail(s)

Program Element: HAZARDOUS WASTE GENERATOR (CESQG)
Program Identifier:

Program Element: HAZ MAT DISCLOSURE-HAZ WASTE ONLY
Program Identifier:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	2 of 4	E	0.16 / 832.89	367.19 / 4	RITE AID #4072 2020 E COOPER AVE FRESNO CA 93730	RCRA LQG

EPA Handler ID: CAL000379606
Gen Status Universe: Large Quantity Generator

Contact Name:	STEPHANIE A CAIATI
Contact Address:	30 , HUNTER LN , , CAMP HILL , PA, 17011 ,
Contact Phone No and Ext:	717-730-8225
Contact Email:	SSCAIATI@RITEAID.COM
Contact Country:	
County Name:	FRESNO
EPA Region:	09
Land Type:	Private
Receive Date:	20140301
Location Latitude:	36.895767
Location Longitude:	-119.763841

Violation/Evaluation Summary

Note:	NO RECORDS: As of Sep 2022, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	No
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	1
Receive Date:	20140301
Handler Name:	RITE AID #4072
Federal Waste Generator Code:	1
Generator Code Description:	Large Quantity Generator
Source Type:	Annual/Biennial Report update with Notification

Waste Code Details

Hazardous Waste Code:	311
Waste Code Description:	Pharmaceutical waste
Hazardous Waste Code:	D001
Waste Code Description:	IGNITABLE WASTE
Hazardous Waste Code:	P001
Waste Code Description:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Hazardous Waste Code:	D002
Waste Code Description:	CORROSIVE WASTE
Hazardous Waste Code:	D009
Waste Code Description:	MERCURY
Hazardous Waste Code:	141

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Waste Code Description: Off-specification, aged, or surplus inorganics

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: 214
Waste Code Description: Unspecified solvent mixture

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: 232
Waste Code Description: Pesticides and other waste associated with pesticide production

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: 131
Waste Code Description: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

Hazardous Waste Code: U034
Waste Code Description: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

Owner/Operator Details

Owner/Operator Ind:	Current Owner	**Street No:**	30
Type:	Private	**Street 1:**	HUNTER LN
Name:	THRIFTY PAYLESS	**Street 2:**	
Date Became Current:	20090916	**City:**	CAMP HILL
Date Ended Current:		**State:**	PA
Phone:	717-761-2633	**Country:**	
Source Type:	Annual/Biennial Report update with Notification	**Zip Code:**	17011
Owner/Operator Ind:	Current Operator	**Street No:**	
Type:	Private	**Street 1:**	
Name:	RITE AID CORP	**Street 2:**	
Date Became Current:	20090916	**City:**	
Date Ended Current:		**State:**	
Phone:		**Country:**	
Source Type:	Annual/Biennial Report update with Notification	**Zip Code:**	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	3 of 4	E	0.16 / 832.89	367.19 / 4	KEYME INC 2020 E COPPER AVE FRESNO CA 93730	RCRA NON GEN

EPA Handler ID: CAL000442276
Gen Status Universe: No Report
Contact Name: JILL MORGENWECK
Contact Address: 5 PENN PLAZA FL 10 , , NEW YORK , NY, 10001 ,
Contact Phone No and Ext: 888-380-0394
Contact Email: JILL.MORGENWECK@KEY.ME
Contact Country:
County Name: FRESNO
EPA Region: 09
Land Type:
Receive Date: 20190104
Location Latitude: 36.896265

Location Longitude: -119.746656

Violation/Evaluation Summary

Note: NO RECORDS: As of Sep 2022, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	No
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	1
Receive Date:	20190104
Handler Name:	KEYME INC
Source Type:	Implementer
Federal Waste Generator Code:	N
Generator Code Description:	Not a Generator, Verified

Owner/Operator Details

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Other	***Street 1:***	5 PENN PLAZA FL 10
Name:	JILL MORGENWECK	***Street 2:***	
Date Became Current:		***City:***	NEW YORK
Date Ended Current:		***State:***	NY
Phone:	888-380-0394	***Country:***	
Source Type:	Implementer	***Zip Code:***	10001

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Other	***Street 1:***	5 PENN PLAZA FL 10
Name:	KEYME INC	***Street 2:***	
Date Became Current:		***City:***	NEW YORK
Date Ended Current:		***State:***	NY
Phone:	888-380-0394	***Country:***	
Source Type:	Implementer	***Zip Code:***	10001

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	4 of 4	E	0.16 / 832.89	367.19 / 4	RITE AID #4072 2020 EAST COPPER AVE FRESNO CA 93730-0000	RCRA SQG

EPA Handler ID: CAR000210419
Gen Status Universe: Small Quantity Generator
Contact Name: JOSEPH A CHEST
Contact Address: 30 , HUNTER LANE , , CAMP HILL , PA, 17011 , US
Contact Phone No and Ext: 717-975-8643
Contact Email: EHS@RITEAID.COM
Contact Country: US

County Name:	FRESNO
EPA Region:	09
Land Type:	Private
Receive Date:	20220309
Location Latitude:	36.895767
Location Longitude:	-119.763841

Violation/Evaluation Summary

Note:	NO RECORDS: As of Sep 2022, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	No
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	2
Receive Date:	20140730
Handler Name:	RITE AID NO 4072
Federal Waste Generator Code:	1
Generator Code Description:	Large Quantity Generator
Source Type:	Notification

Waste Code Details

Hazardous Waste Code:	131
Waste Code Description:	Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)
Hazardous Waste Code:	141
Waste Code Description:	Off-specification, aged, or surplus inorganics
Hazardous Waste Code:	214
Waste Code Description:	Unspecified solvent mixture
Hazardous Waste Code:	232
Waste Code Description:	Pesticides and other waste associated with pesticide production
Hazardous Waste Code:	311
Waste Code Description:	Pharmaceutical waste
Hazardous Waste Code:	791
Waste Code Description:	Liquids with pH < 2
Hazardous Waste Code:	D001
Waste Code Description:	IGNITABLE WASTE
Hazardous Waste Code:	D002

Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Handler Details

Sequence No: 4
Receive Date: 20190429
Handler Name: RITE AID #4072
Federal Waste Generator Code: 2
Generator Code Description: Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: 223
Waste Code Description: Unspecified oil-containing waste

Hazardous Waste Code: 122
Waste Code Description: Alkaline solution without metals (pH > 12.5)

Hazardous Waste Code: 141
Waste Code Description: Off-specification, aged, or surplus inorganics

Hazardous Waste Code: 181
Waste Code Description: Other inorganic solid waste

Hazardous Waste Code: 214
Waste Code Description: Unspecified solvent mixture

Hazardous Waste Code: 221
Waste Code Description: Waste oil and mixed oil

Hazardous Waste Code: 291
Waste Code Description: Latex waste

Hazardous Waste Code: 311
Waste Code Description: Pharmaceutical waste

Hazardous Waste Code: 331
Waste Code Description: Off-specification, aged, or surplus organics

Hazardous Waste Code: 343

Waste Code Description: Unspecified organic liquid mixture

Hazardous Waste Code: 352
Waste Code Description: Other organic solids

Hazardous Waste Code: 541
Waste Code Description: Photochemicals / photo processing waste

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U165
Waste Code Description: NAPHTHALENE

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Handler Details

Sequence No: 5
Receive Date: 20220309
Handler Name: RITE AID #4072
Federal Waste Generator Code: 2
Generator Code Description: Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002

Waste Code Description:	CORROSIVE WASTE
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D009
Waste Code Description:	MERCURY
Hazardous Waste Code:	D010
Waste Code Description:	SELENIUM
Hazardous Waste Code:	D011
Waste Code Description:	SILVER
Hazardous Waste Code:	D024
Waste Code Description:	M-CRESOL
Hazardous Waste Code:	D026
Waste Code Description:	CRESOL
Hazardous Waste Code:	P001
Waste Code Description:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Hazardous Waste Code:	U165
Waste Code Description:	NAPHTHALENE
Hazardous Waste Code:	U201
Waste Code Description:	1,3-BENZENEDIOL (OR) RESORCINOL
Hazardous Waste Code:	122
Waste Code Description:	Alkaline solution without metals (pH > 12.5)
Hazardous Waste Code:	141
Waste Code Description:	Off-specification, aged, or surplus inorganics
Hazardous Waste Code:	181
Waste Code Description:	Other inorganic solid waste
Hazardous Waste Code:	214
Waste Code Description:	Unspecified solvent mixture
Hazardous Waste Code:	221
Waste Code Description:	Waste oil and mixed oil
Hazardous Waste Code:	223
Waste Code Description:	Unspecified oil-containing waste
Hazardous Waste Code:	291
Waste Code Description:	Latex waste
Hazardous Waste Code:	311
Waste Code Description:	Pharmaceutical waste
Hazardous Waste Code:	331
Waste Code Description:	Off-specification, aged, or surplus organics
Hazardous Waste Code:	343
Waste Code Description:	Unspecified organic liquid mixture
Hazardous Waste Code:	352
Waste Code Description:	Other organic solids
Hazardous Waste Code:	541
Waste Code Description:	Photochemicals / photo processing waste

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20100820
Handler Name: RITE AID 4072
Federal Waste Generator Code: 3
Generator Code Description: Very Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D005
Waste Code Description: BARIUM

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D006
Waste Code Description: CADMIUM

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D008
Waste Code Description: LEAD

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: D035
Waste Code Description: METHYL ETHYL KETONE

Hazardous Waste Code: U002
Waste Code Description: 2-PROPANONE (I) (OR) ACETONE (I)

Hazardous Waste Code: U080
Waste Code Description: METHANE, DICHLORO- (OR) METHYLENE CHLORIDE

Hazardous Waste Code: U160
Waste Code Description: 2-BUTANONE, PEROXIDE (R,T) (OR) METHYL ETHYL KETONE PEROXIDE (R,T)

Hazardous Waste Handler Details

Sequence No: 3
Receive Date: 20160725
Handler Name: RITE AID NO 4072
Federal Waste Generator Code: 1
Generator Code Description: Large Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: 261
Waste Code Description: Polychlorinated biphenyls and material containing PCB's

Hazardous Waste Code: 291
Waste Code Description: Latex waste

Hazardous Waste Code: 311
Waste Code Description: Pharmaceutical waste

Hazardous Waste Code: 331
Waste Code Description: Off-specification, aged, or surplus organics

Hazardous Waste Code: 343
Waste Code Description: Unspecified organic liquid mixture

Hazardous Waste Code: 352
Waste Code Description: Other organic solids

Hazardous Waste Code: 541
Waste Code Description: Photochemicals / photo processing waste

Hazardous Waste Code: 561
Waste Code Description: Detergent and soap

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: 122
Waste Code Description: Alkaline solution without metals (pH > 12.5)

