

APPENDIX G/INITIAL STUDY FOR A NEGATIVE DECLARATION

Environmental Checklist Form for: NKRS Trucking Facility Project (Application No. P23-01154)

1.	Project Title: NKRS Trucking Facility Project (Application No. P23-01154)
2.	Lead Agency Name and Address: City of Fresno 2600 Fresno Street Fresno, CA 93721
3.	Contact Person and Phone Number: Thomas Veatch, Planner City of Fresno Planning and Development Department (559) 621-8076
4.	Project Location: The project site is approximately located at 3300 West Nielsen Avenue, between West Marks Avenue and North Valentine Avenue (Assessor's Parcel Numbers [APNs] 326-160-19 and 326-160-20)
5.	Project Sponsor's Name and Address: Brandon Rodriguez, Style-Line Construction Inc. on behalf of Amolak Singh, NKRS Trucking 4186 West Swift Avenue, Suite 106 Fresno, CA 93722 (559) 347-7455
6.	General and Community Plan Land Use Designation: Employment District Business Park
7.	Zoning: Business Park (BP)
8.	Description of Project: The NKRS Trucking Facility Project (Application No. P23-01154) (project) was filed by the applicant, Brandon Rodriguez, Style-Line Construction, Inc., on behalf of Amolak Singh, NKRS Trucking. The applicant proposes to develop two parcels

	(APNs 326-160-19 and 326-160-20) that are each 2.38 acres, totaling approximately 4.76 acres at the south side of West Nielsen Avenue between West Marks Avenue and North Valentine Avenue (Figure 1). The proposed project includes the development of a trucking facility that would provide general automotive work, including minor repairs and major engine and transmission rebuilding or replacement. The 4.76-acre project site (5.08 acres including improved right-of-way) is flat, vacant, and undeveloped, except for hurricane fencing with barbed wire and a gate. The project site is not currently served by utilities; however, there are existing overhead power lines on the south side of West Nielsen Avenue. An unpaved access road exists on the eastern parcel of the project site, and primary and secondary access to the project site would be provided by West Nielsen Avenue (a two-lane paved road with no sidewalks), which is defined by the California Department of Transportation (Caltrans) as a Major Collector.¹ California State Route (SR) 180, which runs east–west and provides regional access, is located approximately 900 feet south of the project site and is separated from the project site by two parcels (APNs 326-16-007 and 326-15-030). Surrounding land uses include autobody facilities, trucking facilities, construction equipment facilities, and storage facilities and vacant land. Construction of the project would take place in two phases. Phase 1 would consist of site preparation and construction of Buildings #100 and #200 and is expected to take approximately 10 to 12 months, beginning in late 2024. Building #300 would be constructed as part of Phase 2 construction, which is anticipated to occur within 2 to 3 years of the completion of Phase 1 and is anticipated to last for 6 to 9 months. The facility is expected to be operational in the Spring of 2026. A maximum of 12 construction workers would be required during peak construction. The proposed site improvements include the following: • Site preparation, including clearing and grubbing. • Grading and undergrounding of utilities. Approximately 162,625 square feet would be paved with asphalt per Fresno County Department of Public Works Standards P-21, P-22, and P-23. • Construction of Buildings #100 and #200 and the retention basin. • Paving and architectural coating. • Paving of West Nielsen Avenue. • Construction of Building # 300 (Phase 2).
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¹ California Department of Transportation (Caltrans). 2023. California Road System - Functional Classifications. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>. Accessed February 28, 2024.

As part of project development, three buildings are proposed on-site (Figure 2):

- **Building #100** is a proposed 3,000-square-foot dispatch office building with an office area and restrooms and is part of Phase 1 of the project. The office building would be constructed in the northeastern corner of the project site along the West Nielsen Avenue frontage. The proposed office building would be approximately 15 feet 8 inches in height.
- **Building #200** is a proposed 9,000-square-foot metal building that would serve as the truck repair/maintenance shop and is also part of Phase 1 of the project. The shop building would include two enclosed drive-through truck service bays and one truck parking bay used for truck inspections and pre-service staging. Once constructed, all repairs would be performed inside the proposed shop building to limit noise generated from truck repairs to the interior and enclosed spaces within the building. Noise generated from the operation of the shop would primarily come from a proposed five-horsepower compressor located inside the building. The shop would include an area for the storage of parts, offices, restrooms, a lunchroom, and a tool room. The shop building would be located on the eastern frontage of the project site approximately 158 feet south of the proposed office building (Building #100). The shop building would be approximately 19 feet 3 inches high and would contain a fire sprinkler system.
- **Building #300** would be constructed as part of Phase 2 of the project and would serve as office space. This building would be located in the northwestern corner of the project site. Building #300 would be approximately 16 feet in height.

An approximately 5,000-square-foot retention basin would be installed along the West Nielsen Avenue frontage between Buildings #100 and #300 (Figure 2). This retention basin would provide on-site water filtration.

The project includes the construction of a truck parking lot area that would include approximately 56 truck parking stalls, as well as 27 car and van parking stalls, including two accessible parking stalls, one accessible van parking stall, and two Electric Vehicle (EV) charging stations with six EV-capable parking stalls. All trucks and cars would be parked within the paved area of the project site.

The proposed vehicular access to the project site includes a one-way truck entry on the eastern parcel and a one-way truck exit on the western parcel. Vehicle ingress and egress would be allowed on the eastern parcel. All vehicle traffic would enter and exit the facility via West Nielsen Avenue and the project would not permanently alter pedestrian or vehicle access to the project site.

Proposed off-site improvements along West Nielsen Avenue include 51-foot-wide permanent paving along approximately 328 linear feet of project site frontage for improved access, a 12-foot-wide concrete sidewalk, and 6-inch curb and gutters along the south side of West Nielsen Avenue.

	The existing overhead utility lines would be undergrounded per City of Fresno Municipal Code Section 15-2017 (Underground Utilities) prior to the proposed street paving. The proposed water utilities improvements include the construction of approximately 840 linear feet of a 14-inch water main (including City fire hydrants) from the existing 14-inch water main located on West Nielsen Avenue, west across the project frontage. Landscaping activities include the removal of two eucalyptus (<i>Eucalyptus</i> sp.) trees and the planting of approximately nine Chinese pistache (<i>Pistacia chinensis</i>) and seven Natchez crape myrtle (<i>Lagerstroemia indica</i> x <i>fauriei</i> 'Natchez') trees (Figure 3). Approximately 124 shrubs would be planted to provide visual screening and shading along the northwestern property boundary. An approximate 278.6-linear-foot irrigation lateral would be installed, in addition to an approximate 176.6-linear-foot irrigation mainline throughout the site for landscaping irrigation. The hours of operation would be from 8:00 a.m. to 5:00 p.m. Monday through Friday. The facility would be private and not open to the public. Approximately six employees would be on-site during operation. Per the Institute of Transportation Engineers (ITE) rates for General Light Industrial (Land Use 110), the proposed project is estimated to generate approximately 123 daily driveway trips, 18 AM peak hour driveway trips, and 17 PM peak hour driveway trips. Security measures include the addition of 6-foot-tall wrought-iron fencing and gates along the West Nielsen Avenue frontage and 6-foot-high chain-link fencing along the remaining property perimeter. Site lighting would be provided by two 34-foot-tall light posts, and security cameras would be installed. Two streetlights would also be installed on the south side of West Nielsen Avenue, and all lighting would be shielded and directed downward to limit off-site light spillover to highway traffic and the environment.																				
9.	Surrounding land uses and setting: <table><tr><th></th><th>Planned Land Use</th><th>Existing Zoning</th><th>Existing Land Use</th></tr><tr><td>North</td><td>Multi</td><td>Light Industrial (LI)</td><td>Light Industrial</td></tr><tr><td>East</td><td>Employment - Business Park</td><td>Business Park (BP)</td><td>Light Industrial</td></tr><tr><td>South</td><td>Multi</td><td>Business Park (BP)</td><td>Vacant Parcel</td></tr><tr><td>West</td><td>Employment - Business Park</td><td>Business Park (BP)</td><td>Light Industrial</td></tr></table>		Planned Land Use	Existing Zoning	Existing Land Use	North	Multi	Light Industrial (LI)	Light Industrial	East	Employment - Business Park	Business Park (BP)	Light Industrial	South	Multi	Business Park (BP)	Vacant Parcel	West	Employment - Business Park	Business Park (BP)	Light Industrial
	Planned Land Use	Existing Zoning	Existing Land Use																		
North	Multi	Light Industrial (LI)	Light Industrial																		
East	Employment - Business Park	Business Park (BP)	Light Industrial																		
South	Multi	Business Park (BP)	Vacant Parcel																		
West	Employment - Business Park	Business Park (BP)	Light Industrial																		
10.	Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): San Joaquin Valley Air Pollution Control District (SJVAPCD)																				

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 to protect Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to California Public Resources Code (PRC) Section 21080.3.1, before public distribution of the document, 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 that is either in or eligible for inclusion in the California Register of Historical Resources (CRHR) or local historic register, or the lead agency, at its discretion, and supported by substantial evidence, chooses to treat the resource as a Tribal Cultural Resource (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 several Rancherias, including 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 (NAHC) Sacred Lands File (SLF) per PRC Section 5097.96 and the California Historical Resources Information System (CHRIS) administered by the California Office of Historic Preservation (OHP). Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

Currently, the Table Mountain Rancheria Tribe and Dumna Wo Wah Tribe have requested to be notified pursuant to Assembly Bill (AB) 52. A certified letter was mailed to the above-mentioned tribes on April 25, 2024. The 30-day comment period ended on May 27, 2024. Neither tribe requested a consultation.

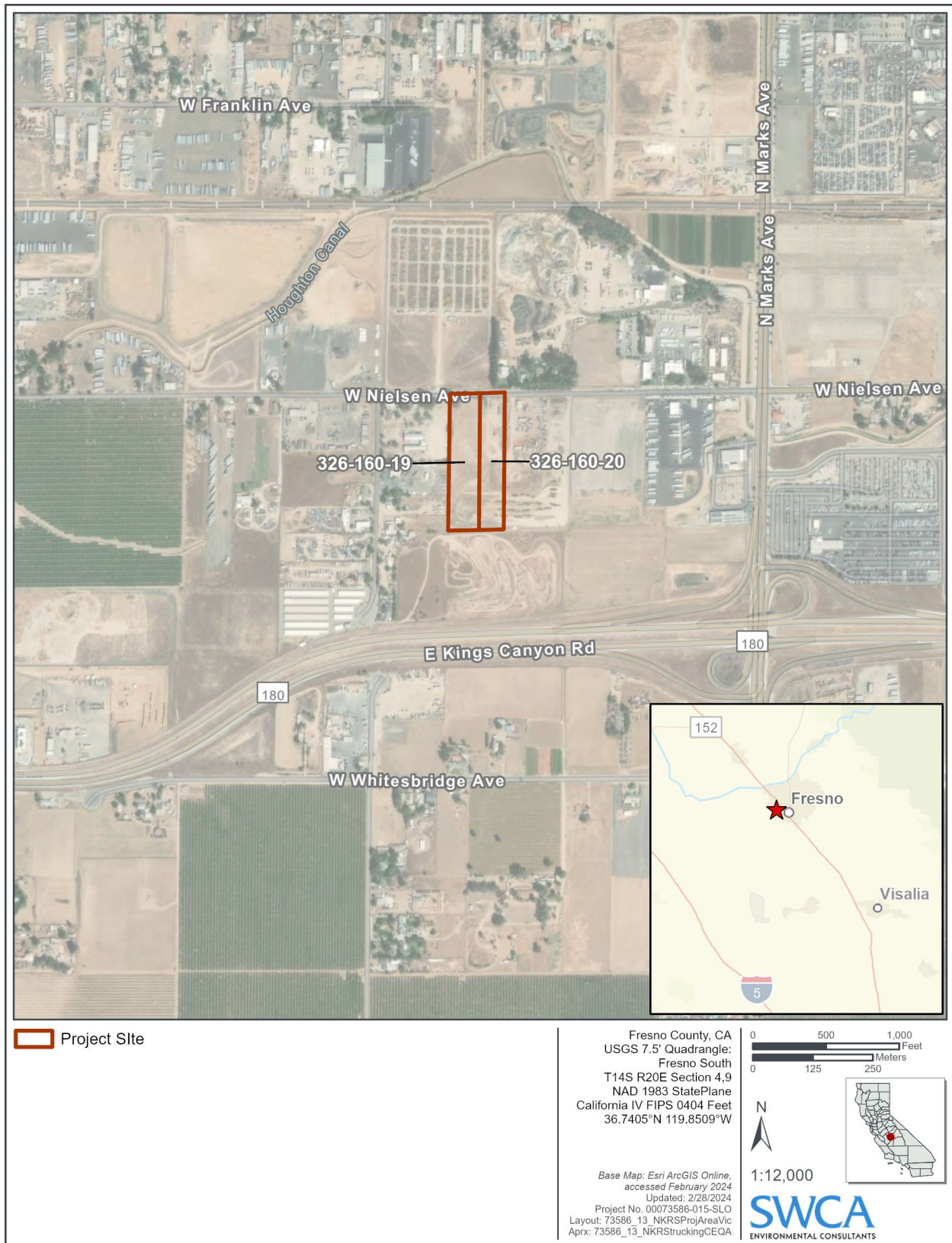


Figure 1. Project Location Map.