Hazardous Waste Code: 131
Waste Code Description: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

Hazardous Waste Code: 141
Waste Code Description: Off-specification, aged, or surplus inorganics

Hazardous Waste Code: 214
Waste Code Description: Unspecified solvent mixture

Hazardous Waste Code: 223
Waste Code Description: Unspecified oil-containing waste

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U165
Waste Code Description: NAPHTHALENE

Hazardous Waste Code: U188
Waste Code Description: PHENOL

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20170414
Handler Name: RITE AID #4072
Federal Waste Generator Code: 3
Generator Code Description: Very Small Quantity Generator
Source Type: Annual/Biennial Report update with Notification

Waste Code Details

Hazardous Waste Code: 131
Waste Code Description: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

Hazardous Waste Code: 141
Waste Code Description: Off-specification, aged, or surplus inorganics

Hazardous Waste Code: 223
Waste Code Description: Unspecified oil-containing waste

Hazardous Waste Code: 291
Waste Code Description: Latex waste

Hazardous Waste Code: 331
Waste Code Description: Off-specification, aged, or surplus organics

Hazardous Waste Code: 352
Waste Code Description: Other organic solids

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U188
Waste Code Description: PHENOL

Hazardous Waste Code: 561
Waste Code Description: Detergent and soap

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: 122
Waste Code Description: Alkaline solution without metals (pH > 12.5)

Hazardous Waste Code: 214
Waste Code Description: Unspecified solvent mixture

Hazardous Waste Code: 261
Waste Code Description: Polychlorinated biphenyls and material containing PCB's

Hazardous Waste Code: 311
Waste Code Description: Pharmaceutical waste

Hazardous Waste Code: 343
Waste Code Description: Unspecified organic liquid mixture

Hazardous Waste Code: 541
Waste Code Description: Photochemicals / photo processing waste

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: U165
Waste Code Description: NAPHTHALENE

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Hazardous Waste Handler Details

Sequence No: 2
Receive Date: 20180119
Handler Name: RITE AID #4072
Federal Waste Generator Code: 1
Generator Code Description: Large Quantity Generator
Source Type: Annual/Biennial Report update with Notification

Waste Code Details

Hazardous Waste Code: 122
Waste Code Description: Alkaline solution without metals (pH > 12.5)

Hazardous Waste Code: 181
Waste Code Description: Other inorganic solid waste

Hazardous Waste Code: 221
Waste Code Description: Waste oil and mixed oil

Hazardous Waste Code: 291
Waste Code Description: Latex waste

Hazardous Waste Code: 331
Waste Code Description: Off-specification, aged, or surplus organics

Hazardous Waste Code: 352
Waste Code Description: Other organic solids

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: U165
Waste Code Description: NAPHTHALENE

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: 141
Waste Code Description: Off-specification, aged, or surplus inorganics

Hazardous Waste Code: 214
Waste Code Description: Unspecified solvent mixture

Hazardous Waste Code: 223
Waste Code Description: Unspecified oil-containing waste

Hazardous Waste Code: 311
Waste Code Description: Pharmaceutical waste

Hazardous Waste Code: 343
Waste Code Description: Unspecified organic liquid mixture

Hazardous Waste Code: 541
Waste Code Description: Photochemicals / photo processing waste

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Handler Details

Sequence No: 3
Receive Date: 20220120
Handler Name: RITE AID #4072
Federal Waste Generator Code: 2
Generator Code Description: Small Quantity Generator
Source Type: Annual/Biennial Report update with Notification

Waste Code Details

Hazardous Waste Code: 122
Waste Code Description: Alkaline solution without metals (pH > 12.5)

Hazardous Waste Code:	181
Waste Code Description:	Other inorganic solid waste
Hazardous Waste Code:	221
Waste Code Description:	Waste oil and mixed oil
Hazardous Waste Code:	291
Waste Code Description:	Latex waste
Hazardous Waste Code:	331
Waste Code Description:	Off-specification, aged, or surplus organics
Hazardous Waste Code:	352
Waste Code Description:	Other organic solids
Hazardous Waste Code:	791
Waste Code Description:	Liquids with pH < 2
Hazardous Waste Code:	D002
Waste Code Description:	CORROSIVE WASTE
Hazardous Waste Code:	D009
Waste Code Description:	MERCURY
Hazardous Waste Code:	D011
Waste Code Description:	SILVER
Hazardous Waste Code:	P001
Waste Code Description:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Hazardous Waste Code:	U165
Waste Code Description:	NAPHTHALENE
Hazardous Waste Code:	141
Waste Code Description:	Off-specification, aged, or surplus inorganics
Hazardous Waste Code:	214
Waste Code Description:	Unspecified solvent mixture
Hazardous Waste Code:	223
Waste Code Description:	Unspecified oil-containing waste
Hazardous Waste Code:	311
Waste Code Description:	Pharmaceutical waste
Hazardous Waste Code:	343
Waste Code Description:	Unspecified organic liquid mixture
Hazardous Waste Code:	541
Waste Code Description:	Photochemicals / photo processing waste
Hazardous Waste Code:	D001
Waste Code Description:	IGNITABLE WASTE
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D010
Waste Code Description:	SELENIUM
Hazardous Waste Code:	D024
Waste Code Description:	M-CRESOL
Hazardous Waste Code:	D026
Waste Code Description:	CRESOL
Hazardous Waste Code:	P075

Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Owner/Operator Details

Owner/Operator Ind:	Current Owner	***Street No:***	199
Type:	Private	***Street 1:***	S LOS ROBLES AVE #880
Name:	COPPER AND MAPLE ASSOCIATES	***Street 2:***	
Date Became Current:	20071107	***City:***	PASADENA
Date Ended Current:		***State:***	CA
Phone:	717-761-2633	***Country:***	US
Source Type:	Annual/Biennial Report update with Notification	***Zip Code:***	91101

Owner/Operator Ind:	Current Operator	***Street No:***	30
Type:	Private	***Street 1:***	HUNTER LANE
Name:	THRIFTY PAYLESS, INC	***Street 2:***	
Date Became Current:	20090916	***City:***	CAMP HILL
Date Ended Current:		***State:***	PA
Phone:	717-761-2633	***Country:***	US
Source Type:	Annual/Biennial Report update with Notification	***Zip Code:***	17011

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	30 HUNTER LN
Name:	RITE AID CORP	***Street 2:***	
Date Became Current:	19620901	***City:***	CAMP HILL
Date Ended Current:		***State:***	PA
Phone:	717-730-8225	***Country:***	US
Source Type:	Notification	***Zip Code:***	17011

Owner/Operator Ind:	Current Owner	***Street No:***	199
Type:	Private	***Street 1:***	LOS ROBLES AVE #880
Name:	COPPER & MAPLE ASSOCIATES, LLC	***Street 2:***	
Date Became Current:	20071107	***City:***	PASADENA
Date Ended Current:		***State:***	CA
Phone:	310-478-8757	***Country:***	US
Source Type:	Annual/Biennial Report update with Notification	***Zip Code:***	91101

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	199 S LOS ROBLES AVE
Name:	COPPER AND MAPLE ASSOC LLC	***Street 2:***	NO 880
Date Became Current:	20071107	***City:***	PASADENA
Date Ended Current:		***State:***	CA
Phone:	717-975-8643	***Country:***	US
Source Type:	Notification	***Zip Code:***	91101

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	
Name:	THRIFTY PAYLESS INC	***Street 2:***	
Date Became Current:	20090916	***City:***	
Date Ended Current:		***State:***	
Phone:		***Country:***	US
Source Type:	Notification	***Zip Code:***	

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	
Name:	THRIFTY PAYLESS INC	***Street 2:***	
Date Became Current:	20090916	***City:***	
Date Ended Current:		***State:***	
Phone:		***Country:***	
Source Type:	Annual/Biennial Report update with Notification	***Zip Code:***	

Owner/Operator Ind:	Current Operator	***Street No:***	30
Type:	Private	***Street 1:***	HUNTER LANE
Name:	THRIFTY PAYLESS, INC	***Street 2:***	
Date Became Current:	20090916	***City:***	CAMP HILL
Date Ended Current:		***State:***	PA

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Phone:	717-761-2633	**Country:**	US
Source Type:	Notification	**Zip Code:**	17011
Owner/Operator Ind:	Current Owner	**Street No:**	199
Type:	Private	**Street 1:**	LOS ROBLES AVE #880
Name:	COPPER & MAPLE ASSOCIATES, LLC	**Street 2:**	
Date Became Current:	20071107	**City:**	PASADENA
Date Ended Current:		**State:**	CA
Phone:	310-478-8757	**Country:**	US
Source Type:	Notification	**Zip Code:**	91101
Owner/Operator Ind:	Current Operator	**Street No:**	
Type:	Private	**Street 1:**	30 HUNTER LN
Name:	RITE AID CORP	**Street 2:**	
Date Became Current:	19620901	**City:**	CAMP HILL
Date Ended Current:		**State:**	PA
Phone:	717-730-8225	**Country:**	US
Source Type:	Notification	**Zip Code:**	17011

Historical Handler Details

Receive Dt:	20170414
Generator Code Description:	Very Small Quantity Generator
Handler Name:	RITE AID #4072
Receive Dt:	20190429
Generator Code Description:	Small Quantity Generator
Handler Name:	RITE AID #4072
Receive Dt:	20180119
Generator Code Description:	Large Quantity Generator
Handler Name:	RITE AID #4072
Receive Dt:	20160725
Generator Code Description:	Large Quantity Generator
Handler Name:	RITE AID NO 4072
Receive Dt:	20140730
Generator Code Description:	Large Quantity Generator
Handler Name:	RITE AID NO 4072
Receive Dt:	20220120
Generator Code Description:	Small Quantity Generator
Handler Name:	RITE AID #4072
Receive Dt:	20100820
Generator Code Description:	Very Small Quantity Generator
Handler Name:	RITE AID 4072

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
6	1 of 1	NNW	0.48 / 2,560.24	363.73 / 1	COPPER RIVER RANCH 11500 EAST FRIANT ROAD FRESNO CA 93720	LUST

Global ID:	T0601957609	**County:**	FRESNO
Status:	COMPLETED - CASE CLOSED	**Latitude:**	36.896889085
Status Date:	1/31/2011	**Longitude:**	-119.761177513
Case Type:	LUST CLEANUP SITE		

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail

RB Case No:	5T10000823	**Potential COC:**	Gasoline, Diesel
Local Case No:	FA0276963	**How Discovered:**	Tank Closure
Begin Date:	4/1/2004	**Stop Method:**	Close and Remove Tank
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5F)	**Stop Description:**	
Local Agency:		**Case Worker:**	WWG
CUF Case:	NO	**Military DoD Site:**	No

CalEnvScreen Score:
EPA Region: 9
Qty Rlsd Gallons:
Calenviroscreen 4 Score: 1-5% (lowest scores)
Facility Project Sub Type:
Calenviroscreen 3 Score: 41-45%
Potential Media of Concern: Soil
How Discovered Description: SOIL BORINGS WERE DRILLED AND SAMPLED PRIOR TO THE REMOVAL OF THREE UNDERGROUND STORAGE TANKS.
Calwater Watershed Name: South Valley Floor - Academy (551.40)
DWR GW Subbasin Name: San Joaquin Valley - Kings (5-022.08)
Disadvantaged Community:
Coordinate Source: * Historical Geocode - Exact Address Match
Discharge Cause: Unknown
Discharge Source: Other
File Location: Regional Board
Leak Reported Dt: 2004-05-21 00:00:00
No Further Action Dt: 2011-01-31 00:00:00
Site History:

The case was opened following an unauthorized release from an underground storage tank system at the subject site. Corrective action is underway as directed by the CVRWQCB. Corrective action may consist of preliminary site investigation, planning and implementation of remedial action, verification monitoring, or a combination thereof. A summary of the site history is available by clicking on either the "Cleanup Status History", "Regulatory Activities" or the "Site Maps/Documents" tab. For a complete site history the case file at the CVRWQCB should be consulted.

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Activity

Action Type: Other
Date : 5/21/2004
Action: Leak Reported

Action Type: RESPONSE
Date : 4/1/2008
Action: Other Report / Document

Action Type: RESPONSE
Date : 5/7/2008
Action: Other Report / Document

Action Type: ENFORCEMENT
Date : 9/4/2007
Action: Technical Correspondence / Assistance / Other

Action Type: Other
Date : 4/1/2004
Action: Leak Stopped

Action Type: RESPONSE
Date : 5/19/2008
Action: Other Report / Document

Action Type: Other
Date : 4/1/2004
Action: Leak Discovery

Action Type: ENFORCEMENT
Date : 4/7/2008
Action: Technical Correspondence / Assistance / Other

Action Type: ENFORCEMENT
Date : 3/11/2008
Action: Technical Correspondence / Assistance / Other

Action Type: ENFORCEMENT
Date : 4/4/2008
Action: Verbal Communication

Action Type: REMEDIATION
Date : 4/1/2004

Action: Excavation

Action Type: ENFORCEMENT
Date : 7/22/2004
Action: * Historical Enforcement

Action Type: RESPONSE
Date : 1/10/2005
Action: Other Report / Document

Action Type: ENFORCEMENT
Date : 4/27/2007
Action: Technical Correspondence / Assistance / Other

Action Type: ENFORCEMENT
Date : 1/31/2011
Action: Closure/No Further Action Letter

Action Type: ENFORCEMENT
Date : 3/24/2008
Action: Site Visit / Inspection / Sampling

Action Type: ENFORCEMENT
Date : 4/7/2008
Action: Notification - Public Participation Document

Action Type: ENFORCEMENT
Date : 2/17/2009
Action: Verbal Enforcement

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Contacts

Contact Type: Regional Board Caseworker
Contact Name: WARREN GROSS
City: FRESNO
Organization Name: CENTRAL VALLEY RWQCB (REGION 5F)
Address: 1685 E STREET
Email: wgross@waterboards.ca.gov
Phone No:

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History

Status: Open - Case Begin Date
Status Date: 4/1/2004

Status: Completed - Case Closed
Status Date: 1/31/2011

Status: Open - Site Assessment
Status Date: 5/18/2004

LUST Sites from GeoTracker Search - Regulatory Profile

Site Facility Name: COPPER RIVER RANCH
Site Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Project Status:
WDR Place Type:
WDR File:
WDR Order:
CUF Priority Assig:
CUF Amount Paid:
File Location: REGIONAL BOARD
Designated Beneficial Use: MUN, AGR, IND
Project Oversight Agencies:
Report Link: https://geotracker.waterboards.ca.gov/profile_report?global_id=T0601957609
Cleanup Status Detail: COMPLETED - CASE CLOSED AS OF 1/31/2011
Cleanup History Link: https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0601957609&tabname=regulatoryhistory
Potential COC: DIESEL, GASOLINE
Facility Type:
Composting Method:
Address: 11500 EAST FRIANT ROAD
City: FRESNO
Zip: 93720
County: FRESNO
CUF Claim:

Potential Media of Concern: SOIL
User Defined Beneficial Use:
DWR GW Sub Basin: San Joaquin Valley - Kings (5-022.08)
Calwater Watershed Name: South Valley Floor - Academy (551.40)
Post Closure Site Management:
Future Land Use:
Cleanup Oversight Agencies: CENTRAL VALLEY RWQCB (REGION 5F) (LEAD) - CASE #: 5T10000823
CASEWORKER: WARREN GROSS
FRESNO COUNTY - CASE #: FA0276963
Gndwater Monitoring Freque:
Designated Beneficial Use Desc: Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply
Site History:

The case was opened following an unauthorized release from an underground storage tank system at the subject site. Corrective action is underway as directed by the CVRWQCB. Corrective action may consist of preliminary site investigation, planning and implementation of remedial action, verification monitoring, or a combination thereof. A summary of the site history is available by clicking on either the "Cleanup Status History", "Regulatory Activities" or the "Site Maps/Documents" tab. For a complete site history the case file at the CVRWQCB should be consulted.

LUST Sites from GeoTracker Search - Cleanup Status History

Status: Completed - Case Closed
Date : 1/31/2011

Status: Open - Site Assessment
Date : 5/18/2004

Status: Open - Case Begin Date
Date : 4/1/2004

Sites from GeoTracker Search - Cleanup Action Report (as of May 27, 2022)

Action Type: EXCAVATION
Phase: Soil
Begin Date: 4/1/2004
End Date: 5/31/2004
Contaminant Mass Removed: 500 Pounds
Description: Soil exfavated to depths up to 41 feet.

Sites from GeoTracker Search - Regulatory Activities (as of May 27, 2022)

Action Type: Other Regulatory Actions
Action Date: 1/31/2011
Received Issue Date: 1/31/2011
Action: Closure/No Further Action Letter
Doc Link: https://geotracker.waterboards.ca.gov/view_documents?global_id=T0601957609&enforcement_id=6077579&temptable=ENFORCEMENT
Title Description Comments:

Action Type: Enforcement/Orders
Action Date: 2/17/2009
Received Issue Date: 2/17/2009
Action: Verbal Enforcement
Doc Link:
Title Description Comments:

WWG called to ask for response to 4/7/08 letter. Spoke with Jeffrey T. Roberts of Copper River LLC. He is aware of the closed UST but did not receive the leter. Charles DeMent has not been with the company for 2 years. Jeff requested a copy of the letter. I promised to send it with a cover letter re the GeoTracker upload requirement.

Action Type: Response Requested - Other
Action Date: 5/19/2008
Received Issue Date:
Action: Other Report / Document
Doc Link:

Title Description Comments:

Soil Disposal Report

Action Type: Response Requested - Other
Action Date: 5/7/2008
Received Issue Date:
Action: Other Report / Document
Doc Link:
Title Description Comments:

Additional Information Report - pub not comment & adddress info

Action Type: Other Regulatory Actions
Action Date: 4/7/2008
Received Issue Date: 4/7/2008
Action: Technical Correspondence / Assistance / Other
Doc Link:
Title Description Comments:

L2, concur with soil stockpile recommendations

Action Type: Notices
Action Date: 4/7/2008
Received Issue Date: 4/7/2008
Action: Notification - Public Participation Document
Doc Link:
Title Description Comments:

L3, request draft public notice comment and address info.

Action Type: Other Regulatory Actions
Action Date: 4/4/2008
Received Issue Date: 4/4/2008
Action: Verbal Communication
Doc Link:
Title Description Comments:

I called Sierra Analytical and spoke with Andrew Kim, who confirmed that the soil samples were properly composited (in respnse to an e-mail from art Morrill) and that a cover letter with signature and ELAP certification was provided with the report. WWG

Action Type: Response Requested - Other
Action Date: 4/1/2008
Received Issue Date: 4/1/2008
Action: Other Report / Document
Doc Link: https://geotracker.waterboards.ca.gov/view_documents_all?global_id=T0601957609&doc_id=5668114
Title Description Comments:

Results and Findings-Stockpiled Soil Characterization

Action Type: Other Regulatory Actions
Action Date: 3/24/2008
Received Issue Date: 3/24/2008
Action: Site Visit / Inspection / Sampling
Doc Link:
Title Description Comments:

observe site, stockpiles, and sampling methodology

Action Type: Other Regulatory Actions
Action Date: 3/11/2008
Received Issue Date: 3/11/2008
Action: Technical Correspondence / Assistance / Other
Doc Link:

Title Description Comments:

L1, approve soil stockpile sampling

Action Type: Other Regulatory Actions
Action Date: 9/4/2007
Received Issue Date: 9/4/2007
Action: Technical Correspondence / Assistance / Other
Doc Link:
Title Description Comments:

Received copy of letter from Steven Rhodes to Granville Homes informing them of referral of the case to the RB

Action Type: Other Regulatory Actions
Action Date: 4/27/2007
Received Issue Date: 4/27/2007
Action: Technical Correspondence / Assistance / Other
Doc Link:
Title Description Comments:

Regional Water Board received a copy of a letter from Jim Armstrong to Granville Homes. The letter references soil assessment results (from removal of 3 USTs)received 5/12/04 that indicated petroleum hydrocarbons in soil, a 5/24/04 FCCHD letter requesting a meeting to discuss site assessment and cleanup, an April/May 2004 excavation of contaminated soil and associated report of findings, and a 10/24/05 FCCHD response to the excavation report to which no response was received. The letter requests a contact from ARCO within 15 days.

Action Type: Response Requested - Other
Action Date: 1/10/2005
Received Issue Date: 1/10/2005
Action: Other Report / Document
Doc Link: https://geotracker.waterboards.ca.gov/view_documents_all?global_id=T0601957609&doc_id=5668115
Title Description Comments:

Site Map-Jan 05

Action Type: Enforcement/Orders
Action Date: 7/22/2004
Received Issue Date: 7/22/2004
Action: * Historical Enforcement
Doc Link:
Title Description Comments:

Workplan approval

Action Type: Leak Action
Action Date: 5/21/2004
Received Issue Date:
Action: Leak Reported
Doc Link:
Title Description Comments:

Action Type: Leak Action
Action Date: 4/1/2004
Received Issue Date:
Action: Leak Discovery
Doc Link:
Title Description Comments:

Action Type: Leak Action
Action Date: 4/1/2004
Received Issue Date:
Action: Leak Stopped
Doc Link:
Title Description Comments:

Action Type: Cleanup Action
Action Date: 4/1/2004
Received Issue Date:
Action: Excavation
Doc Link:
Title Description Comments:

Soil exfavated to depths up to 41 feet.