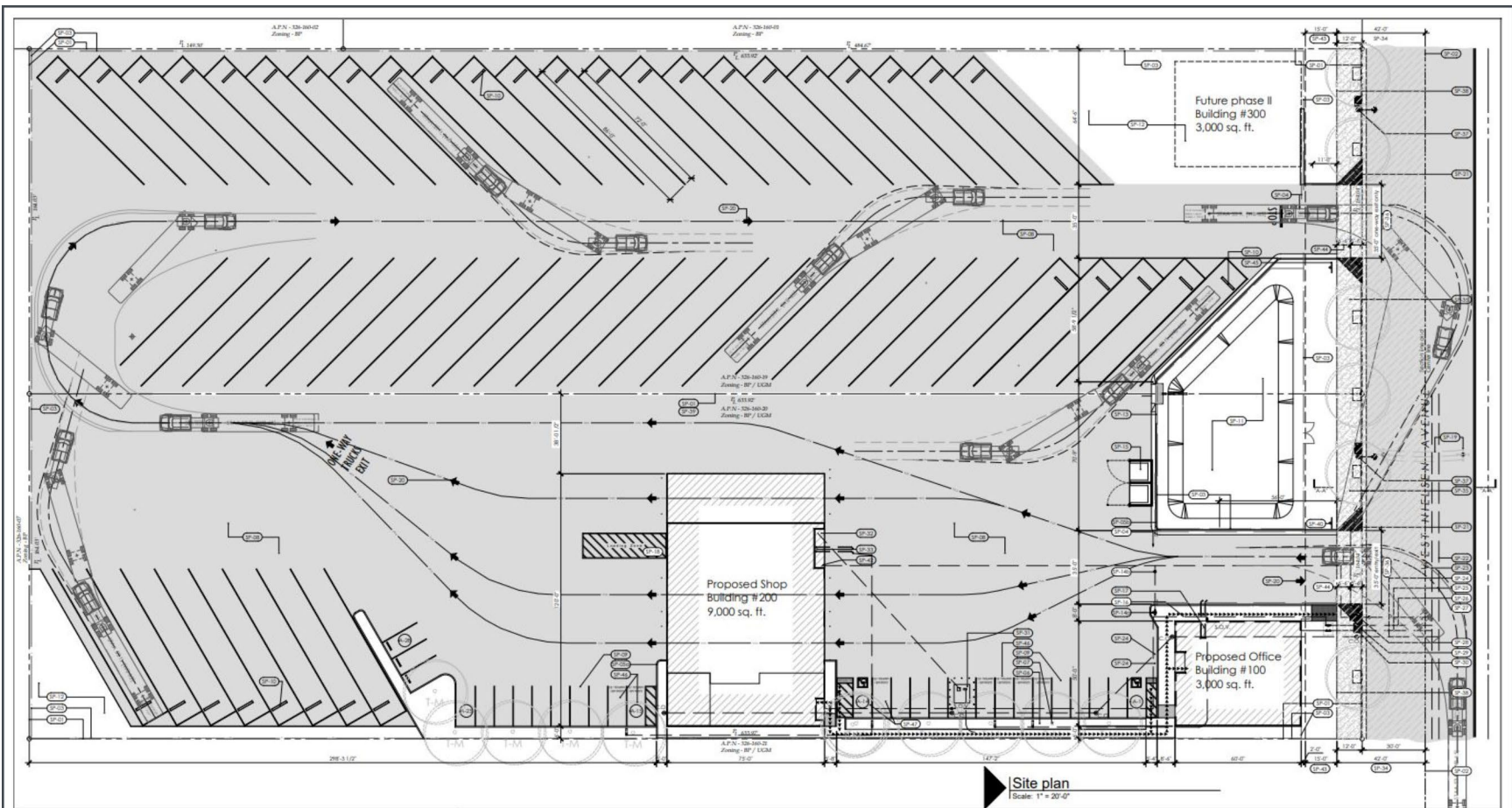


Figure 2. Project Site Plan.

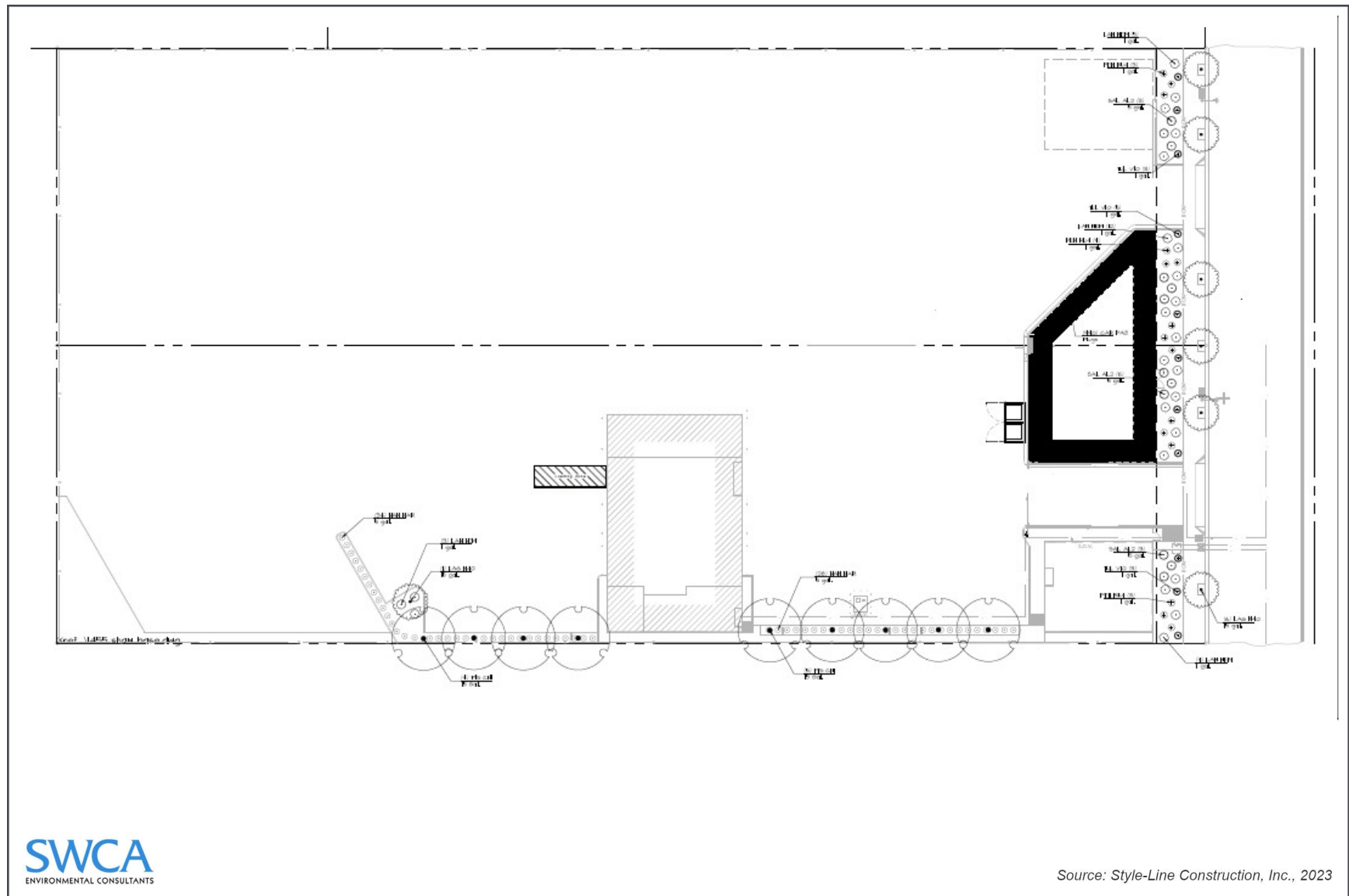


Figure 3. Landscape Plan.

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:

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.
<u>X</u>	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.
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Thomas Veatch

10/10/2025

Thomas Veatch, Planner

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?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION

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

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The City's approved *Fresno General Plan*² identifies six locations along the San Joaquin River bluffs as designated vista points from which views should be maintained. Scenic vistas within the city and surrounding area could provide distant views of features such as the San Joaquin River to the north and the foothills of the Sierra Nevada Mountains to the east. The project is not located within

² City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

any of the scenic vista points identified in the *Fresno General Plan* and surrounding land uses include similar light industrial uses and vacant land.

The proposed project would include the development of three buildings. Building #100 would be approximately 3,000 square feet and 15 feet 8 inches in height. Building #200 would be approximately 9,000 square feet and 19 feet 3 inches in height. Building #300 would be approximately 3,000 square feet and 16 feet in height. All three buildings would have an allowable height of 60 feet.

The vacant 4.76-acre project site is flat, unpaved, and not served by utilities. There are existing overhead power lines on the south side of West Nielsen Avenue that are proposed to be undergrounded along the project frontage. Additionally, as part of project construction, the project site would be paved and include the installation of fencing, landscaping, security lighting, and street lighting along the south side of West Nielsen Avenue.

As the project site is not located within any of the scenic vista points identified in the *Fresno General Plan* and the project complies with the allowable height of the City of Fresno Development Code, the project is not anticipated to affect or block a potentially scenic vista in the City. Therefore, *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?

According to the Caltrans State Scenic Highway Mapping System,³ there are no eligible or officially designated State Scenic Highways within the City of Fresno; however, there are three eligible State Scenic Highways in Fresno County. The nearest eligible highways include a portion of SR 180, located approximately 7 miles east of the City, and a portion of SR 168, located approximately 5 miles east of the City. The nearest officially designated State Scenic Highway is located more than 30 miles northeast of the City within Madera County. Since there are no eligible or officially designated City, County, or State Scenic Highways within or in close proximity to the project site, the proposed project would not damage scenic resources within a designated State Scenic Highway. Therefore, *no impact* 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?

The project site is located in an urbanized area in the western portion of the City and surrounding land uses include autobody facilities, trucking facilities, construction equipment facilities, storage facilities, and vacant land in all directions. The project site

³ California Department of Transportation (Caltrans). 2024. Scenic Highways. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 4, 2024.

is predominantly undeveloped except for hurricane fencing with barbed wire and a gate and an unpaved access road on a portion of the eastern parcel.

The proposed project includes the development of a truck maintenance facility, including a shop building with two office buildings. Construction of the project would take place in two phases. Phase 1 would consist of site preparation and construction of Building #100 and Building #200, and Phase 2 would consist of the construction of Building #300. Building #100 would be a 3,000-square-foot office building with a height of 15 feet and 8 inches. Building #200 would be a 9,000-square-foot metal shell truck repair/maintenance shop with a height of 19 feet and 3 inches. Building #300 would be a 3,000-square-foot office building with a height of 16 feet. The project also includes the construction of associated site improvements, including, but not limited to, fencing and lighting. The project and proposed uses would be consistent and compatible with the scale of and visual character of surrounding development in the project area. Further, the project site would be developed in accordance with applicable design standards for the BP zone district. Based on the level and scale of the proposed project, the project would not substantially alter the existing visual character of the project site or conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts would be *less than significant*.

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

The project site is located in an urbanized area subject to preexisting exterior lighting from surrounding developments and existing street lighting. The proposed project would introduce new sources of light and glare to the area resonating from building windows, street and security lighting, and lighted signs. However, new sources of light and glare associated with the project would not be substantial in the context of existing lighting sources in the project vicinity. In addition, daytime glare would not be substantial because no highly reflective glass elements or building materials are proposed as part of the project. Compliance with California Building Code (CBC; California Code of Regulations [CCR] Title 24) standards and City of Fresno Development Code Section 15-2015 (Outdoor Lighting and Illumination) standards would address light and glare impacts to daytime and nighttime views resulting from the construction of the proposed project. Therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is located within an urbanized area of the City of Fresno. There are no agricultural uses located within or adjacent to the project site, and the site is classified as Vacant and Disturbed Land by the California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP).⁴ Therefore, the development of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and *no impact* would occur.

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

The project site is within the BP zone district and the Employment – Business District land use district, which allows for a campus-type office professional environment for large offices or multi-tenant buildings on sites identified by the *Fresno General Plan*.⁵ The BP district is intended to accommodate and allow for the expansion of small businesses with limited outdoor storage screened with landscaping proximate to residential uses. Typical land uses include research and development, laboratories, administrative and general offices, medical offices and clinics, and professional offices. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses.⁶ Therefore, the project is not zoned for Agriculture use. Further, the project site is not subject to a Williamson Act contract. Therefore, the

⁴ California Department of Conservation (CDOC). 2016. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed March 5, 2024.

⁵ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

⁶ City of Fresno. 2016a. City of Fresno Municipal Code, Chapter 15 – Citywide Development Code. Available at: https://library.municode.com/CA/Fresno/codes/Code_of_Ordinances?nodeId=MUCOFR_CH15CIDECOINRE. Accessed March 5, 2024.

development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and *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))?**

The project site is located in an urban area within the BP zone district. Two trees on the project site would be removed as part of site preparation, and approximately 16 trees and 124 shrubs would be planted on-site (see Figure 3). The proposed project would not conflict with the existing zoning for, or cause rezoning of, forest land or conversion of forest land to non-forest uses. Therefore, *no impact* would occur.

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

Please refer to *Impact Discussion II.c*). The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, *no impact* would occur.

- 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?**

Please refer to *Impact Discussions II.a) and II.c*). The project site is located within an existing urban environment and would not result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. Therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

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 District (SJVAPCD) adopted thresholds for these pollutants)?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

DISCUSSION

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

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a region, County, or City that is classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. Fresno is located within the San Joaquin Valley Air Basin (SJVAB) and is under the jurisdiction of the SJVAPCD. The SJVAB is designated as Nonattainment-Extreme for the 8-hour ozone standard, Maintenance-Serious for the particulate matter less than 10 microns in

diameter (PM₁₀) standard, and Nonattainment-Moderate for the particulate matter less than 2.5 microns in diameter (PM_{2.5}) standard under the National Ambient Air Quality Standards (NAAQS). The SJVAB is designated Nonattainment for the 1-hour ozone standard, the 8-hour ozone standard, the PM₁₀ standards, and the PM_{2.5} standards under the California Ambient Air Quality Standards (CAAQS).

To bring the SJVAB into attainment, the SJVAPCD adopted the *2022 Plan for the 2015 8-Hour Ozone Standard*⁷ in to satisfy Clean Air Act requirements and ensure attainment of the 70 parts per billion (ppb) 8-hour ozone standard. To assure the SJVAB's continued attainment of the U.S. Environmental Protection Agency (USEPA) respirable particulate matter (PM₁₀) standard, the SJVAPCD adopted the *2007 PM₁₀ Maintenance Plan and Request for Redesignation*.⁸ SJVAPCD Regulation VIII (Fugitive PM₁₀ Prohibitions) is designed to reduce PM₁₀ emissions generated by human activity. Additionally, the SJVAPCD adopted the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*⁹ to address the USEPA federal annual PM_{2.5} standard of 12 micrograms per cubic meter (µg/m³), established in 2012.

The SJVAPCD has established project construction and operational emissions thresholds for criteria pollutants,¹⁰ as shown in Table 1. For a project to be consistent with SJVAPCD attainment plans, the pollutants emitted from project operation should not exceed the SJVAPCD daily thresholds, cause a significant impact on air quality, or the project must already have been included in the attainment plans projection.

Table 1: SJVAPCD Project Construction and Operational Emission Thresholds

	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Annual Construction Emissions*	100.0	10.0	10.0	27.0	15.0	15.0
Annual Operational Emissions*	100.0	10.0	10.0	27.0	15.0	15.0

*Emission units = Tons per Year (tpy)

Note: CO = carbon monoxide; NO_x = nitrogen oxides; ROG = reactive organic gas; SO_x = sulfur oxides

⁷ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2022a. *2022 Plan for the 2015 8-Hour Ozone Standard*. Adopted December 15. Available at: <https://www.valleyair.org/media/q55posm0/0000-2022-plan-for-the-2015-8-hour-ozone-standard.pdf>. Accessed August 2024.

⁸ SJVAPCD. 2007. *2007 PM₁₀ Maintenance Plan and Request for Redesignation*. September 20. Available at: https://www.valleyair.org/Air_Quality_Plans/docs/Maintenance%20Plan10-25-07.pdf. Accessed August 2024.

⁹ SJVAPCD. 2018. *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*. November 15. Available at: <https://www.valleyair.org/pmplans/documents/2018/pm-plan-adopted/2018-Plan-for-the-1997-2006-and-2012-PM2.5-Standards.pdf>. Accessed August 2024.

¹⁰ SJVAPCD. 2015a. *Air Quality Thresholds of Significance – Criteria Pollutants*. Available at: <http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf>. Accessed April 2024.

Construction and operational emissions for the proposed project were analyzed using the California Emissions Estimator Model version 2022.1.1.22 (CalEEMod)¹¹ (Appendix A). Model results for construction and operational emissions are shown in Tables 2 and 3, respectively.

Table 2: Project Construction Emissions (Tons per Year)

Project Operations	CO	NO_x	ROG	SO_x	PM₁₀	PM_{2.5}
Annual Construction Emissions*	1.24	0.89	0.22	<0.01	0.17	0.08
<i>SJVAPCD Significance Threshold</i>	<i>100.0</i>	<i>10.0</i>	<i>10.0</i>	<i>27.0</i>	<i>15.0</i>	<i>15.0</i>
Exceed Threshold?	No	No	No	No	No	No

* Emission units = Tons per Year (tpy)

Note: CO = carbon monoxide; NO_x = nitrogen oxides; ROG = reactive organic gas; SO_x = sulfur oxides

Table 3: Project Operational Emissions (Tons per Year)

	CO	NO_x	ROG	SO_x	PM₁₀	PM_{2.5}
Total Operational Emissions*	0.36	0.24	1.9	<0.01	0.25	0.07
<i>SJVAPCD Significance Threshold</i>	<i>10.0</i>	<i>10.0</i>	<i>100.0</i>	<i>27.0</i>	<i>15.0</i>	<i>15.0</i>
Exceed Threshold?	No	No	No	No	No	No

* Emission units = Tons per Year (tpy)

Note: CO = carbon monoxide; NO_x = nitrogen oxides; ROG = reactive organic gas; SO_x = sulfur oxides

The results shown in Tables 2 and 3 indicate that the proposed project's construction and operational emissions would not exceed SJVAPCD criteria pollutant thresholds or conflict with the SJVAPCD *2022 Plan for the 2015 8-Hour Ozone Standard*¹² and the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*.¹³ Therefore, the proposed project would not conflict with or obstruct the implementation of SJVAPCD air quality plans, and impacts would be *less than significant*.

¹¹ California Air Pollution Control Officers Association (CAPCOA). 2024. California Emissions Estimator Model (CalEEMod). Available at: <https://www.caleemod.com/>. Accessed July 2024.

¹² San Joaquin Valley Air Pollution Control District (SJVAPCD). 2022a. *2022 Plan for the 2015 8-Hour Ozone Standard*. Available at: <https://www2.valleyair.org/media/q55posm0/0000-2022-plan-for-the-2015-8-hour-ozone-standard.pdf>. Accessed August 2024.

¹³ SJVAPCD. 2018. *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*. November 15. Available at: <https://www.valleyair.org/pmplans/documents/2018/pm-plan-adopted/2018-Plan-for-the-1997-2006-and-2012-PM2.5-Standards.pdf>. Accessed August 2024.

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?

CEQA defines a cumulative impact as two or more individual effects which, when considered together, are considerable or compound or increase other environmental impacts. Therefore, if annual emissions of construction- or operational-related criteria air pollutants exceed any applicable threshold established by the SJVAPCD, the proposed project would result in a cumulatively significant impact. As discussed in *Impact Discussion III.a)* and shown in Tables 2 and 3, the proposed project's construction and operational emissions of criteria pollutants would not exceed the significance thresholds established by the SJVAPCD for carbon monoxide (CO), nitrogen oxides (NO_x), reactive organic gases (ROG), sulfur oxides (SO_x), PM₁₀, or PM_{2.5} emissions during project construction or operation. Therefore, the proposed project would not result in a cumulatively considerable contribution to a net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be *less than significant*.

c) Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants, such as the elderly, children, people with asthma or other respiratory illnesses, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Some land uses are considered more sensitive to changes in air quality than others due to the population that occupies the uses and activities involved. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residences. The project site is located in an urbanized area in the western portion of the City and surrounding land uses include autobody facilities, trucking facilities, construction equipment facilities, storage facilities, and vacant land in all directions. The nearest sensitive receptor is a single-family residence located approximately 3,100 feet south of the Project site.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., diesel-fueled vehicles and equipment). However, as demonstrated in *Impact Discussion III.a)* and shown in Table 2, project construction emissions would fall below the SJVAPCD significance thresholds. Further, as demonstrated in *Impact Discussion III.a)* and shown in Table 3, the project's operational emissions would also fall below the SJVAPCD significance thresholds and would not result in a new significant source of long-term air emissions.

Additionally, potential health impacts to surrounding on-site and off-site sensitive receptors were evaluated using the SJVAPCD's prioritization calculator.¹⁴ Per SJVAPCD guidance, a project resulting in a prioritization score of less than 10 is considered to have less-than-significant health risk impacts, and the preparation of a

¹⁴ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2022b. Prioritization Calculator. Available at: <https://ww2.valleyair.org/permitting/ceqa/#:~:text=Prioritization%20Calculator>. Accessed April 2024.

refined health risk assessment (HRA) is not required.¹⁵ Toxic air contaminants (TACs) emitted by the project would be attributed to diesel particulate matter (diesel PM) exhaust emitted from heavy-duty off-road construction equipment and the operation of heavy-duty on-road trucks. The nearest sensitive receptors are residences located approximately 550 feet (170 meters) west. According to the California Air Resources Board (CARB), diesel PM is classified as PM_{2.5} exhaust.¹⁶ Based on the CalEEMod model that did not consider standard mitigation, the project would result in 0.032 tons/year of PM_{2.5} exhaust during construction, and 0.004 tons/year during operations from mobile trucks and off-road equipment. According to the prioritization calculator, the project would have a score of 37.1 for construction and 4.22 for operation, which would exceed the screening level. However, Mitigation Measure AQ-1 has been identified to reduce project construction-generated diesel PM emissions to the extent feasible by requiring all 75 horsepower or greater diesel-powered equipment to be powered with CARB-certified Tier 4 Interim engines. Based on the project's mitigated CalEEMod model,¹⁷ construction PM_{2.5} emissions would be reduced to 0.003 tons/year. These calculations are shown in Table 4.

Table 4: Prioritization Score Calculations

Source	Unmitigated Model		Mitigated Model	
	Construction	Operations*	Construction	Operations*
Annual PM _{2.5} exhaust emissions (tons/year)	0.032	0.004	0.003	0.004
Annual PM _{2.5} exhaust emissions (lbs/year)	64.2	7.3	5.22	7.3
Maximum Score for Receptor at 100 to 250 meters	37.1	4.22	3.01	4.22
<i>SJVAPCD Significance Threshold</i>	<i>10.0</i>	<i>10.0</i>	<i>10.0</i>	<i>10.0</i>
Exceed Threshold?	Yes	No	No	No

* Combined mobile and off-road emissions

As demonstrated in Table 4, according to the prioritization calculator, with the implementation of Mitigation Measure AQ-1, the project would have a score of 3.0 for

¹⁵ SJVAPCD. 2019. *Community Emissions Reduction Program: South Central Fresno*. September 19. Available at: <https://community.valleyair.org/media/kx2gz0h4/01finalscfresnocerp-9-19-19.pdf>. Accessed April 2024.

¹⁶ California Air Resources Board (CARB). 2012. Overview: Diesel Exhaust & Health. <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Accessed April 2024.

¹⁷ California Air Pollution Control Officers Association (CAPCOA). 2024. California Emissions Estimator Model (CalEEMod). Available at: <https://www.caleemod.com/>. Accessed July 2024.

construction and 4.2 for operation, which is below the screening level of 10. Further, compliance with the SJVAPCD Standard Regulation VIII Control Measures identified in Mitigation Measures AQ-2 through AQ-4 would further reduce the potential for a nuisance and exposure to diesel PM and fugitive dust. Therefore, with implementation of Mitigation Measures AQ-1 through AQ-4, sensitive receptors would not be exposed to substantial pollutant concentrations as a result of the proposed project, and impacts would be *less than significant with mitigation*.