Sites from GeoTracker Search - Documents (as of May 27, 2022)

Document Type: Site Documents ***Size :*** 51 KB
Document Date: 4/17/2008 ***Submitted By:*** (REGULATOR)
Type: NOTICE ***Submitted:***
Title: PUBLIC NOTICE OF PRECLOSURE
Title Link: https://geotracker.waterboards.ca.gov/site_documents/4021854996/Public%20Notice%2Epdf

Document Type: Site Documents ***Size :*** 60 KB
Document Date: 4/8/2008 ***Submitted By:*** (REGULATOR)
Type: LETTER ***Submitted:***
Title: REGULATORY LETTER
Title Link: https://geotracker.waterboards.ca.gov/site_documents/5305058121/L1%2Epdf

Document Type: Site Documents ***Size :***
Document Date: 4/1/2008 ***Submitted By:*** (REGULATOR)
Type: OTHER REPORT / DOCUMENT ***Submitted:***
Title: RESULTS AND FINDINGS-STOCKPILED SOIL CHARACTERIZATION
Title Link: https://geotracker.waterboards.ca.gov/view_documents?global_id=T0601957609&document_id=5668114

Document Type: Site Documents ***Size :***
Document Date: 1/31/2011 ***Submitted By:*** COLE HANNEL (REGULATOR)
Type: CLOSURE/NO FURTHER ACTION LETTER ***Submitted:***
Title: CLOSURE/NO FURTHER ACTION LETTER
Title Link: https://geotracker.waterboards.ca.gov/view_documents?global_id=T0601957609&enforcement_id=6077579

Document Type: Site Documents ***Size :*** 56 KB
Document Date: 4/17/2008 ***Submitted By:*** (REGULATOR)
Type: LETTER ***Submitted:***
Title: PRECLOSURE NOTIFICATION
Title Link: https://geotracker.waterboards.ca.gov/site_documents/6077377140/L3%2Epdf

Document Type: Site Documents ***Size :*** 54 KB
Document Date: 4/17/2008 ***Submitted By:*** (REGULATOR)
Type: LETTER ***Submitted:***
Title: REGULATORY LETTER
Title Link: https://geotracker.waterboards.ca.gov/site_documents/9407078385/L2%2Epdf

Document Type: Site Documents ***Size :***
Document Date: 1/10/2005 ***Submitted By:*** (REGULATOR)
Type: OTHER REPORT / DOCUMENT ***Submitted:***
Title: SITE MAP-JAN 05
Title Link: https://geotracker.waterboards.ca.gov/view_documents?global_id=T0601957609&document_id=5668115

7	1 of 2	W	0.58 / 3,048.39	357.86 / -5	CEDAR/OLYMPIC ELEMENTARY SCHOOL 1269 EAST COPPER AVENUE FRESNO CA 93720	SCH

Estor/EPA ID: 10010012 ***Permit Renewal Lead:***
Site Code: 104126, 104143 ***Project Manager:***
Nat Priority List: NO ***Supervisor:*** MARK MALINOWSKI
Acres: 18 ACRES ***Public Partici Spclst:***
Special Program: ***Census Tract:*** 6019005503
Funding: SCHOOL DISTRICT ***County:*** FRESNO
Assembly District: 23 ***Latitude:*** 36.8957

Senate District: 08 ***Longitude:*** -119.76051
School District: CLOVIS UNIFIED SCHOOL DISTRICT
APN: 301-081-715
Cleanup Status: NO FURTHER ACTION AS OF 12/14/2000
Cleanup Oversight Agencies: DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY
Site Type: SCHOOL
Office: NORTHERN CALIFORNIA SCHOOLS & SANTA SUSANA
Past Use that Caused Contam: AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential Media Affected: SOIL
Potential Contamin of Concern:

ARSENIC
DDD
DDE
DDT

SITE HISTORY:

This 18-acre site has been used for agriculture from 1940 to 1960. Dry farming of grain crops and a walnut orchard planted in early 1960.

On May 9th, 2000 based on DTSC's review of the Phase I Report the determination was made that a Preliminary Endangerment Assessment was required.

On 12/14/00 DTSC approved the PEA Report with an NFA determination, and closed out the site.

Status: NO FURTHER ACTION
Program Type: SCHOOL EVALUATION
CalEnviroScreen Score: 1-5%
Summary Link: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=10010012

Completed Activities

Title: Environmental Oversight Agreement
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&enforcement_id=6000538
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Environmental Oversight Agreement
Date Completed: 9/19/2000
Comments:

Title: PEA Workplan
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&doc_id=6000545
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Preliminary Endangerment Assessment Workplan
Date Completed: 10/23/2000
Comments:

Title: Site Visit
Title Link:
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 9/21/2000
Comments:

Title: Preliminary Endangerment Assessment Report
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&doc_id=6000540
Area Name:
Area Link:
Sub Area:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Sub Area Link:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 12/14/2000
Comments: DTSC approved the PEA Report with an NFA determination.

Title: Site Visit - Site Inspections/visit
Title Link:
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 9/6/2000
Comments:

Title: Phase 1
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&doc_id=6000542
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Phase 1
Date Completed: 5/9/2000
Comments: DTSC determined that a Preliminary Endangerment Assessment is required.

7	2 of 2	W	0.58 / 3,048.39	357.86 / -5	CEDAR/OLYMPIC ELEMENTARY SCHOOL 1269 EAST COPPER AVENUE FRESNO CA 93720	ENVIROSTOR

Estor/EPA ID: 10010012
Site Code: 104126, 104143
Nat Priority List: NO
APN: 301-081-715
Census Tract: 6019005503
Site Type: SCHOOL
Address Description: 1269 EAST COPPER AVENUE
Office: NORTHERN CALIFORNIA SCHOOLS & SANTA SUSANA
Special Program:
Funding: SCHOOL DISTRICT
Assembly District: 23
Senate District: 08
Permit Renewal Lead:
Public Partici Spclst:
Project Manager:
County: FRESNO
Latitude: 36.8957
Longitude: -119.76051
Acres: 18 ACRES
Supervisor: MARK MALINOWSKI
Cleanup Status: NO FURTHER ACTION AS OF 12/14/2000
Cleanup Oversight Agencies: DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY
School District: CLOVIS UNIFIED SCHOOL DISTRICT
Past Use that Caused Contam: AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential Media Affected: SOIL
Site History:

This 18-acre site has been used for agriculture from 1940 to 1960. Dry farming of grain crops and a walnut orchard planted in early 1960.

On May 9th, 2000 based on DTSC's review of the Phase I Report the determination was made that a Preliminary Endangerment Assessment was required.

On 12/14/00 DTSC approved the PEA Report with an NFA determination, and closed out the site.

Potential Contamin of Concern:

ARSENIC
DDD
DDE
DDT

Status: NO FURTHER ACTION
Program Type: SCHOOL EVALUATION
CalEnviroScreen Score: 1-5%
Summary Link: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=10010012

Completed Activities

Title: Preliminary Endangerment Assessment Report
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&doc_id=6000540
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 12/14/2000
Comments: DTSC approved the PEA Report with an NFA determination.

Title: Environmental Oversight Agreement
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&enforcement_id=6000538
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Environmental Oversight Agreement
Date Completed: 9/19/2000
Comments:

Title: Site Visit - Site Inspections/visit
Title Link:
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 9/6/2000
Comments:

Title: PEA Workplan
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&doc_id=6000545
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Preliminary Endangerment Assessment Workplan
Date Completed: 10/23/2000
Comments:

Title: Phase 1
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=10010012&doc_id=6000542
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Phase 1
Date Completed: 5/9/2000
Comments: DTSC determined that a Preliminary Endangerment Assessment is required.

Title: Site Visit
Title Link:
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Site Inspections/Visit (Non LUR)
Date Completed: 9/21/2000
Comments:

Unplottable Summary

Total: 0 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID

No unplottable records were found that may be relevant for the search criteria.

Unplottable Report

No unplottable records were found that may be relevant for the search criteria.

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13 and E1527-21, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

Formerly Utilized Sites Remedial Action Program: DOE FUSRAP

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

Government Publication Date: Mar 4, 2017

National Priority List: NPL

Sites on the United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Jul 26, 2022

National Priority List - Proposed: PROPOSED NPL

Sites proposed - by the EPA, the state agency, or concerned citizens - for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Jul 26, 2022

Deleted NPL: DELETED NPL

Sites deleted from the United States Environmental Protection Agency (EPA)'s National Priorities List. 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. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Jul 26, 2022

SEMS List 8R Active Site Inventory: SEMS

The U.S. Environmental Protection Agency's (EPA) Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted. This data includes SEMS sites from the List 8R Active file as well as applicable sites from the SEMS GIS/REST file layer obtained from EPA's Facility Registry Service.

Government Publication Date: Sep 28, 2022

SEMS List 8R Archive Sites: SEMS ARCHIVE

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. This data includes sites from the List 8R Archived site file.

Government Publication Date: Sep 28, 2022

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means 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 this site on the National Priorities List (NPL). This 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 a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA). This database was provided by the United States Environmental Protection Agency (EPA). Refer to SEMS LIEN as the current data source for Superfund Liens.

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action: RCRA CORRACTS

RCRA Info 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. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Sep 5, 2022

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info 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. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Government Publication Date: Sep 5, 2022

RCRA Generator List: RCRA LQG

RCRA Info 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. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Sep 5, 2022

RCRA Small Quantity Generators List: RCRA SQG

RCRA Info is the 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. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Sep 5, 2022

RCRA Very Small Quantity Generators List: RCRA VSQG

RCRA Info is the 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. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Sep 5, 2022

RCRA Non-Generators: RCRA NON GEN

RCRA Info 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. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Sep 5, 2022

RCRA Sites with Controls: RCRA CONTROLS

List of Resource Conservation and Recovery Act (RCRA) facilities with institutional controls in place. RCRA gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Government Publication Date: Sep 5, 2022

Federal Engineering Controls-ECs: FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: May 25, 2022

Federal Institutional Controls- ICs: FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

Government Publication Date: May 25, 2022

Land Use Control Information System: LUCIS

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

Government Publication Date: Sep 1, 2006

Institutional Control Boundaries at NPL sites: NPL IC

Boundaries of Institutional Control areas at sites on the United States Environmental Protection Agency (EPA)'s National Priorities List, or Proposed or Deleted, made available by the EPA's Shared Enterprise Geodata and Services (SEGS). United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. Institutional controls are non-engineered instruments such as administrative and legal controls that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy.