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

During construction, various activities have the potential to emit odors from diesel-powered vehicles and equipment, paint, solvents, fugitive dust, and adhesives. These odors would be temporary and are not likely to be noticeable beyond the project site for extended periods of time. The potential for construction-related odor impacts is, therefore, considered less than significant. In addition, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints because substantial odor-generating sources are not proposed. According to the SJVAPCD, substantial order-generating sources include the following:¹⁸

- Wastewater Treatment Facilities
- Sanitary Landfill
- Transfer Station
- Composting Facility
- Petroleum Refinery
- Asphalt Batch Plant
- Chemical Manufacturing
- Fiberglass Manufacturing
- Painting/Coating Operations
- Food Processing Facility
- Feed Lot/Dairy
- Rendering Plant

The proposed project does not include any of the above land uses. Additionally, given that the surrounding land uses consist of compatible light industrial and vacant land, it is not anticipated that a substantial number of people could be affected by objectionable odors. Therefore, the project would not create objectionable odors

¹⁸ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015b. *Guidance for Assessing and Mitigating Air Quality Impacts*. Available at: <https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf>. Accessed April 2024.

affecting a substantial number of people during project construction or operation, and impacts would be *less than significant*.

Mitigation Measures

AQ-1 Cleanest Available Off-Road Construction Equipment. To reduce the potential for health risks as a result of construction of the project, the following measures shall be implemented:

- Prior to the start of construction activities, the City of Fresno and the construction contractor shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board-certified Tier 4 Interim engines, except where the City of Fresno establishes that Tier 4 Interim equipment is not available.

AQ-2 Permit Requirements. Prior to ground disturbance and construction, the Construction Contractor shall obtain all required permits for dust control and the use of portable equipment, 50 horsepower or greater, from the San Joaquin Valley Air Pollution Control District. Upon application for construction permits, all required mitigation measures shall be shown on all applicable grading or construction plans and implemented during all applicable grading and construction activities.

AQ-3 Dust Control Measures. No person shall perform any construction, demolition, excavation, extraction, or other earth-moving activities unless measures are sufficiently implemented to limit visible dust emissions (VDE) to 20% opacity and comply with the conditions for a stabilized surface area when applicable. In addition to the requirements of this rule, a person shall comply with all other applicable requirements of San Joaquin Valley Air Pollution Control District Regulation VIII. A person shall control the fugitive dust emissions to meet the following requirements:

1. Pre-Activity:
 - a. Pre-water site sufficient to limit VDE to 20% opacity, and
 - b. Phase work to reduce the amount of disturbed surface area at any one time.
2. During Active Operations:
 - a. Apply water or chemical/organic stabilizers/suppressants sufficient to limit VDE to 20% opacity; or
 - b. Construct and maintain wind barriers sufficient to limit VDE to 20% opacity. If utilizing wind barriers, control measure 2.a above shall also be implemented.
 - c. Apply water or chemical/organic stabilizers/suppressants to unpaved haul/access roads and unpaved vehicle/equipment traffic areas sufficient to limit VDE to 20% opacity and meet the conditions of a stabilized unpaved road surface.

3. Temporary Stabilization During Periods of Inactivity:

- a. Restrict vehicular access to the area; and
- b. Apply water or chemical/organic stabilizers/suppressants, sufficient to comply with the conditions of a stabilized surface. If an area having 0.5 acre or more of disturbed surface area remains unused for 7 or more days, the area must comply with the conditions for a stabilized surface area as defined in Section 3.58 of Rule 8011.

AQ-4 Construction Emissions. The Project shall utilize clean off-road construction equipment, including the latest tier equipment as specified by the California Air Resources Board in the most recent *Advanced Clean Off-Road Equipment List Fact Sheet*.¹⁹

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

¹⁹ California Air Resources Board (CARB). 2023. *CARB Advanced Clean Off-Road Equipment List Fact Sheet*. California Air Resources Board Air Quality Planning and Science Division, Mobile Source Analysis Branch, Off-Road Diesel Analysis Section. August. Available at: <https://ww2.arb.ca.gov/sites/default/files/2023-08/2023%20ZEE%20List%2008142023.pdf>. Accessed August 2025.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

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?**

The project site is located in an urbanized area and is predominantly undeveloped except for hurricane fencing with barbed wire and a gate and an unpaved access road on the eastern parcel. Surrounding land uses include autobody facilities, trucking facilities, construction equipment facilities, storage facilities, and vacant land. The following information is based on a literature review and observations made during a reconnaissance-level survey of the project site. The literature review included a search of the U.S. Fish and Wildlife (USFWS) Information for Planning and Consultation

(IPaC)²⁰ planning tool and a 2-mile radius query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB)²¹ to identify special-status plant and animal species that have been previously documented within a 2-mile radius of the project area (Appendix B). In addition, an SWCA biologist conducted a biological reconnaissance survey of the project site on March 28, 2024, to document existing conditions of the project site.

Existing Conditions

The project site consists of two vacant parcels and contains annual grassland dominated by nonnative grasses such as wild oak (*Avena* spp.) and brome (*Bromus* spp.) species with sections of graded, disturbed land. There are two eucalyptus trees and shrubs along the western project boundary. The project site experiences frequent and consistent vegetation management activities to maintain the project site and reduce fire and other risks associated with overgrown grass and weeds. Vegetation management activities include discing and de-weeding of the entire project site every approximately 6 months and may occur more frequently, as needed. Ongoing vegetation management activities at the project site reduce the viability of potential habitat for special-status species known to occur in the project region.

Special-Status Plants

Based on a search of the USFWS IPaC and a 2-mile radius query of the CDFW CNDDDB (see Appendix B), three special-status plant species have been previously documented in the project vicinity, including California satintail (*Imperata brevifolia*), Madera leptosiphon (*Leptosiphon serrulatus*), and California jewelflower (*Caulanthus californicus*). The special-status species that have been previously documented within the project vicinity were compared to the soil types, habitat, and other existing conditions observed at the project site during the biological field survey to determine the potential for occurrence on-site. Based on existing conditions of the project site, one special-status plant species is considered to have the potential to occur on-site:

- California jewelflower (*Caulanthus californicus*; California Native Plant Society [CNPS] 1B.1, federally and state endangered): The project site supports suitable grassland habitat for this species, and CNDDDB occurrences are documented within 2 miles of the project site. However, no individuals were observed during botanical surveys conducted within the appropriate blooming period for this species; therefore, this species is not expected to occur within the project site.

²⁰ U.S. Fish and Wildlife Service (USFWS). 2024a. Information for Planning and Consultation (IPaC). Available at: <https://ipac.ecosphere.fws.gov/>. Accessed October 2024.

²¹ California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDDB). Available at: <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed April 2024.

Since California jewelflower is not present within the project site, proposed construction activities would not have the potential to result in direct or indirect impacts to this species; therefore, *no impacts* to special-status plant species would occur.

Special-Status Animals

Based on a search of the USFWS IPaC and a 2-mile radius query of the CDFW CNDDDB (see Appendix B), 15 special-status animal species have been previously documented in the project vicinity:

- California tiger salamander - central California Distinct Population Segment (DPS) (*Ambystoma californiense* pop. 1; federal and state threatened): The nonnative grasses on-site may provide sparse habitat for these species; however, the project site does not support woodland, vernal pool, or wetland habitats. Further, portions of the project site are graded and disturbed and the entire project site experiences frequent disturbance that further reduces the quality of on-site habitats. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- coast horned lizard (*Phrynosoma blainvillii*; CDFW Species of Special Concern [SSC]): The nonnative grasses on-site may provide sparse habitat for this species; however, the project site does not support coniferous forests, woodlands, or chaparral habitats. This species prefers loose, sandy soils, and the project site is dominated by compacted, graded soils. Further, portions of the project site are graded and disturbed and the entire project site experiences frequent disturbance that further reduces the quality of on-site habitats. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- Crotch's bumble bee (*Bombus crotchii*; state candidate endangered): The nonnative grasses on-site may provide sparse habitat for these species and the presence of small mammal burrows within the project site may provide suitable nesting habitat. Food sources for this species include, but are not limited to, milkweeds, sages, clarkias, poppies, and wild buckwheats. The project site consists of nonnative grasses with sections of graded, disturbed land that could provide habitat for this species; however, milkweed and other plants that serve as food sources were not observed during appropriately timed botanical surveys. Further, the project site experiences frequent disturbance that further reduces the quality of potential habitat for this species. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- northern California legless lizard (*Anniella pulchra*; CDFW SSC): The project site does not support suitable beach dune, chaparral, pine-oak woodland, desert scrub, sandy wash, or stream terrace habitats for this species. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.

- northwestern pond turtle (*Actinemys marmorata*; federal proposed threatened): The project site does not support suitable aquatic habitat for this species. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- vernal pool fairy shrimp (*Branchinecta lynchi*; federal threatened): The project site does not provide suitable vernal pool habitat for this species. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- monarch butterfly (*Danaus plexippus*; federal candidate): The two eucalyptus trees on the western perimeter of the project site do not offer suitable protection from the elements for monarch overwintering; therefore, the project site does not provide suitable overwintering sites. The main food source for this species is narrowleaf milkweed (*Asclepias fascicularis*); however, milkweed was not observed during appropriately timed botanical surveys. Further, the project site experiences frequent disturbance that further reduces the quality of potential habitat for this species. Based on the lack of suitable overwintering habitat and food sources, this species is not expected to occur within the project site; therefore, the project would not result in direct or indirect impacts to this species.
- blunt-nosed leopard lizard (*Gambelia silus*; federal endangered): The nonnative grasses and small mammal burrows on-site may provide sparse habitat for these species. This species thrives in areas with marginal clusterings of shrubs and grasses separated by bare ground; however, the project site is dominated by areas of nonnative grasses and does not support undisturbed areas of bare ground. Further, the project site experiences frequent disturbance that further reduces the quality of potential habitat for this species. The project site is located near the easternmost extent of the current known range and no signs or individuals of this species were seen during the time of the survey. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- California glossy snake (*Arizona elegans occidentalis*; CDFW SSC): The nonnative grasses and small mammal burrows on-site may provide sparse habitat for this species. However, this species thrives in loose, sandy soils, and the project site is dominated by compacted, graded soils. Further, the project site experiences frequent disturbance that further reduces the quality of potential habitat for this species. The project site is located near the easternmost extent of the current known range and no signs or individuals were seen during the time of the survey. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- western spadefoot (*Spea hammondi*; federal proposed threatened): The nonnative grasses on-site may provide sparse habitat for this species; however, the project site does not support temporary shallow pools of water for breeding and egg-laying. Further, portions of the project site are graded and disturbed and the entire project site experiences frequent disturbance that

further reduces the quality of on-site habitats. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.

- western mastiff bat (*Eumops perotis californicus*; CDFW SSC): The project site does not support suitable roosting habitat (e.g., trees cavities, cliffs, crevices, human-made structures) for this species. Additionally, no bats or signs of occupied bat roosts were observed during the survey. Therefore, this species is not expected to occur within the project site, and the project would not result in direct or indirect impacts to this species.
- San Joaquin kit fox (*Vulpes macrotis mutica*; federal endangered): Suitable burrows and foraging habitats were observed on-site, and small mammal prey was available. Additionally, surrounding semi-rural areas may provide transport routes. However, no signs or individuals of this species were seen during the time of the survey. The project site experiences frequent disturbance that reduces the quality of potential habitat for this species; however, there is potential for this species to occupy the project site.
- Swainson's hawk (*Buteo swainsoni*; state threatened): The open nonnative grasses on-site provide suitable foraging habitat for this species, and the eucalyptus trees along the western perimeter of the project site and other off-site trees provide suitable nesting habitat; therefore, there is potential for this species to occupy the project site.
- western burrowing owl (*Athene cunicularia hypugaea*; state candidate species): The nonnative grasses and small mammal burrows on-site may provide suitable foraging and burrowing habitat for this species. The project site experiences frequent disturbance that reduces the quality of potential habitat; however, there is potential for this species to occupy the project site.
- Fresno kangaroo rat (*Dipodomys nitratooides exilis*; federal endangered): The nonnative grasses and small mammal burrows on-site may provide suitable habitat for this species. The project site experiences frequent disturbance that reduces the quality of potential habitat; however, there is potential for this species to occupy the project site.

As shown above, the special-status animal species that have been previously documented within the project vicinity were compared to the soil types, habitat, and other existing conditions observed at the project site during the biological field survey to determine the potential for occurrence on-site. Based on existing conditions of the project site, there is potential for San Joaquin kit fox, Swainson's hawk, burrowing owl, and Fresno kangaroo rat to occur within the project site. Short-term construction activities would have the potential to result in direct (e.g., take) or indirect (e.g., light pollution, noise pollution, habitat loss, etc.) impacts to special-status animal species if present within the project area during project construction. Mitigation Measure BIO-1 requires a worker environmental awareness training to inform all construction personnel of the special-status animal species with potential to occur within the project site during construction activities. Further, Mitigation Measures BIO-2 through BIO-5 identify the proper protocol for focused preconstruction surveys for San Joaquin kit

fox, Swainson's hawk and other migratory birds, burrowing owl, and Fresno kangaroo rat and identifies the proper protocol to be implemented if individuals are encountered within the project site. With implementation of Mitigation Measures BIO-1 through BIO-5, the project would not adversely affect special-status animal species; therefore, impacts would be *less than significant with mitigation*.