Government Publication Date: Jul 26, 2022

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

Government Publication Date: Aug 28, 2022

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

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 protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Aug 20, 2021

FEMA Underground Storage Tank Listing: FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Facility Response Plan: FRP

List of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Dec 31, 2021

Delisted Facility Response Plans: DELISTED FRP

Facilities that once appeared in - and have since been removed from - the list of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Dec 31, 2021

Historical Gas Stations: HIST GAS STATIONS

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

Government Publication Date: Jul 1, 1930

Petroleum Refineries: REFN

List of petroleum refineries from the U.S. Energy Information Administration (EIA) Refinery Capacity Report. Includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year located in the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and other U.S. possessions. Survey locations adjusted using public data.

Government Publication Date: Feb 4, 2022

Petroleum Product and Crude Oil Rail Terminals: BULK TERMINAL

List of petroleum product and crude oil rail terminals made available by the U.S. Energy Information Administration (EIA). Includes operable bulk petroleum product terminals located in the 50 States and the District of Columbia with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil that were active between 2017 and 2018. Petroleum product terminals comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings. Survey locations adjusted using public data.

Government Publication Date: Feb 4, 2022

LIEN on Property: SEMS LIEN

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) provides Lien details on applicable properties, such as the Superfund lien on property activity, the lien property information, and the parties associated with the lien.

Government Publication Date: Sep 28, 2022

Superfund Decision Documents: SUPERFUND ROD

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

Government Publication Date: Sep 28, 2022

State

State Response Sites: RESPONSE

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

Government Publication Date: Oct 17, 2022

EnviroStor Database: ENVIROSTOR

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

Government Publication Date: Oct 17, 2022

Delisted State Response Sites: DELISTED ENVS

Sites removed from the list of State Response Sites made available by the EnviroStor Data Management System, Department of Toxic Substances Control (DTSC).

Government Publication Date: Oct 17, 2022

Solid Waste Information System (SWIS): SWF/LF

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

Government Publication Date: Aug 3, 2022

Solid Waste Disposal Sites with Waste Constituents Above Hazardous Waste Levels: SWRCB SWF

This is a list of solid waste disposal sites identified by California State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit.

Government Publication Date: Sep 20, 2006

Waste Management Unit Database: WMUD

The Waste Management Unit Database System tracks and inventories waste management units. CCR Title 27 contains criteria stating that Waste Management Units are classified according to their ability to contain wastes. Containment shall be determined by geology, hydrology, topography, climatology, and other factors relating to the ability of the Unit to protect water quality. Water Code Section 13273.1 requires that operators submit a water quality solid waste assessment test (SWAT) report to address leak status. The WMUDS was last updated by the State Water Resources control board in 2000.

Government Publication Date: Jan 1, 2000

EnviroStor Hazardous Waste Facilities: HWP

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

Government Publication Date: Oct 17, 2022

Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report: SWAT

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

Government Publication Date: Dec 31, 1995

Construction and Demolition Debris Recyclers: C&D DEBRIS RECY

This listing of Construction and Demolition Debris Recyclers is maintained by the California Intergrated Waste Management Board-common C&D materials include lumber, drywall, metals, masonry (brick, concrete, etc.), carpet, plastic, pipe, rocks, dirt, paper, cardboard, or green waste related to land development.

Government Publication Date: Jun 20, 2018

Recycling Centers: RECYCLING

This list of Certified Recycling Centers that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Oct 11, 2022

Listing of Certified Processors: PROCESSORS

This list of Certified Processors that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Oct 11, 2022

Listing of Certified Dropoff, Collection, and Community Service Programs: CONTAINER RECY

This list of Certified Dropoff, Collection, and Community Service Programs (non-buyback) operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Oct 11, 2022

Land Disposal Sites: LDS

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

Government Publication Date: Jul 25, 2022

Leaking Underground Fuel Tank Reports: LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

Government Publication Date: Jul 25, 2022

Delisted Leaking Storage Tanks: DELISTED LST

List of Leaking Underground Storage Tanks (LUST) cleanup sites removed from GeoTracker, the State Water Resources Control Board (SWRCB)'s database system, as well as sites removed from the SWRCB's list of UST Case closures.

Government Publication Date: Jul 25, 2022

Permitted Underground Storage Tank (UST) in GeoTracker: UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

Government Publication Date: Jul 20, 2022

Proposed Closure of Underground Storage Tank Cases: UST CLOSURE

List of UST cases that are being considered for closure by either the California Environmental Protection Agency, State Water Resources Control Board or the Executive Director that have been posted for a 60-day public comment period.

Government Publication Date: May 5, 2021

Historical Hazardous Substance Storage Information Database: HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

Government Publication Date: Aug 27, 2015

Statewide Environmental Evaluation and Planning System: UST SWEEPS

The Statewide Environmental Evaluation and Planning System (SWEEPS) is a historical listing of active and inactive underground storage tanks made available by the California State Water Resources Control Board (SWRCB).

Government Publication Date: Oct 1, 1994

Aboveground Storage Tanks: AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

Government Publication Date: Aug 31, 2009

SWRCB Historical Aboveground Storage Tanks: AST SWRCB

A list of aboveground storage tanks made available by the California State Water Resources Control Board (SWRCB). Effective January 1, 2008, the Certified Unified Program Agencies (CUPAs) are vested with the responsibility and authority to implement the Aboveground Petroleum Storage Act (APSA).

Government Publication Date: Dec 1, 2007

Oil and Gas Facility Tanks: TANK OIL GAS

Locations of oil and gas tanks that fall under the jurisdiction of the Geologic Energy Management Division of the California Department of Conservation (CalGEM) (CCR 1760). CalGEM was formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR).

Government Publication Date: Oct 6, 2022

Delisted Storage Tanks: DELISTED TNK

This database contains a list of storage tank sites that were removed by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA) and the Cal FIRE Office of State Fire Marshal (OSFM).

Government Publication Date: Oct 6, 2022

California Environmental Reporting System (CERS) Tanks: CERS TANK

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. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Jul 7, 2022

Delisted California Environmental Reporting System (CERS) Tanks: DELISTED CTNK

This database contains a list of Aboveground Petroleum Storage and Underground Storage Tank sites that were removed from in the California Environmental Protection Agency (CalEPA) Regulated Site Portal.

Government Publication Date: Jul 7, 2022

Historical Hazardous Substance Storage Container Information - Facility Summary: HIST TANK

The State Water Resources Control Board maintained the Hazardous Substance Storage Containers listing and inventory in th 1980s. This facility summary lists historic tank sites where the following container types were present: farm motor vehicle fuel tanks; waste tanks; sumps; pits, ponds, lagoons, and others; and all other product tanks. This set, published in May 1988, lists facility and owner information, as well as the number of containers. This data is historic and will not be updated.

Government Publication Date: May 27, 1988

Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions: LUR

The Department of Toxic Substances Control (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 land use restrictions that are active. Some sites have multiple land use restrictions.

Government Publication Date: Oct 17, 2022

CALSITES Database: CALSITES

This historical database was maintained by the Department of Toxic Substance Control (DTSC) for more than a decade. CALSITES contains information on Brownfield properties with confirmed or potential hazardous contamination. In 2006, DTSC introduced EnviroStor as the latest Brownfields site database.

Government Publication Date: May 1, 2004

Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions: HLUR

The Department of Toxic Substances Control (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.

Government Publication Date: Feb 18, 2021

Deed Restrictions and Land Use Restrictions: DEED

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

Government Publication Date: Jul 25, 2022

Voluntary Cleanup Program: VCP

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

Government Publication Date: Oct 17, 2022

GeoTracker Cleanup Program Sites: CLEANUP SITES

A list of Cleanup Program sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

Government Publication Date: Jul 25, 2022

Delisted Cleanup Program Sites: DELISTED CLEANUP

A list of Cleanup Program sites which were once included - and have since been removed from - the list of Cleanup Program Sites in GeoTracker. GeoTracker is the State Water Resource Control Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Government Publication Date: Jul 25, 2022

Delisted County Records: DELISTED COUNTY

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

Government Publication Date: Jul 6, 2022

Tribal

Leaking Underground Storage Tanks (LUSTs) on Indian Lands: INDIAN LUST

LUSTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Apr 8, 2022

Underground Storage Tanks (USTs) on Indian Lands: INDIAN UST

USTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Apr 8, 2022

Delisted Tribal Leaking Storage Tanks: DELISTED ILST

Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.

Government Publication Date: Apr 9, 2022

Delisted Tribal Underground Storage Tanks: DELISTED IUST

Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.

Government Publication Date: Apr 20, 2022

County

Fresno County - CUPA/Solid Waste Programs Resource List: CUPA FRESNO

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Fresno County. This list is made available by Fresno County Department of Environmental Health Division which is approved by Cal-EPA as CUPA for the County.

Government Publication Date: Jun 28, 2021

Additional Environmental Record Sources

Federal

Facility Registry Service/Facility Index: FINDS/FRS

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the Environmental Protection Agency (US EPA).

Government Publication Date: Nov 2, 2020

Toxics Release Inventory (TRI) Program: TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U. S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

Government Publication Date: Aug 24, 2021

Perfluorinated Alkyl Substances (PFAS) Releases: PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a Per- or polyfluorinated alkyl substance (PFAS) included in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances. The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment.

Government Publication Date: Aug 24, 2021

PFOA/PFOS Contaminated Sites: PFAS NPL

List of National Priorities List (NPL) and related Superfund Alternative Agreement (SAA) sites where PFOA or PFOS contaminants have been found in water and/or soil. The site listing is provided by the Federal Environmental Protection Agency (EPA).

Government Publication Date: Oct 4, 2022

Perfluorinated Alkyl Substances (PFAS) Water Quality: PFAS WATER

The Water Quality Portal (WQP) is a cooperative service sponsored by the United States Geological Survey (USGS), the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC). This listing includes records from the Water Quality Portal where the characteristic (environmental measurement) is in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances.

Government Publication Date: Jul 20, 2020

SSEHRI PFAS Contamination Sites: PFAS SSEHRI

This PFAS Contamination Site Tracker database is compiled by the Social Science Environmental Health Research Institute (SSEHRI) at Northeastern University. According to the SSEHRI, the database records qualitative and quantitative data from each known site of PFAS contamination, including timeline of discovery, sources, levels, health impacts, community response, and government response. The goal of this database is to compile information and support public understanding of the rapidly unfolding issue of PFAS contamination. All data presented was extracted from government websites, news articles, or publicly available documents, and this is cited in the tracker. Disclaimer: The source conveys this database undergoes regular updates as new information becomes available, some sites may be missing and/or contain information that is incorrect or outdated, as well as their information represents all contamination sites SSEHRI is aware of, not all possible contamination sites. This data is not intended to be used for legal purposes. Limited location details are available with this data. Access the following for the most current informations https://pfasproject.com/pfas-contamination-site-tr acker/

Government Publication Date: Dec 12, 2019

National Response Center PFAS Spills: ERNS PFAS

National Response Center (NRC) calls from 1990 to the most recent complete calendar year where there is indication of Aqueous Film Forming Foam (AFFF) usage. NRC calls may reference AFFF usage in the "Material Involved" or "Incident Description" fields. Data made available by the US Environmental Protection Agency (EPA). Disclaimer: dataset may include initial or misidentified incident data not yet validated or investigated by a federal/state response agency.