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?

According to the USFWS National Wetlands Inventory (NWI) Surface Waters and Wetlands Mapper,²² there are no mapped wetland areas within or adjacent to the project area that could support riparian habitat. The project site does not support riparian habitat or other sensitive natural communities. The project site is primarily flat with nonnative/ruderal plant species. Therefore, the project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community, and *no impacts* would occur.

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?

According to the USFWS NWI Surface Waters and Wetlands Mapper,²³ there are no mapped wetland areas on the project site. Riverine features near the project site include Hawn Ditch, which runs approximately 70 feet north of the project site, and Mortensen Canal, which runs westerly approximately 200 feet south of the project site. Hawn Ditch and Mortensen Canal are underground drainages that would not be impacted by project activities. Therefore, *no impacts* would occur.

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?

Open space areas, undeveloped land, and agricultural land are mainly located along the boundaries of the City, particularly near the northern boundary along the San Joaquin River corridor, which functions as a wildlife movement corridor for several terrestrial and aquatic mammals and birds. The San Joaquin River corridor facilitates the movement of wildlife species from the City to the Sierra Nevada mountains to the east and open agricultural land to the west. The project site is located in a developed area in the eastern portion of the City and is not located within a wildlife movement corridor.

²² U.S. Fish and Wildlife Service (USFWS). 2024b. National Wetlands Inventory (NWI) Surface Waters and Wetlands Mapper. Available at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed March 2024.

²³ USFWS. 2024b. National Wetlands Inventory (NWI) Surface Waters and Wetlands Mapper. Available at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed March 2024.

The project site and surrounding area consist of disturbed areas and existing development, including rural residences, trucking facilities and repair lots, roadways, fencing, and other developed features, which reduces terrestrial habitat connectivity within the area. There are no waterways within the project area that could provide migratory fish or breeding habitat. Since the project area does not provide terrestrial or aquatic habitat connectivity, the project would not preclude the use of the site as a terrestrial or aquatic wildlife corridor. The project would result in the removal of two eucalyptus trees from the project site. Trees located outside of the project site would remain in place. Therefore, proposed tree removal would not interfere substantially with the movement of migratory species, and impacts would be *less than significant*.

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

City of Fresno Development Code Section 13-305 (Tree Preservation) requires the use of techniques, methods, and procedures to preserve, whenever feasible, all trees in the City, including, but not limited to, trees that are affecting surface improvements or underground facilities or are diseased or located where construction is being considered or will occur. The project would require the removal of two eucalyptus trees from the northwestern corner of the project site. Under City of Fresno Development Code Section 13-305(b), the Director of the City of Fresno Public Works Department would be responsible for the preservation and removal of trees located at the project site. The proposed project would be consistent with the City's Tree Preservation Ordinance; therefore, impacts would be *less than significant*.

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?

The *Pacific Gas and Electric Company San Joaquin Valley Operation and Maintenance Habitat Conservation Plan* (PG&E O&M HCP)²⁴ was approved in 2007 and covers portions of nine counties, including Fresno County. The PG&E O&M HCP covers PG&E activities that occur as a result of ongoing operations and maintenance that would have an adverse impact on any of the 65 covered species and provides incidental take coverage from the USFWS and CDFW. The project site is not located within the covered area of any HCP, Natural Community Conservation Plan, or other adopted local, regional, or state HCP. Additionally, no new physical improvements would occur as a result of the proposed project, and the project would not conflict with the provisions of the PG&E O&M HCP. Therefore, *no impact* would occur.

Mitigation Measures

BIO-1 Worker Environmental Awareness Training. A qualified biologist shall conduct a worker environmental awareness training for all persons working on the project prior to site preparation activities including tree removal. The training

²⁴ Pacific Gas and Electric Company (PG&E). 2006. *PG&E San Joaquin Valley Operation & Maintenance Habitat Conservation Plan*. Available at: https://ecos.fws.gov/docs/plan_documents/thcp/thcp_838.pdf. Accessed February 2024.

shall include a discussion of the biology and general behavior of any sensitive species which may be in the area, how they may be encountered within the work area, and procedures to follow if they are encountered. The status of California Endangered Species Act-listed species, including legal protection, penalties for violations, and project-specific protective measures, will also be discussed. Interpretation shall be provided for non-English-speaking workers, and the same instruction shall be provided for any new workers prior to on-site project site preparation activity. Copies of the training shall be maintained at the worksite with the project supervisor, and a handout containing this information will be distributed for workers to carry on-site. Upon completion of the training, employees shall sign an affidavit stating they attended the training and understand all protective measures.

BIO-2 San Joaquin Kit Fox Early Evaluation. Approximately 60 days prior to the start of site preparation activities, a qualified biologist shall perform early evaluation surveys in accordance with the current U.S. Fish and Wildlife Service (USFWS) *San Joaquin Kit Fox Survey Protocol for the Northern Range*.²⁵ Early evaluation surveys will determine the potential for presence of San Joaquin kit fox on-site. Upon completion of early evaluation surveys, informal consultation with the USFWS shall be initiated to determine proper techniques to avoid impacts to this species during project construction, which would be considered significant under the California Environmental Quality Act.

Security fences installed on the project site shall be designed to enable passage of San Joaquin kit fox and their prey, while impeding the passage of larger predators, such as coyotes (*Canis latrans*) and larger domestic dogs. All fencing shall leave a 4- to 6-inch opening between the fence mesh and the ground. The bottom of the fence fabric shall be knuckled (wrapped back to form a smooth edge) to protect wildlife that pass under the fence. Fences shall be monitored quarterly to ensure that any damage or vandalism is quickly repaired.

BIO-3 Preconstruction Nesting Bird Survey. Before initiation of any site preparation or construction activities, if work is planned to occur between February 1 and September 15, a qualified biologist shall survey the area for nesting birds within 1 week prior to initial site preparation activity beginning, including ground disturbance and/or vegetation removal/trimming. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active, as detailed below:

1. If construction cannot avoid the nesting season, a preconstruction clearance survey shall be conducted by a qualified biologist to determine

²⁵ U.S. Fish and Wildlife Service (USFWS). 1999. *U.S. Fish and Wildlife Service San Joaquin Kit Fox Survey Protocol for the Northern Range*. U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office. June. Available at: <https://www.slocounty.ca.gov/departments/planning-building/forms-documents/environmental-forms-and-documents/kit-fox-information/kit-fox-survey-protocol>. Accessed February 2024.

if any nesting birds or nesting activity is observed on or within 500 feet of the project site. If an active nest is observed during the survey, a biological monitor shall be on site to ensure that no proposed project activities would impact the active nest. A suitable buffer shall be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities may continue in the vicinity of the nest only at the discretion of the biological monitor. Prior to commencement of grading activities and issuance of any building permits, the Director of the City of Fresno Planning and Development Department, or designee, shall verify that all proposed project grading and construction plans include specific documentation regarding the requirements of the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Section 3503, that preconstruction surveys have been completed and the results have been reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field.

2. If construction cannot avoid the nesting season, a 50-foot exclusion zone shall be placed around non-listed, passerine species and a 250-foot exclusion zone will be implemented for raptor species. Each exclusion zone shall encircle the nest and have a radius of 50 feet (non-listed passerine species) or 250 feet (raptor species). All project activities, including foot and vehicle traffic and storage of supplies and equipment, are prohibited inside exclusion zones. Exclusion zones shall be maintained until all exterior construction activities have been terminated for the current phase of work (e.g., if initial site improvements are completed, exclusion zones may be removed until initiation of site preparation for residence construction begins), or it has been determined by a qualified biologist that the young have fledged or that proposed project activities would not cause adverse impacts to the nest, adults, eggs, or young.
3. If special-status avian species are identified and nesting within the work area, no work will begin until an appropriate exclusion zone is determined in consultation with the City of Fresno and any relevant resource agencies.

The results of the survey shall be provided to the City of Fresno prior to initiation of site preparation/construction activities. The results shall detail appropriate fencing or flagging of exclusion zones and include recommendations for additional monitoring requirements (if applicable). A map of the project site and nest locations shall be included with the results. The qualified biologist conducting the nesting survey shall have the authority to reduce or increase the recommended exclusion zone depending on project site conditions and species (if non-listed).

If 2 weeks lapse between different phases of project activities (e.g., vegetation trimming, the start of grading), during which no or minimal work activity occurs,

the nesting bird survey shall be repeated, and a separate survey report shall be prepared and submitted to the City of Fresno.

BIO-4 Focused Preconstruction Survey for Burrowing Owl. A qualified biologist shall conduct a preconstruction survey for burrowing owls within 14 days prior to the start of site preparation activities. A second survey shall be completed immediately prior to the start of site preparation activities (i.e., within the preceding 24 hours). The surveys shall be consistent with the methods outlined in Appendix D of the California Department of Fish and Wildlife (CDFW) *Staff Report on Burrowing Owl Mitigation*.²⁶ Transects spaced at 23 to 65 feet, depending on visibility, shall be surveyed for burrowing owl signs and individuals.

If occupied burrowing owl burrows are identified, appropriate exclusion buffers will be installed. Buffers may vary based on the time of year and level of disturbance. The table below summarizes the size of the buffer zones.

Location	Time of Year	Level of Disturbance		
		Low	Medium	High
Burrow Sites	April 1–Aug 15	656 feet	1,640 feet	1,640 feet
Burrow Sites	Aug 16–Oct 15	656 feet	656 feet	1,640 feet
Any Occupied Burrow	Oct 16–Mar 31	164 feet	328 feet	1,640 feet

CDFW (2012)

If avoidance of active burrows is infeasible, CDFW should be consulted with for guidance to implement project activities and avoid take or proceed with an Incidental Take Permit.

BIO-5 Focused Preconstruction Survey for Fresno Kangaroo Rat. A qualified biologist(s) shall conduct a preconstruction survey for Fresno kangaroo rats within 14 days prior to the start of site preparation activities. The surveys shall be consistent with the methods outlined in the U.S. Fish and Wildlife Service Survey (USFWS) *Protocol for Determining Presence of San Joaquin Kangaroo Rats*.²⁷ An initial survey shall be conducted to determine if kangaroo rats are present within the project site (e.g., presence of tracks and/or tail drags). If

²⁶ California Department of Fish and Wildlife (CDFW). 2012. *Staff Report on Burrowing Owl Mitigation, Appendix D Breeding and Non-breeding Season Survey and Reports*. State of California Natural Resources Agency, Department of Fish and Game. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline=true>. Accessed October 2024.

²⁷ U.S. Fish and Wildlife Service (USFWS). 2013. *Survey Protocol for Determining Presence of San Joaquin Kangaroo Rats*. U.S. Fish and Wildlife Service, Sacramento Field Office. Available at: <https://www.fws.gov/sites/default/files/documents/survey-protocols-for-tipton-and-fresno-kangaroo-rats.pdf>. Accessed October 2024.

Fresno kangaroo rat is determined to be present within the project site, live trapping conducted by a minimum of two qualified biologists between April 1 and October 31 is the only method for reliable identification of kangaroo rats in the San Joaquin Valley. The USFWS shall approve all trapping plans prior to the start of preconstruction survey/live trapping efforts. Upon completion of live preconstruction survey/live trapping efforts, informal consultation with the USFWS shall be initiated to determine proper techniques to avoid impacts to this species during project construction, which would be considered significant under the California Environmental Quality Act.

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?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

DISCUSSION

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

A historical resource defined by CEQA includes one or more of the following criteria: 1) the resource is listed in, or found eligible for listing in, the CRHR; 2) the resource is listed in a local register of historical resources as defined by PRC Section 5020.1(k); 3) the resource is identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or 4) the resource is determined to be a historical resource by the project's lead agency (PRC Section 21084.1; State CEQA Guidelines Section 15064(a)). Under CEQA, historical resources include built environment resources and archaeological sites.

Based on a records search conducted at the CHRIS San Joaquin Valley Information Center (SSJVIC), located at California State University, Bakersfield, and of the NAHC SLF, no historical resources were identified within or adjacent to the project site. The project site is not located in a historic district and there are no historic structures on

the project site. Therefore, the project would not result in an adverse change in the significance of a historical resource, and *no impact* would occur.

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

According to the State CEQA Guidelines, “When a project will impact an archaeological site, a lead agency shall first determine whether the site is a historical resource” (State CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed to determine if these qualify as “unique archaeological resources” (PRC Section 21083.2).

Based on a records search conducted at the SSJVIC and of the NAHC SLF, no cultural archaeological resources were identified within or adjacent to the project site. Therefore, proposed ground-disturbing activities are not anticipated to adversely affect any known or unknown cultural resources sites within the project area. Further, Mitigation Measure CR-1 requires that in the unlikely event that previously unidentified cultural resources are uncovered during proposed ground-disturbing activities, all work shall cease within the vicinity of the find until a qualified archaeologist is retained to evaluate the significance of the find and determine the need for further study. Based on the low potential to uncover archaeological resources within the project area and implementation of Mitigation Measure CR-1, the project would not result in adverse impacts to known or unknown cultural resources, and impacts would be *less than significant with mitigation*.

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

Any disturbance of human remains interred outside of formal cemeteries would result in a significant impact. There are no known human remains or cemeteries located within or in the immediate vicinity of the project site. If previously undocumented human remains are identified during project construction, the project would be required to comply with California Health and Safety Code Section 7050.5, which outlines the protocol for unanticipated discovery of human remains. Section 7050.5 states that no further disturbance shall occur until the Fresno County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Fresno County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Based on required compliance with California Health and Safety Code Section 7050.5, the project would not result in disturbance to human remains; therefore, impacts would be *less than significant*.

Mitigation Measures

CR-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 of Fresno 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 California Environmental Quality Act (CEQA) Guidelines and the City of Fresno's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the State 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 project 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 of Fresno-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

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

DISCUSSION

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

The project includes the construction and operation of a trucking facility that would provide general automotive work, including minor repairs and major engine and transmission rebuilding or replacement. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary in nature and typical of other similar construction activities in the City. Federal and state regulations in place require the use of fuel-efficient equipment and vehicles and require wasteful activities, such

as diesel idling, to be limited. Further, construction contractors, in an effort to ensure cost efficiency, would not be expected to engage in wasteful or unnecessary energy and fuel practices, such as diesel idling. Energy consumption during construction would not be wasteful, unnecessary, or inefficient; therefore, impacts would be *less than significant*.

Operational energy consumption would include electricity use for building operations and fossil fuel use for vehicle trips to and from the project site. Electricity would be provided by PG&E, which consists of 38% renewable energy sources and 57% greenhouse gas (GHG)-free energy sources.²⁸ By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources. Further, the proposed project would be constructed using energy-efficient modern building materials and construction practices and would use new, modern appliances and equipment, in accordance with applicable California Green Building Standards Code (CALGreen; 24 CCR Part 11) requirements, California Energy Code (24 CCR Part 6) requirements, and Appliance Efficiency Regulations (20 CCR Sections 1601–1608). As discussed in Section XVII, *Transportation*, the project is estimated to generate approximately 123 daily trips and would not result in a substantial increase in vehicle miles traveled (VMT). Therefore, the project is not anticipated to generate VMT in a manner that could result in substantial consumption of fossil fuels. Based on required compliance with existing federal and state regulations related to energy efficiency, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be *less than significant*.

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

Energy use and generation contribute to GHG emissions; therefore, clean and renewable energy initiatives are consistent with State goals to reduce GHG emissions. On April 20, 2022, the Bay Area Air District (BAAD) Board of Directors adopted an updated threshold of significance for climate impacts for long-term communitywide planning documents (e.g., general plans, long-range development plans, climate action plans).²⁹ To demonstrate a less-than-significant climate impact, the plan must demonstrate that the community will reduce GHG emissions at least 40% below 1990 levels by 2030 and support the State’s goal of achieving carbon neutrality by 2045, or meet the requirements for a GHG reduction strategy in State CEQA Guidelines Section 15183.5(b).

For land use development projects, the BAAD recommends using the approach endorsed by the California Supreme Court in *Center for Biological Diversity v.*

²⁸ Pacific Gas and Electric Company (PG&E). 2022. Exploring Clean Energy Solutions. Available at: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page. Accessed October 2024.

²⁹ Bay Area Air Quality Management District (BAAQMD). 2022a. *California Environmental Quality Act Air Quality Guidelines, Appendix C: Guidance for GHG Reduction Strategies*. Available at: https://www.baaqmd.gov/~/_media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-c-ghg-reduction-strategies_final_edits-for-ascent-pdf.pdf?rev=8e5bb7d8ad504dd6accd3c04e58bdf87&sc_lang=en. Accessed September 2024.

Department of Fish & Wildlife (2015) (62 Cal.4th 204), which evaluates a project based on its effect on California’s efforts to meet the State’s long-term climate goals.³⁰ As the Supreme Court held in that case, a project that would be consistent with meeting those goals can be found to have a less-than-significant impact on climate change under CEQA. If a project would contribute its “fair share” of what will be required to achieve those long-term climate goals, then a reviewing agency can find that the impact will not be significant because the project will help to solve the problem of global climate change (62 Cal.4th 220–223). Applying this approach, the BAAD has analyzed what will be required of new land use development projects to achieve California’s long-term climate goal of carbon neutrality by 2045. As discussed in detail in Section VIII, *Greenhouse Gas Emissions*, the project would be consistent with the BAAD Thresholds for Land Use Projects and would contribute its “fair share” of implementing the goal of carbon neutrality by 2045.

As discussed in *Impact Discussion VI.a*), the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. The proposed project would be required to comply with CALGreen (24 CCR Part 11) requirements, California Energy Code (24 CCR Part 6) requirements, and Appliance Efficiency Regulations (20 CCR Sections 1601–1608), which include provisions related to insulation and design aimed at minimizing energy consumption. In addition, electricity would be provided by PG&E, which consists of 38% renewable energy sources and 57% GHG-free energy sources. By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources, and operational energy consumption would be compliant with state and local goals for energy reduction. Therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

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:				

³⁰ BAAQMD. 2022b. *California Environmental Quality Act Air Quality Guidelines, Appendix B: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-b-thresholds-for-evaluating-significance-of-climate-impacts_final-pdf.pdf?rev=10305f45037b41dba2cd1b45b288d54b#:~:text=This%20report%20presents%20the%20Bay%20Area%20Air%20Quality%20Management%20District's. Accessed September 2024.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

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.

Fault ruptures are generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., in the last 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within an Alquist-Priolo Earthquake Fault Zone. In addition, no known active or potentially active faults or fault traces are located in the project vicinity. The nearest active fault is the Nunez Fault, approximately 50 miles southwest of the City of Fresno. Therefore, the proposed project would not expose people or structures to risk as a result of fault rupture, and *no impact* would occur.

ii. Strong seismic ground shaking?

The City of Fresno is located in an area with historically low-to-moderate levels of seismicity. However, strong ground shaking could occur within the project site during seismic events and occurrences could result in significant impacts. Major seismic activity along the nearby Great Valley Fault Zone or Nunez Fault, or other associated faults, could affect the project site through strong seismic ground shaking. Strong seismic ground shaking could potentially cause structural damage to the proposed project. However, due to the distance from known faults, hazards due to ground shaking would be minimal. In addition, the project would be designed and constructed to comply with the CBC (24 CCR) to ensure that the geotechnical design of the proposed project would reduce potential impacts related to seismic ground shaking. Therefore, impacts would be *less than significant*.

iii. Seismic-related ground failure, including liquefaction?

The predominant soils within the City of Fresno consist of varying combinations of loose/very soft to very dense/hard silts, clays, sands, and gravel. Groundwater has been encountered near the ground surface near water-filled features such as canals, ditches, ponds, and lakes. Based on these characteristics, the potential for soil liquefaction within the City ranges from very low to moderate due to the variable density of the subsurface soils and the presence of shallow groundwater. In addition to liquefaction, the City could be susceptible to induced settlement of loose unconsolidated soils or lateral spread during seismic shaking events. Based on the nature of the subsurface materials and the relatively low-to-moderate seismicity of the region, seismic settlement and/or lateral spread are not anticipated to represent a substantial hazard within the City during seismic events.

Based on the nature of the subsurface materials and the relatively low-to-moderate seismicity of the region, the potential for seismic-related ground failure is low in the City of Fresno.³¹ Additionally, the project would be designed and constructed to comply with the City of Fresno Municipal Code and CBC. Therefore, impacts would be *less than significant*.

iv. Landslides?

A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The City of Fresno is located within an area that consists of mostly flat topography within the Central Valley. Accordingly, there is no risk of large landslides in the majority of the City. However, there is potential for landslides and slumping along the steep banks of rivers, creeks, or drainage basins such as the San Joaquin River bluff and the many unlined basins and canals that trend throughout the City. The project site is located in a relatively flat area and is not in the vicinity of the San Joaquin River bluff or any unlined basins or canals. In addition, the project would be required to be designed and constructed in accordance with the CBC to further reduce the risk associated with landslides. Therefore, impacts would be *less than significant*.

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

Grading and earth-moving during project construction have the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project site. However, this impact would be reduced to a less-than-significant level through compliance with existing state and local water quality control measures, which include the preparation of a Stormwater Pollution Prevention Plan (SWPPP) (see Section X, *Hydrology and Water Quality*). A SWPPP is required for projects that include over 1 acre of ground disturbance. The proposed project includes paving the entire 4.76-acre project site; therefore, a SWPPP would be required. Although designed primarily to protect stormwater quality, the SWPPP would incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section X, *Hydrology and Water Quality* of this Initial Study. Following project construction, the project site would be covered with hardscapes, which would reduce the potential for long-term erosion to occur at the project site. Therefore, impacts 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?

As described in *Impact Discussion VII.a)*, soils on the project site would not be subject to liquefaction, lateral spreading, or landslides. Additionally, the proposed project would be required to comply with the CBC, which would reduce risks related to unstable soils. Therefore, impacts would be *less than significant*.

³¹ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/9-Noise-and-Safety-02-03-21.pdf>. Accessed March 6, 2024.

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?

The surface and near-surface soils observed throughout the City consist of varying combinations of clays, silts, sands, gravel, and cobbles. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The clayey soils, which consist of very fine particles, are considered to be slight to moderately expansive. The project site is underlain by quaternary alluvial materials. The 66.7% of the project site is underlain with pits, and 33.3% of the project site is underlain with Delhi loamy sand, 3 to 9 percent slopes,³² all soils with relatively low clay content and low expansion potential. Furthermore, the project would be designed and constructed to comply with the CBC. Therefore, impacts 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?

The project site would be served by a wastewater conveyance system maintained by the Wastewater Management Division (WMD) of the City of Fresno. Wastewater from the City's collection system is treated at the Fresno/Clovis Regional Wastewater Reclamation Facility. Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, *no impact* would occur.

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

Paleontological resources are the preserved fossilized remains of plants and animals. The project site is underlain by Pleistocene nonmarine fan deposits of the Holocene era (Qc),³³ which has a low paleontological sensitivity because it is typically too young to yield scientifically significant paleontological resources. Based on the low paleontological sensitivity of the underlying geologic unit, the proposed project would not adversely affect paleontological resources; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

³² Natural Resources Conservation Service (NRCS). 2024. Web Soil Survey. U.S. Department of Agriculture Natural Resources Conservation Service. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed March 8, 2024.

³³ Natural Resources Conservation Service (NRCS). 2024. Web Soil Survey. U.S. Department of Agriculture Natural Resources Conservation Service. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed March 8, 2024.

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

DISCUSSION

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

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reduction the emissions of GHG.

Section 15064.4 of the *State CEQA Guidelines* states that: “A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.” In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The City of Fresno does not have a current greenhouse gas reduction plan, and the SJVAPCD also does not have adopted thresholds of significance for GHG emissions. Therefore, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the Bay Area Air

Quality Management District Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans (Justification Report).

In April 2022, the BAAD adopted the Justification Report, which identifies applicable GHG significance thresholds. These thresholds establish whether a project would be consistent with California's efforts to meet long-term climate goals as established in the State's 2022 Scoping Plan, including achieving carbon neutrality by 2045. If a project is designed and built to incorporate design elements related to natural gas, energy, VMT, and EVs, then it would contribute its portion of what is necessary to achieve California's long-term climate goals — its "fair share" — and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change.

The Justification Report provides substantial evidence supporting the use of their thresholds for projects throughout California because the thresholds are applicable to meeting the State's established GHG reduction goals. In the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the identified project design elements as the applicable thresholds of significance to establish if the proposed project is achieving its "fair share" of emission reductions to support long-term State goals for GHG emissions and carbon neutrality.

During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. Federal and state regulations require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling. Construction contractors, in an effort to ensure cost efficiency, would be expected to not engage in wasteful or unnecessary energy and fuel practices. Therefore, construction activities are not anticipated to result in significant GHG emissions, and construction-related impacts would be *less than significant*.

Operational GHG emissions would be generated by electricity use for building operations and fossil fuel use for vehicle trips to and from the site. Electricity would be provided by PG&E, which consists of 38% renewable energy sources and 57% GHG-free energy sources.³⁴ By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources, which would help reduce long-term GHG emissions associated with energy generation. The proposed building would be required to comply with CALGreen (24 CCR Part 11) requirements, California Energy Code (24 CCR Part 6) requirements, and Appliance Efficiency Regulations (20 CCR Sections 1601–1608) to encourage energy efficient design, which would further reduce long-term GHG emissions associated with energy generation. As discussed in Section XVII, *Transportation*, the project is estimated to generate approximately 123 daily trips and would not result in a substantial increase in VMT. Therefore, the project is not anticipated to generate VMT in a manner that could result

³⁴ Pacific Gas and Electric Company (PG&E). 2022. Exploring Clean Energy Solutions. Available at: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page. Accessed March 2024.

in substantial consumption of fossil fuels and would not result in substantial GHG emissions from transportation sources.