Government Publication Date: Feb 23, 2022

Hazardous Materials Information Reporting System: HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

Government Publication Date: Sep 1, 2020

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department") provides this data 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.

Government Publication Date: Apr 30, 2022

Toxic Substances Control Act: TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Apr 11, 2019

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing: FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing: FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List: PRP

Early in the site cleanup process, the U.S. Environmental Protection Agency (EPA) conducts a search to find the Potentially Responsible Parties (PRPs). The EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site. This listing contains PRPs, Noticed Parties, at sites in the EPA's Superfund Enterprise Management System (SEMS).

Government Publication Date: Sep 28, 2022

State Coalition for Remediation of Drycleaners Listing: SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin. Since 2017, the SCRD no longer maintains this data, refer to applicable state source data where available.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS): ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

Government Publication Date: Jul 23, 2022

Drycleaner Facilities: FED DRYCLEANERS

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) online search. The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: Jun 25, 2022

Delisted Drycleaner Facilities: DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

Government Publication Date: Jun 25, 2022

Formerly Used Defense Sites: FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.

Government Publication Date: May 26, 2021

Former Military Nike Missile Sites: FORMER NIKE

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

Government Publication Date: Dec 2, 1984

PHMSA Pipeline Safety Flagged Incidents: PIPELINE INCIDENT

A list of flagged pipeline incidents made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types.

Government Publication Date: Jul 7, 2020

Material Licensing Tracking System (MLTS): MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: May 11, 2021

Historic Material Licensing Tracking System (MLTS) sites: HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File: MINES

The Master Index File (MIF) is provided by the United State Department of Labor, Mine Safety and Health Administration (MSHA). This file, which was originally created in the 1970's, contained many Mine-IDs that were invalid. MSHA removes invalid IDs from the MIF upon discovery. MSHA applicable data includes the following: all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970; mine addresses for all mines in the database except for Abandoned mines prior to 1998 from MSHA's legacy system (addresses may or may not correspond with the physical location of the mine itself); violations that have been assessed penalties as a result of MSHA inspections beginning on 1/1/2000; and violations issued as a result of MSHA inspections conducted beginning on 1/1/2000.

Government Publication Date: Aug 3, 2022

Surface Mining Control and Reclamation Act Sites: SMCRA

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by the Office of Surface Mining Reclamation and Enforcement (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 Abandoned Mine Land (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.

Government Publication Date: Aug 18, 2022

Mineral Resource Data System: MRDS

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

Government Publication Date: Mar 15, 2016

DOE Legacy Management Sites: URANIUM

The U.S. Department of Energy (DOE) Office of Legacy Management (LM) currently manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The LM manages sites with diverse regulatory drivers (statutes or programs that direct cleanup and management requirements at DOE sites) or as part of internal DOE or congressionally-recognized programs, such as but not limited to: Formerly Utilized Sites Remedial Action Program (FUSRAP), Uranium Mill Tailings Radiation Control Act (UMTRCA Title I, Tile II), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), Decontamination and Decommissioning (D&D), Nuclear Waste Policy Act (NWPA). This site listing includes data exported from the DOE Office of LM's Geospatial Environmental Mapping System (GEMS). GEMS Data disclaimer: The DOE Office of LM makes no representation or warranty, expressed or implied, regarding the use, accuracy, availability, or completeness of the data presented herein.

Government Publication Date: Jun 21, 2022

Alternative Fueling Stations: ALT FUELS

This list of alternative fueling stations is sourced from the Alternative Fuels Data Center (AFDC). The U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy launched the AFDC in 1991 as a repository for alternative fuel vehicle performance data, which provides a wealth of information and data on alternative and renewable fuels, advanced vehicles, fuel-saving strategies, and emerging transportation technologies. The data includes Biodiesel (B20 and above), Compressed Natural Gas (CNG), Electric, Ethanol (E85), Hydrogen, Liquefied Natural Gas (LNG), Propane (LPG) fuel type locations.

Government Publication Date: Oct 10, 2022

Superfunds Consent Decrees: CONSENT DECREES

This list of Superfund consent decrees is provided by the Department of Justice, Environment & Natural Resources Division (ENRD) through a Freedom of Information Act (FOIA) applicable file. This listing includes Consent Decrees for CERCLA or Superfund Sites filed and/or as proposed within the ENRD's Case Management System (CMS) since 2010. CMS may not reflect the latest developments in a case nor can the agency guarantee the accuracy of the data. ENRD Disclaimer: Congress excluded three discrete categories of law enforcement and national security records from the requirements of the FOIA; response is limited to those records that are subject to the requirements of the FOIA; however, this should not be taken as an indication that excluded records do, or do not, exist.

Government Publication Date: Sep 15, 2022

Air Facility System: AFS

This EPA retired Air Facility System (AFS) dataset contains emissions, compliance, and enforcement data on stationary sources of air pollution. Regulated sources cover a wide spectrum; from large industrial facilities to relatively small operations such as dry cleaners. AFS does not contain data on facilities that are solely asbestos demolition and/or renovation contractors, or landfills. ECHO Clean Air Act data from AFS are frozen and reflect data as of October 17, 2014; the EPA retired this system for Clean Air Act stationary sources and transitioned to ICIS-Air.

Government Publication Date: Oct 17, 2014

Registered Pesticide Establishments: SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.

Government Publication Date: Mar 30, 2022

Polychlorinated Biphenyl (PCB) Transformers: PCBT

Locations of Transformers Containing Polychlorinated Biphenyls (PCBs) registered with the United States Environmental Protection Agency. PCB transformer owners must register their transformer(s) with EPA. Although not required, PCB transformer owners who have removed and properly disposed of a registered PCB transformer may notify EPA to have their PCB transformer de-registered. Data made available by EPA.

Government Publication Date: Oct 15, 2019

Polychlorinated Biphenyl (PCB) Notifiers: PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: Jul 28, 2022

State

Dry Cleaning Facilities: DRYCLEANERS

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, linen supply, commercial laundry, dry cleaning and pressing machines - Coin Operated Laundry and Dry Cleaning. This is provided by the Department of Toxic Substance Control.

Government Publication Date: Dec 20, 2021

Delisted Drycleaners: DELISTED DRYCLEANERS

Sites removed from the list of drycleaner related facilities that have EPA ID numbers, made available by the California Department of Toxic Substance Control.

Government Publication Date: Feb 28, 2020

Non-Toxic Dry Cleaning Incentive Program: DRYC GRANT

A list of grant recipients of the Non-Toxic Dry Cleaning Incentive Program made available by the California Air Resources Board (CARB). The program provides grants to eligible dry cleaning businesses to assist them in transitioning away from PERC machines to alternative non-toxic and non-smog forming technologies.

Government Publication Date: Feb 28, 2020

Per- and Polyfluoroalkyl Substances (PFAS): PFAS

List of sites from the State Water Resources Control Board (SWRCB)'s GeoTracker at which one or more of the potential contaminants of concern are in the PFAS Master List of PFAS Substances made available by the Environmental Protection Agency (US EPA).

Government Publication Date: Feb 15, 2022

PFOA/PFOS Groundwater: PFAS GW

A list of water wells from the Groundwater Ambient Monitoring and Assessment Program (GAMA) Groundwater Information System with the groundwater chemical perfluorooctanoic acid (PFOA) (NL = 0.014 UG/L) or perfluorooctanoic sulfonate (PFOS) (NL = 0.013 UG/L). The GAMA Groundwater Information System search is made available by California Water Boards.

Government Publication Date: Aug 27, 2022

Hazardous Waste and Substances Site List - Site Cleanup: HWSS CLEANUP

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control.

Government Publication Date: May 20, 2021

Toxic Pit Cleanup Act Sites: TOXIC PITS

The Toxic Pits Cleanup Act (TPCA) list identifies sites suspected of containing hazardous substances where cleanup has not yet been completed. This list was maintained by the State Water Resources Control Board (SWRCB), is not longer maintained, and updates are not planned.

Government Publication Date: Jul 1, 1995

List of Hazardous Waste Facilities Subject to Corrective Action: DTSC HWF

This is a list of hazardous waste facilities identified in Health and Safety Code (HSC) § 25187.5. These facilities are those where Department of Toxic Substances Control (DTSC) has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

Government Publication Date: Jul 18, 2016

EnviroStor Inspection, Compliance, and Enforcement: INSP COMP ENF

A list of permitted facilities with inspections and enforcements tracked in the Department of Toxic Substance Control (DTSC) EnviroStor.

Government Publication Date: Apr 29, 2021

School Property Evaluation Program Sites: SCH

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

Government Publication Date: Oct 17, 2022

California Hazardous Material Incident Report System (CHMIRS): CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Aug 15, 2022

Historical California Hazardous Material Incident Report System (CHMIRS): HIST CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Jan 1, 1993

Handlers from Hazardous Waste Manifest Data: HAZNET

A list of handlers not otherwise classified as Treatment, Storage, Disposal facilities (TSDF) or generators from the facilities and manifests data made available by the California Department of Toxic Substances Control (DTSC) in their Hazardous Waste Tracking System (HWTS).

Government Publication Date: Oct 24, 2016

Generators from Hazardous Waste Manifest Data: HAZ GEN

List of handlers listed as having generated waste from the facilities and manifests data made available by the California Department of Toxic Substances Control (DTSC) in their Hazardous Waste Tracking System (HWTS).

Government Publication Date: Dec 31, 2017

TSDF from Hazardous Waste Manifest Data: HAZ TSD

List of Treatment, Storage, and Disposal Facilities (TSDFs) from the facilities and manifests data made available by the California Department of Toxic Substances Control (DTSC) in their Hazardous Waste Tracking System (HWTS).

Government Publication Date: Dec 31, 2017

Historical Hazardous Waste Manifest Data: HIST MANIFEST

A list of historic hazardous waste manifests received by the Department of Toxic Substances Control (DTSC) from year the 1980 to 1992. The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

Government Publication Date: Dec 31, 1992

DTSC Registered Hazardous Waste Transporters: HW TRANSPORT

The California Department of Toxic Substances Control (DTSC) maintains this list of Registered Hazardous Waste Transporters.