On April 20, 2022, the BAAQMD Board of Directors adopted an updated threshold of significance for climate impacts for long-term communitywide planning documents (e.g., general plans, long-range development plans, climate action plans).³⁵ To demonstrate a less-than-significant climate impact, the plan must demonstrate that the community will reduce GHG emissions at least 40% below 1990 levels by 2030 and support the State's goal of achieving carbon neutrality by 2045, or meet the requirements for a GHG reduction strategy in State CEQA Guidelines Section 15183.5(b).

For land use development projects, the BAAD recommends using the approach endorsed by the California Supreme Court in *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) (62 Cal.4th 204), which evaluates a project based on its effect on California's efforts to meet the state's long-term climate goals.³⁶ As the Supreme Court held in that case, a project that would be consistent with meeting those goals can be found to have a less-than-significant impact on climate change under CEQA. If a project would contribute its "fair share" of what will be required to achieve those long-term climate goals, then a reviewing agency can find that the impact will not be significant because the project will help to solve the problem of global climate change (62 Cal.4th 220–223).

Applying this approach, the BAAD has analyzed what will be required of new land use development projects to achieve California's long-term climate goal of carbon neutrality by 2045. The BAAD has found, based on this analysis, that a new land use development project being built today needs to incorporate the following design elements (either A or B) to do its "fair share" of implementing the goal of carbon neutrality by 2045:

A. Projects must include, at a minimum, the following project design elements:

1. Buildings

- a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

³⁵ Bay Area Air Quality Management District (BAAQMD). 2022a. *California Environmental Quality Act Air Quality Guidelines, Appendix C: Guidance for GHG Reduction Strategies*. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-c-ghg-reduction-strategies_final_edits-for-ascent-pdf.pdf?rev=8e5bb7d8ad504dd6accd3c04e58bdf87&sc_lang=en. Accessed September 2024.

³⁶ Bay Area Air Quality Management District (BAAQMD). 2022b. *California Environmental Quality Act Air Quality Guidelines, Appendix B: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-b-thresholds-for-evaluating-significance-of-climate-impacts_final-pdf.pdf?rev=10305f45037b41dba2cd1b45b288d54b#:~:text=This%20report%20presents%20the%20Bay%20Area%20Air%20Quality%20Management%20District's. Accessed September 2024.

- b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

2. Transportation

- a. Achieve a reduction in project-generated 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, reflecting 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
- b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

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

If a project is designed and built to incorporate these design elements, then it will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. If the project does not incorporate these design elements, then it should be found to make a significant climate impact because it will hinder California's efforts to address climate change.

The project's consistency with the BAAD thresholds for land use is shown in Table 5.

Table 5: Project Consistency with the BAAD Thresholds for Land Use Projects

BAAD Design Element ³⁷	Evaluation of Project Consistency
<i>Buildings</i>	
The project will not include natural gas appliances or natural gas plumbing (in	The proposed project would be constructed using energy-efficient

³⁷ Bay Area Air Quality Management District (BAAQMD). 2022b. *California Environmental Quality Act Air Quality Guidelines, Appendix B: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*. Available at: <https://www.baaqmd.gov/~media/files/planning-and->

Table 5: Project Consistency with the BAAD Thresholds for Land Use Projects

BAAD Design Element ³⁷	Evaluation of Project Consistency
both residential and nonresidential development).	modern building materials and construction practices and would use new, modern appliances and equipment, in accordance with applicable CALGreen (24 CCR Part 11) requirements, California Energy Code (24 CCR Part 6) requirements, and Appliance Efficiency Regulations (20 CR Sections 1601–1608).
The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.	Please refer to <i>Impact Discussion VI.a</i> . The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources
Transportation	
Achieve a reduction in project-generated 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, reflecting 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	As discussed in Section XVII, <i>Transportation</i>, the project is estimated to generate approximately 123 daily trips and would not result in a substantial increase in VMT. According to the City's VMT Guidelines, the project is eligible to be screened from further VMT analysis because it would generate fewer than 500 daily trips. Therefore, the project is not anticipated to generate VMT in a manner that would exceed the BAAD threshold of 15% below the existing VMT per employee.

[research/ceqa/ceqa-guidelines-2022/appendix-b-thresholds-for-evaluating-significance-of-climate-impacts_final-pdf.pdf?rev=10305f45037b41dba2cd1b45b288d54b#:~:text=This%20report%20presents%20the%20Bay%20Area%20Air%20Quality%20Management%20District's](https://research.ceqa.ca.gov/ceqa-guidelines-2022/appendix-b-thresholds-for-evaluating-significance-of-climate-impacts_final-pdf.pdf?rev=10305f45037b41dba2cd1b45b288d54b#:~:text=This%20report%20presents%20the%20Bay%20Area%20Air%20Quality%20Management%20District's). Accessed September 2024.

Table 5: Project Consistency with the BAAD Thresholds for Land Use Projects

BAAD Design Element³⁷	Evaluation of Project Consistency
Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.	The project would install two EV spaces and six EV-capable spaces to meet CALGreen Tier 2 EV charging requirements.

As shown in Table 5, the project would be consistent with the BAAD Thresholds for Land Use Projects and would contribute its “fair share” of implementing the goal of carbon neutrality by 2045. Further, as discussed in *Impact Discussion VIII.a*), the project would be required to comply with state and local requirements to reduce construction and operational GHG emissions, would utilize clean energy sources and building design, and would not generate a substantial increase in VMT and associated vehicle emissions; therefore, the project would not generate substantial GHG emissions during project construction or operation and would be consistent with the applicable State initiatives intended to reduce GHG emissions.

Based on the analysis provided above, the project is not anticipated to generate substantial GHG emissions during project construction or operation, and impacts would be *less than significant*.

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

As shown in discussion a) above, the project is consistent with the State’s GHG reduction goals. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions, including the BAAD Thresholds for Land Use Projects; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

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

DISCUSSION

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

Construction activities associated with the proposed project would involve the use of limited amounts of potentially hazardous materials, including but not limited to, solvents, paints, fuels, oils, and transmission fluids. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the U.S. Environmental Protection Agency (USEPA), Occupational Safety and Health Administration (OSHA), and California Department of Toxic Substances Control (DTSC). No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the project site. Therefore, impacts would be *less than significant*.

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?

As discussed in *Impact Discussion IX.a*), the proposed project would not result in a significant hazard to the public or the environment through the transport of hazardous materials through required compliance with applicable standards and regulations established by the USEPA, OSHA, and DTSC. The project site is not located in an area with the potential for naturally occurring asbestos (NOA) to occur.³⁸ Further, there are no existing buildings or structures on the project site that could contain asbestos-containing material (ACM) or lead-based paint (LBP). Therefore, the project would not have the potential to disturb NOA, ACM, or LBP during construction activities. Based on required compliance with existing regulations, the project would not create significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be *less than significant*.

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

The closest existing school is Madison Elementary School, located at 330 South Brawley Avenue, approximately 1 mile southwest of the project site. As previously stated, the proposed project would not result in the use or emission of substantial quantities of hazardous materials that would pose a human or environmental health risk. In addition, all materials would be handled, stored, and disposed of in accordance with applicable standards and regulations. Therefore, because the proposed project does not involve activities that would result in the emission of hazardous materials or acutely hazardous substances to an existing or proposed school, *no impact* would occur.

³⁸ California Geological Survey (CGS). 2011. *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*.

- 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?**

According to the DTSC EnviroStor database,³⁹ the project site is not located on a federal superfund site, state response site, voluntary cleanup site, school cleanup site, evaluation site, school investigation site, military evaluation site, tiered permit site, or corrective action site. Additionally, the project site is not included on the list of hazardous waste sites compiled pursuant to California Government Code Section 65962.5,⁴⁰ and there are no listed sites within 1,000 feet of the project site. The nearest documented site is a closed leaking underground storage tank (LUST) site approximately 1,200 feet east of the project site; there are no nearby active sites. Therefore, *no impact* would occur.

- 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?**

The nearest airport is the Fresno Chandler Executive Airport, located approximately 1.4 miles southeast of the project site. While the project site is located in an Airport Influence Area, it is outside of the noise contours outlined in Figure NS-5 of the *Fresno General Plan, Chapter 9: Noise and Safety Element*.⁴¹ The nearest medical center helipads include Community Regional Medical Center Heliport Pads A, B, and C, at the Community Regional Medical Center,⁴² located approximately 3.6 miles east of the project site. Due to the distance between the project site and local airports and helipads, operations at these locations are not expected to pose a safety hazard for people on the project site. Therefore, the proposed project would not expose persons to airport-related hazards, and impacts would be *less than significant*.

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

The California Emergency Services Act requires Cities to prepare and maintain an Emergency Plan for natural, human-made, or war-caused emergencies that result in conditions of disaster or in extreme peril to life. The City of Fresno's full-time Emergency Preparedness Officer (EPO) is responsible for ensuring that Fresno's emergency response plans are up-to-date and implemented properly. The EPO also facilitates cooperation between City departments and other federal, state, and local

³⁹ California Department of Toxic Substances Control (DTSC). 2024. EnviroStor. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=fresno>. Accessed March 8, 2024.

⁴⁰ California Environmental Protection Agency (CalEPA). 2024. Cortese List: Section 65962.5(a). Available at: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>. Accessed March 8, 2024.

⁴¹ City of Fresno. 2014b. *Fresno General Plan, Chapter 9: Noise and Safety Element*. Adopted December 18. Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/9-Noise-and-Safety-02-03-21.pdf>. Accessed March 2024.

⁴² California Department of Transportation (Caltrans). 2019. Caltrans HeliPlates. Available at: <https://heliplates.dot.ca.gov/#>. Accessed March 8, 2024.

agencies that would be involved in emergency response operations. The City of Fresno Emergency Operations Center (EOC) serves as the coordination and communication between the City of Fresno and Fresno County Operational Area. The project would not result in any alterations of existing roadways that would block the circulation of emergency response services or introduce elements that would conflict with the operations of the EOC. Therefore, the project would not interfere with emergency evacuation plans in the City, and impacts would be *less than significant*.

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

The project site is located in an area mapped as Local Responsibility Area (LRA) Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations, and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ).⁴³ The proposed project would be required to be constructed in accordance with the California Fire Code to further reduce risk associated with fire ignition at the project site. Therefore, the proposed project would not expose people or structures to a significant loss, injury, or death involving wildland fires, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

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

⁴³ California Department of Forestry and Fire Protection (CAL FIRE). 2024a. Fire Hazard Severity Zone Viewer. Available at: <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/>. Accessed March 8, 2024.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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;			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			X	
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			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

DISCUSSION

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

The State Water Resources Control Board (State Water Board) and nine Regional Water Quality Control Boards regulate the water quality of surface water and groundwater bodies throughout California. The proposed project is within the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB).

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During project

construction, there would be an increased potential to expose soils to wind and water erosion, which could result in temporary minimal increases in sediment load in nearby waterbodies, including Hawn Ditch, an underground drainage, located adjacent to the project site's northwestern corner. The project would disturb more than 1 acre of soil and would be required to comply with CVRWQCB General Construction Permit requirements to prepare a SWPPP with BMPs. A SWPPP includes features designed to eliminate contact of rainfall and stormwater runoff with sources of pollution that occur on construction sites, the main source being soil erosion resulting from unstabilized soils coming in contact with water and wind. These features are known as BMPs. Common BMPs to limit pollution in stormwater runoff from construction sites include maintaining or creating drainages to convey and direct surface runoff away from bare areas and installing physical barriers such as berms, silt fencing, wattles, straw bales, and gabions. Compliance with requirements under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, including the SWPPP and BMPs, would reduce project construction impacts to water quality to less-than-significant levels. In addition, the project would be required to comply with City of Fresno Municipal Code Chapter 6, Article 7 (Urban Storm Water Quality Management and Discharge Control),⁴⁴ which requires the implementation of BMPs to reduce and/or eliminate pollutant discharge during construction.

Long-term operational impacts associated with the proposed project would be reduced to less-than-significant levels with the implementation of the City's Storm Drainage and Flood Control Master Plan (SDFCMP), which manages the City's stormwater drainage systems, and the City's participation in the Phase 1 NPDES Permit for Stormwater Discharges From Municipal Separate Storm Sewer Systems (Phase 1 MS4), which requires the City to implement water quality and watershed protection measures for all development projects.

Based on required compliance with existing regulations, the project would not violate any water quality standards or waste discharge requirements, and impacts would be *less than significant*.