Government Publication Date: Sep 6, 2022

Registered Waste Tire Haulers: WASTE TIRE

This list of registered waste tire haulers is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Oct 11, 2022

California Medical Waste Management Program Facility List: MEDICAL WASTE

This list of Medical Waste Management Program Facilities is maintained by the California Department of Public Health. The Medical Waste Management Program (MWMP) regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The MWMP permits and inspects all medical waste off-site treatment facilities, medical waste transporters, and medical waste transfer stations. This list contains transporters, treatment, and transfer facilities.

Government Publication Date: Aug 8, 2022

Historical Cortese List: HIST CORTESE

List of sites which were once included on the Cortese list. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements for providing information about the location of hazardous sites.

Government Publication Date: Nov 13, 2008

Cease and Desist Orders and Cleanup and Abatement Orders: CDO/CAO

The California Environment Protection Agency "Cortese List" of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO). This list contains many CDOs and CAOs that do NOT concern the discharge of wastes that are hazardous materials. Many of the listed orders concern, as examples, discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials, but the Water Boards' database does not distinguish between these types of orders.

Government Publication Date: Dec 6, 2021

California Environmental Reporting System (CERS) Hazardous Waste Sites: CERS HAZ

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Jul 7, 2022

Delisted Environmental Reporting System (CERS) Hazardous Waste Sites: DELISTED HAZ

This database contains a list of sites that were removed from the California Environmental Protection Agency (CalEPA) in the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator.

Government Publication Date: Nov 29, 2018

Sites in GeoTracker: GEOTRACKER

GeoTracker is the State Water Resource Control Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. This is a list of sites in GeoTracker that aren't otherwise categorized as LUST, Land Disposal Sites (LDS), Cleanup Sites, or sites having Waste Discharge Requirements (WDR). This listing includes program types such as Underground Injection Control (UIC), Confined Animal Facilities (CAF), Irrigated Lands Regulatory Program, plans, and non-case information.

Government Publication Date: Jul 25, 2022

Mines Listing: MINE

This list includes mine site locations extracted from the Mines Online database, maintained by the California Department of Conservation. Mines Online (MOL) is an interactive web map designed with GIS features that provide information such as the mine name, mine status, commodity sold, location, and other mine specific data. Please note: Mine location information is provided to assist experts in determining the location of mine operators in accordance with California Civil Code section 1103.4 and reflects information reported by mine operators in annual reports provided under Public Resources Code section 2207. While the Division of Mine Reclamation (DMR) attempts to populate MOL with accurate location information, the DMR cannot guarantee the accuracy of operator reported location information.

Government Publication Date: Jun 23, 2022

Recorded Environmental Cleanup Liens: LIEN

The California Department of Toxic Substance Control (DTSC) maintains this list of liens placed upon real properties. A lien is utilized by the DTSC to obtain reimbursement from responsible parties for costs associated with the remediation of contaminated properties.

Government Publication Date: Aug 3, 2022

Waste Discharge Requirements: WASTE DISCHG

List of sites in California State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs) Program in California, made available by the SWRCB via GeoTracker. The WDR program regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Government Publication Date: Jul 25, 2022

Toxic Pollutant Emissions Facilities: EMISSIONS

A list of criteria and toxic pollutant emissions data for facilities in California made available by the California Environmental Protection Agency - Air Resources Board (ARB). Risk data may be based on previous inventory submittals. The toxics data are submitted to the ARB by the local air districts as requirement of the Air Toxics "Hot Spots" Program. This program requires emission inventory updates every four years.

Government Publication Date: Dec 31, 2020

Clandestine Drug Lab Sites: CDL

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/clandestine drug laboratories.

Government Publication Date: Jan 19, 2021

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental databases were selected to be included in the search.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

EXHIBIT C-2

GENERAL PUBLIC RECORDS

NOT APPLICABLE FOR THIS REPORT

APPENDIX D

INTERVIEW RECORDS

RECORD OF COMMUNICATION						
Project Name: Proposed Development			Location (city): Fresno, California			
Communication with:						
Of: Fresno County Department of Environmental Health						
Location: Fresno, CA			Phone: 559-			
Communication via	**X**	Website		Letter		In Person
Recorded By: Paul Humphrey			Of: Paul Humphrey, EP			
At: (time): 1330			On (date): November 7, 2022			
Re: Records						
Summary of Communication: No records of the Subject Property						
Conclusions/Required Action/Follow-up: None						

RECORD OF COMMUNICATION						
Project Name: Proposed Development			Location (city): Fresno, California			
Communication with: Clerk						
Of: Fresno Planning and Development Department						
Location: Fresno, CA			Phone: 559-			
Communication via		Telephone		Letter	**X**	In Person
Recorded By: Paul Humphrey			Of: Paul Humphrey, EP			
At: (time): 1100			On (date): November 7, 2022			
Re: Records						
Summary of Communication: No records of land use limitations associated with the Subject Property.						
Conclusions/Required Action/Follow-up: None						

RECORD OF COMMUNICATION						
Project Name: Proposed Development				Location (city): Fresno, California		
Communication with: Receptionist						
Of: City of Fresno Fire						
Location: Fresno, CA				Phone: 559 621-4181		
Communication via	**X**	Telephone		Letter		In Person
Recorded By: Paul Humphrey				Of: Paul Humphrey, EP		
At: (time): 1515				On (date): November 7, 2022		
Re: Records						
Summary of Communication: According to the receptionist, no record of environmental concern was identified for the Subject Property and the area is under the jurisdiction of the Fresno County Department of Environmental Health.						
Conclusions/Required Action/Follow-up: None						

APPENDIX E

CLIENT PROVIDED DOCUMENTATION

NOT APPLICABLE FOR THIS REPORT

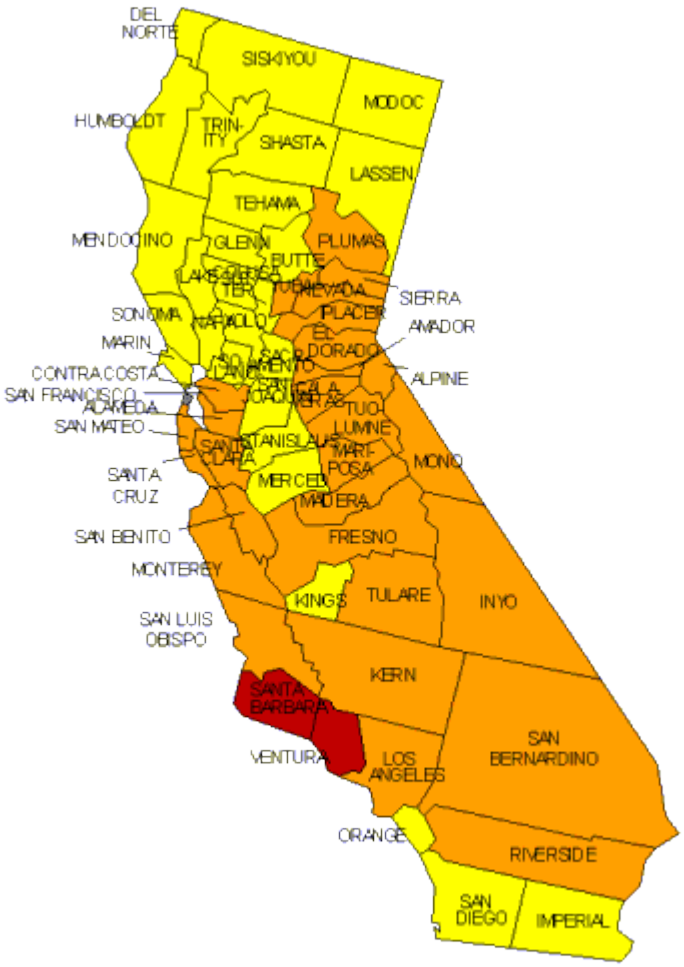
APPENDIX F

OTHER SUPPORTING DOCUMENTATION

Zone 1 Highest Potential (greater than 4 pCi/L)

Zone 2 Moderate Potential (from 2 to 4 pCi/L)

Zone 3 Low Potential (less than 2 pCi/L)



PAUL HUMPHREY, EP
7402 E. CLINTON AVENUE
FRESNO, CALIFORNIA 93737
(559) 977-9813

RADON MAP

N↑

APPENDIX G

QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Paul J. Humphrey, REPA, CAC

Education:	College of the Sequoias, Visalia, California
	Associate of Science in Biology, 1994
Licenses/Registrations:	Registered Environmental Property Assessor #827718
	Certified Asbestos Consultant, #03-3495
Years of Experience:	Twenty Four

Summary of Professional Experience

Mr. Humphrey has more than twenty years experience in the environmental field including asbestos surveys, asbestos abatement monitoring and project design, environmental site assessment, soil and groundwater assessment and is an Environmental Professional as defined by the Environmental Protection Agency. Mr. Humphrey has conducted more than 2,000 Phase I Environmental Site Assessments of commercial, industrial, agricultural and multi-family residential properties in California, Nevada, Arizona, and Washington. Mr. Humphrey has more than two years experience in the ground-up development and management of a Hazardous Building Materials Department for a local environmental and engineering firm. Mr. Humphrey has also provided regulatory guidance, assessments, and asbestos surveys and monitoring to utility companies, flood control districts, public works departments, and branches of the military as part of facility expansion projects as well as new site development.

Mr. Humphrey's experience has included preliminary environmental assessments and various soil and groundwater investigations for highway expansion for the State of California Department of Transportation. Projects for the State of California highway expansion also included asbestos surveys of bridges and overpasses.

For a national environmental consulting firm, Mr. Humphrey served as Project Coordinator, where he performed and managed asbestos abatement oversight projects for national clients. Mr. Humphrey has also conducted environmental site assessments on multi-site industrial and commercial properties for various national financial institutions, developers, and property management companies. Assessments included limited and comprehensive surveys for asbestos, lead-based paint, lead-in-drinking-water and radon gas emissions.

ATTACHMENT D

CAR WASH TRIP GENERATION AND VEHICLE MILES TRAVELED ANALYSIS

Trip Generation and Vehicle Miles Traveled Analysis

Car Wash Trip Generation & Vehicle Miles Traveled Analysis

Located on the Northwest Corner of Copper Avenue and Maple Avenue

In the City of Fresno, California

Prepared for:

Ericsson-Grant, Inc.
389 Clovis Avenue, Ste. 100
Clovis, CA 93612

October 17, 2022

Project No. 004-167

Traffic Engineering, Transportation Planning, & Parking Solutions
516 W. Shaw Ave., Ste. 103
Fresno, CA 93704
Phone: (559) 570-8991
www.JLBtraffic.com

Traffic Engineering, Transportation Planning, & Parking Solutions

Trip Generation and Vehicle Miles Traveled Analysis

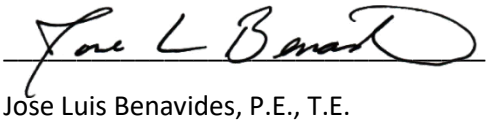
For the Car Wash Project located on the Northwest Corner of Copper Avenue and Maple Avenue

In the City of Fresno, CA

October 17, 2022

This Trip Generation and Vehicle Miles Traveled Analysis has been prepared under the direction of a licensed Traffic Engineer. The licensed Traffic Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data from which recommendations, conclusions and decisions are based.

Prepared by:



Jose Luis Benavides, P.E., T.E.

President



Traffic Engineering, Transportation Planning, & Parking Solutions
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Appendix A: Fresno COG Activity Based Model VMT Output by LSA

Project Description

This report describes a Trip Generation Analysis (TGA) and Vehicle Miles Traveled (VMT) Analysis prepared by JLB Traffic Engineering, Inc. (JLB) for the Car Wash (Project) located on the northwest corner of Copper Avenue and Maple Avenue in the City of Fresno. The project proposes to develop a 3,398 square-foot car wash with 1 tunnel. Based on information provided to JLB, the Project will undergo a General Plan Amendment and Rezone through the City of Fresno.

Project Trip Generation

Trip generation rates for the proposed Project were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Table I presents the trip generation for the proposed Project with trip generation rates for 1 car wash tunnel. The AM peak rate was determined by using time of day distribution and finding a ratio between AM peak hours and PM peak hours. Daily factor was calculated by multiplying the PM peak rate by 10. The tunnel unit was used rather than the thousand square feet unit as it provided a higher trip generation. At buildout, the proposed Project is estimated to generate approximately of 775 daily trips, 43 AM peak hour trips and 78 PM peak hour trips.

Table I: Project Trip Generation

Land Use (ITE Code)	*Size*	*Unit*	*Daily*		*AM (7-9) Peak Hour*						*PM (4-6) Peak Hour*					
			Rate	*Total*	*Trip Rate*	*In*	*Out*	*In*	*Out*	*Total*	*Trip Rate*	*In*	*Out*	*In*	*Out*	*Total*
						%						*%*				
Automated Car Wash (948)	1	tunnels	775.00	775	42.89	50	50	22	21	43	77.50	50	50	39	39	78
Total Project Trips				**775**				**22**	**21**	**43**				**39**	**39**	**78**

VMT Analysis

Regulatory Setting

Senate Bill (SB) 743 requires that relevant California Environmental Quality Act (CEQA) analysis of transportation impacts be conducted using a metric known as 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 are no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines Section 15064.3(b)(4) states that "[a] lead agency has discretion to choose the most appropriate methodology 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 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 guidelines or thresholds for VMT pursuant to Senate Bill 743 to be effective 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 (TA) 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 development projects that meet the adopted criteria from needing to prepare a detailed VMT Analysis. These criteria may be size, location, proximity to transit, of trip making potential. In general development projects that are consistent with the City's General Plan and Zoning and that that meet one or more of the following criteria can be screened out from a quantitative VMT analysis.

1. Project Located in a Transit Priority Area/High Quality Transit Corridor (within 0.5 miles of a transit stop).
2. Project is Local-serving Retail of less than 50,000 square feet.
3. Project is a Low Trip Generator (Less than 500 average daily trips)
4. Project has a High Level of Affordable Housing Units
5. Project is an institutional/Government and Public Service Uses
6. Project is located in a Low VMT Zone

This screening tool is consistent with the OPR December 2018 Guidance referenced above. The screening tool includes an analysis of those portions of the City that satisfy the standard of reducing VMT by 13% from existing per capita and per employee VMT averages within the relevant region. The relevant region adopted by the City of Fresno VMT Thresholds is Fresno County.

However, the City of Fresno VMT Thresholds Section 3.1 regarding Development Projects states that "If a project constitutes a General Plan Amendment (GPA) or a Zone Change (ZC), none of the screening criteria may apply". Since this particular Project includes both a General Plan Amendment and a Zone Change, it does not meet the screening criteria. As such, a quantitative VMT analysis is required, and such was prepared utilizing the Fresno COG Activity Based Model (ABM).

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. The Fresno VMT Thresholds document includes thresholds of significance for development projects, transportation projects, and land use plans.

These thresholds of significance were developed using the County of Fresno as the applicable region, and the required reduction of VMT (as adopted in the Fresno VMT Thresholds) corresponds to Fresno County's contribution to the statewide GHG emission reduction target. In order to reach the statewide GHG reduction target of 15%, Fresno County must reduce its GHG emissions by 13%. The method of reducing GHG by 13% is to reduce VMT by 13% as well.

VMT Results

VMT is simply the product of a number of trips and those trips' lengths. The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The *CEQA Guidelines for Vehicle Miles Traveled Thresholds* for the City of Fresno provide that the Fresno County average VMT per Capita (appropriate for residential land uses) and Employee (appropriate for office/commercial non-retail land uses) are 16.1 and 25.6, respectively. The City's threshold targets a 13% reduction in VMT for residential and office/commercial non-retail land uses and a net zero (0) increase in regional VMT for commercial retail land uses.

This Project was determined to be classified under retail for the following reasons: Majority of trips are due to the consumers rather than the employees, a car wash has a smaller trip catchment area and employment is relatively low paying jobs with shorter commute trip lengths. These are all characteristics that a car wash has in common with retail projects. Retail was determined to be the best fit in terms of available model employment categories.

The City's adopted thresholds for development projects correspond to the regional averages modeled by Fresno COG's ABM. For residential and non-residential (except retail) development projects, the adopted threshold of significance is a 13% reduction, which means that projects that generate VMT in excess of a 13% reduction from the existing regional VMT per capita or per employee would have a significant environmental impact. Projects that reduce VMT by 13% or more are less than significant. For retail projects, the adopted threshold is any net increase in Regional VMT compared to the existing Regional VMT. Quantitative assessments of the VMT generated by a development project are determined using the COG ABM, which is a tour-based model.

For mixed use projects, the City of Fresno VMT Thresholds state that the VMT can be estimated based on each component of the project, independently, after taking credit for internal trip capture. It also confirms that mixed use projects must use the Fresno COG's Activity Based Model. The VMT per capita (for the residential component) and the total VMT (for the retail component) is then compared against the relevant threshold.

The target VMT for residential and commercial non-retail land uses are (16.1 X (1-.13) = 14.0) 14.0 VMT per capita and (25.6 X (1-.13) = 22.3) 22.3 VMT per employee, respectively. In addition, for retail land uses the City's threshold targets a net zero (0) increase in regional VMT for retail land uses (City of Fresno, 2020).

The Project's trip generation, anticipated maximum number of employment, and square footages were provided to LSA in order to conduct a Project-specific VMT analysis using the Fresno COG ABM for specific Project components. Table I summarizes the VMT results for the Project derived by LSA from Fresno COG

ABM and the relevant threshold. Based on Fresno COG ABM VMT results conducted by LSA, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project, which is within the City's VMT threshold of a net zero increase for retail land uses. Therefore, there are no impacts to VMT associated with this Project. Appendix A presents the Project VMT output from the Fresno COG model.

Conclusion

As can be seen in Table I below, regional VMT with the Project is 22,835,426. This VMT is within the City's Threshold of a net zero increase for retail land uses. In conclusion, based on the Fresno COG ABM output conducted by LSA, there are no impacts to VMT associated with this Project pursuant to the City of Fresno VMT analysis guidelines.

Table II: VMT Results

Project Components	*Fresno COG plus Project VMT Results[1]*	*Fresno COG No Project Average Regional VMT[1]*	*City of Fresno VMT Threshold[2]*	*Change in Regional VMT*	*Significant VMT Impact?*
Retail	22,835,426	22,875,724	No Net increase	-40,298	No

Note: 1 = VMT Results per Fresno COG ABM.
2 = VMT Threshold per *CEQA Guidelines for Vehicle Miles Traveled Thresholds* for the City of Fresno.

- The existing Project site is estimated to generate approximately 775 daily trips, 43 AM peak hour trips and 78 PM peak hour trips.
- Per information provided to JLB, the Project will require a General Plan Amendment and Rezone.
- Based on the Fresno COG ABM, the region has a VMT of 22,875,724 without the Project and a VMT of 22,835,426 with the Project.
- Therefore, the Fresno COG ABM projects that the average regional VMT is projected to decrease with the addition of the Project.
- The City of Fresno VMT threshold for retail land uses is a no net increase.
- As a result, there are no impacts to VMT associated with this Project.

Study Participants

JLB Traffic Engineering, Inc. Personnel

Jose Luis Benavides, PE, TE	Project Manager
Matthew Arndt, EIT	Engineer I/II
Dennis Wynn	Sr. Engineering Technician
Christian Sanchez	Engineering Aide

Persons Consulted:

Dirk Poeschel	Land Development Services, Inc.
Melanie J. Halajian	Ericsson-Grant, Inc.
Ravi Palakurthy	LSA
Ambarish Mukherjee	LSA

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Appendix A: Fresno COG Activity Based Model VMT Output by LSA

Copper and Maple Carwash - VMT Analysis (Roadway VMT)

10/5/2022

2019	Within entire Fresno County (modeling area)
Roadway VMT with project (a)	22,835,426
Roadway VMT without project (b)	22,875,724
Net Change in VMT (c=a-b)	**-40,297.93**

*Results derived by LSA using Fresno COG's Activity Based Model

ATTACHMENT E

PEIR MITIGATION MONITORING AND REPORTING PROGRAM

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MITIGATION MONITORING AND REPORTING PROGRAM – July 14, 2022

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for Tentative Tract Map No. 6400 (proposed Project). 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)
CUL-1.1: 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	Project Applicant and qualified historical resources specialist	Planning and Development Department to review contract specifications to ensure inclusion of provisions included in project-specific mitigation measure. Following discovery of previously unknown resource, a qualified historical resources specialist shall prepare recommendations and submit to the Planning and Development Department. Timing for recommendations shall be established by project-specific	PDD	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
long-term preservation to allow future scientific study.		mitigation measure.		
CUL-1.2: Prior to approval of any discretionary project that could result in an adverse change to a potential historic and/or cultural resource, the City shall require a site-specific evaluation of historic and/or cultural resources by a professional who meets the Secretary of Interior's Qualifications. The evaluation shall provide recommendations to mitigate potential impacts to historic and/or cultural resources and shall be approved by the Director of Planning and Development.	Project Applicant and qualified historical resources specialist	Prior to commencement of, and during, construction activities.	PDD	
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),	Project Applicant and qualified historical resources specialist	Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.	PDD	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
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.				