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

The project site is located in the Kings Subbasin of the San Joaquin Valley Groundwater Basin.⁴⁵ The Kings Subbasin encompasses an area of approximately 976,000 acres (1,530 square miles) within Fresno, Kern, and Tulare Counties; therefore, a marginal increase in impervious surface area at the project site would not

⁴⁴ City of Fresno. 2016b. City of Fresno Municipal Code, Chapter 6 – Municipal Services and Utilities, Article 7 – Urban Storm Water Quality Management and Discharge Control. Available at: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH6MUSEUT_ART7URSTWAQUMADICO. Accessed March 8, 2024.

⁴⁵ California Department of Water Resources (DWR). 2006. San Joaquin Valley Groundwater Basin Kings Subbasin. California's Groundwater Bulletin 118. Available at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/5_022_08_KingsSubbasin.pdf. Accessed February 2024.

substantially interfere with groundwater recharge in a manner that could impede sustainable groundwater management of the basin.

Water supply and wastewater services for the proposed project would be provided by the City of Fresno through the Department of Public Utilities Water and Wastewater Management Divisions. As discussed in Section XIX, *Utilities and Service Systems*, the City's water supply consists entirely of groundwater. The City has indicated that groundwater wells, pump stations, recharge facilities, water treatment, and distribution systems shall be expanded incrementally to mitigate increased water demands. One of the primary objectives of Fresno's future water supply plans detailed in Fresno's current *Final 2020 Urban Water Management Plan* (2020 UWMP)⁴⁶ is to balance groundwater operations through a host of strategies. Through careful planning, Fresno has designed a comprehensive plan to accomplish this objective by increasing surface water supplies and surface water treatment facilities, intentional recharge, and conservation, thereby reducing groundwater pumping. The City continually monitors the impacts of land use changes and development project proposals on water supply facilities by assigning fixed demand allocations to each parcel by land use as currently zoned or proposed to be rezoned.

In 2014, Fresno updated its Metropolitan Water Resources Management Plan, designed to ensure the Fresno metro area has a reliable water supply through 2025. The plan implements a conjunctive use program, combining groundwater, treated surface water, artificial recharge, and an enhanced water conservation program. In the near future, groundwater will continue to be an important part of the City's supply but will not be relied upon as heavily as has historically been the case. The City is planning to expand its delivery and treatment of surface water supplies and groundwater recharge activities.

The project site is located entirely within the Fresno City limits, and the project would be consistent with BP uses as defined in the City's General Plan; therefore, the project would be consistent with the City's planned buildout scenario, and the project would not result in unplanned population growth that could deplete the City's water supply. The proposed project would also be consistent with water management strategies from both the 2020 UWMP and Metropolitan Water Resources Management Plan. When development permits are issued, the project site would be required to pay drainage fees pursuant to the Drainage Fee Ordinance. Furthermore, the applicant would be required to comply with water management requirements and recommendations of the City of Fresno Department of Public Utilities; therefore, impacts would be *less than significant*.

⁴⁶ City of Fresno. 2021a. *Final 2020 Urban Water Management Plan*. City of Fresno Department of Public Utilities. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-2020-UWMP_Final_2021-07-21.pdf. Accessed March 8, 2024.

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?

Construction of the proposed project would result in grading on the project site that would expose native soils that could be subject to the effects associated with wind and water erosion.

Stormwater collection and disposal and flood control for the City of Fresno, City of Clovis, and unincorporated areas within the City of Fresno's sphere of influence are provided by the Fresno Metropolitan Flood Control District (FMFCD). Further, the project proposes the development of an on-site stormwater retention basin to capture on-site flows.

As required by the NPDES permit program and the *Fresno General Plan*,⁴⁷ a SWPPP would be developed prior to any ground disturbance at the project site and would include BMPs to reduce erosion and surface water contamination during the construction of the proposed project. Additionally, the project would comply with the City's grading plan check process, the City's SDFCMP, and stipulations of the NPDES Construction General Permit, and impacts 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?

Ground-disturbing activities related to project construction, such as grading, excavation, placing fill, and undergrounding of utilities, could change existing surface drainage patterns and increase the potential for flooding, particularly during storm events. Regulatory mechanisms in place that would reduce the effects of construction activities on drainage patterns that would result in flooding on or off the construction site include compliance with the City of Fresno grading plan check process, the SDFCMP, and the NPDES Construction General Permit for short- and long-term drainage requirements. While construction of a retention basin is proposed, compliance with these required regulations would reduce project construction impacts to *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?

Please refer to *Impact Discussions X.a) and X.ci-cii*). The proposed project would increase impervious surfaces at the 4.76-acre project site. However, with the implementation of a SWPPP, which would require the execution of BMPs for controlling pollution sources during project construction, compliance with the City's

⁴⁷ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

SDFCMP, and implementation of the NPDES Permit, the proposed project would not exceed the capacity of stormwater drainage systems or generate additional sources of polluted runoff. Additionally, the applicant would pay the City a drainage fee to address impacts related to an increased amount of surface runoff resulting from the proposed project. As a condition of approval, the FMFCD has required that the project grant a drainage covenant for the parcel adjacent to the southern boundary of the project site (APN 326-160-07) to allow surface runoff to reach future Master Planned facilities located on the southeastern corner of Nielsen and Valentine Avenues.⁴⁸ To improve stormwater runoff quality, outdoor storage areas shall be constructed and maintained such that material that may generate contaminants will be prevented from contact with rainfall and runoff and thereby prevent the conveyance of contaminants in runoff into the storm drain system.⁴⁹ Therefore, impacts would be *less than significant*.

iv. Impede or redirect flood flows?

The City's floodplain ordinance and 40 CFR Part 60 regulations require that placement of flood provision structures within a floodplain not result in a cumulative change in the floodplain water surface that exceeds one foot. In addition, the regulations under 40 CFR Part 60 do not allow the placement of structures within a regulatory floodway unless that placement would not result in any increase in the floodplain water surface elevation, meaning that there is no displacement or redirection of the floodway. The City's floodplain ordinance requires that a registered Civil Engineer in the State of California certify that no displacement of floodwater would result from the floodproofing of a structure within a floodplain or a regulatory floodway. The proposed project is not located within the 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA).⁵⁰ Therefore, impacts would be *less than significant*.

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

The project site is not located in flood hazard areas, tsunamis, or seiche zones. Further, with the implementation of a SWPPP, which would require the execution of BMPs for controlling pollution sources during project construction, compliance with the City's SDFCMP, and implementation of the NPDES Permit, the proposed project would not generate additional sources of pollutants that could runoff from the project site. Refer to Section IX, *Hazards and Hazardous Materials* regarding the use of hazardous materials within the project site. Therefore, impacts would be *less than significant*.

⁴⁸ Fresno Metropolitan Flood Control District (FMFCD). 2024. *Notice of Requirements*. FR DPA No. 2023-01154. April 11, 2024.

⁴⁹ FMFCD. 2024. *Notice of Requirements*. FR DPA No. 2023-01154. April 11, 2024.

⁵⁰ Federal Emergency Management Agency (FEMA). 2024. FEMA Flood Map Service Center: Search By Address. Available at: <https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor>. Accessed March 8, 2024.

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

The City is located within the Kings subbasin, which is part of the larger San Joaquin Valley Groundwater Basin. The planning documents regarding water resources for the City include the North Kings Groundwater Sustainability Act (GSA) Groundwater Management Plan, 2020 UWMP, and City of Fresno Metropolitan Water Resources Management Plan. The project would be required to adhere to NPDES drainage control requirements during construction and operation, as well as to FMFCD drainage control requirements. As a result, the project would not conflict with any applicable water quality control plan or groundwater management plan, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

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?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		X		

DISCUSSION

a) Physically divide an established community?

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or the removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

The proposed project would include the construction of a truck repair facility and associated on- and off-site improvements. Construction activities would primarily be limited to two existing parcels; however, temporary traffic controls would be required for approximately 30 to 45 days during installation of off-site utility expansions.

Following construction activities, traffic controls would be removed and off-site improvements would not affect connectivity or divide an established community. Therefore, impacts would be *less than significant*.

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?

The project site is designated BP in the *Fresno General Plan*,⁵¹ with an Employment District (E) overlay. The BP district is intended to provide a campus-type office professional environment that is well-suited for large offices or multi-tenant buildings on sites identified by the *Fresno General Plan*. This district is intended to accommodate and allow for the expansion of small businesses with limited outdoor storage screened with landscaping proximate to residential uses. Typical land uses include research and development, laboratories, administrative and general offices, medical offices and clinics, and professional offices. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses.⁵² The existing land use is noted as Vacant Parcel.

Per Table 15-1302 Land Use Regulations – Employment Districts of City of Fresno Development Code Section 15-1302 (Use Regulations), Automobile/Vehicle Service and Repair are permitted uses.⁵³ The project would not require a change in the *Fresno General Plan* land use designation or the current zoning and would be consistent with the *Fresno General Plan* and City's Zoning Ordinance.

Additionally, as evaluated throughout this Initial Study, the project would be required to implement Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measures BIO-1 through BIO-5, included in Section IV, *Biological Resources*; and Mitigation Measure CR-1, included in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, to mitigate potential impacts associated with Air Quality, Biological Resources, and Cultural and Tribal Cultural Resources, which is consistent with the identified plans and policies intended to avoid or mitigate adverse environmental effects. Upon implementation of the identified mitigation, the project would not conflict with other local policies or regulations adopted for the purpose of avoiding or mitigating environmental effects, and impacts would be *less than significant with mitigation*.

⁵¹ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

⁵² City of Fresno. 2016a. City of Fresno Municipal Code, Chapter 15 – Citywide Development Code. Available at: https://library.municode.com/CA/Fresno/codes/Code_of_Ordinances?nodeId=MUCOFR_CH15CIDECONINRE. Accessed March 8, 2024.

⁵³ City of Fresno. 2016c. City of Fresno Municipal Code, Article 13 – Employment Districts. Available at: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH15CIDECONINRE_PTIIBAOVDI_ART13EMDIE_S15-1302USRE. Accessed May 29, 2024.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measures BIO-1 through BIO-5, included in Section IV, *Biological Resources*; and Mitigation Measure CR-1, included in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*.

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?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The principal area for mineral resources in the City of Fresno is located along the San Joaquin River Corridor. The California Department of Mines and Geology classifies lands along the San Joaquin River Corridor as Mineral Resource Zone (MRZ)-1, MRZ-2, and MRZ-3. The project site is not located in the vicinity of the San Joaquin River, is not an MRZ, and does not contain an MRZ. As a result, the proposed project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State. Therefore, *no impacts* would occur.

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?

Please refer to *Impact Discussion XII.a*). The proposed project would not result in the loss of availability of any known locally important mineral resource recovery sites. Therefore, *no impacts* would occur.

Mitigation Measures

Mitigation measures are not required.

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

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?**

Short-Term (Construction) Noise Impacts

Project construction would result in short-term noise impacts to nearby sensitive receptors. Maximum construction noise would be short term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase (e.g., demolition, land clearing, grading, excavation, erection) of construction. Noise produced by construction equipment such as earthmovers, material handlers, and portable generators can reach high levels. Generally, the grading phase of construction involves the most equipment and generates the highest noise levels, although noise ranges are usually similar across all construction phases. Typical noise levels generated by individual pieces of construction equipment generally range from approximately 77 A-weighted

decibels (dBA) to 90 dBA maximum sound level (Lmax) at 50 feet. Depending on the equipment required and duration of use, average hourly noise levels associated with construction activity typically range from roughly 65 to 90 dBA Leq at 50 feet.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptors to the project site include a residence located 170 feet across West Nielsen Avenue, northeast of the project site.

City of Fresno Development Code Chapter 10, Article 1 (Noise Regulations) establishes excessive noise guidelines and exemptions. Section 10-109 (Exceptions)⁵⁴ states that construction noise is exempted from City noise regulations provided such work takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday. Although development activities associated with the proposed project could potentially result in a temporary or periodic increase in ambient noise levels in the project vicinity, construction activity would be exempt from City of Fresno noise regulations, as long as such activity is conducted pursuant to an applicable construction permit and occurs between 7:00 a.m. and 10:00 p.m., excluding Sunday. Therefore, short-term construction impacts associated with the exposure of persons to or the generation of noise levels in excess of standards established in the *Fresno General Plan*⁵⁵ or noise ordinance or applicable standards of other agencies would be *less than significant*.

Operational Noise Impacts

Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the vicinity of the project site. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level. As discussed below in Section XVII, *Transportation*, the proposed project would generate approximately 123 daily trips. The project daily trips would not result in a doubling of traffic volumes along any roadway segment in the project vicinity and, therefore, would not result in a perceptible increase in traffic noise levels at receptors in the project vicinity. Additionally, the development of the project site would increase activity at the project site. Truck repair machinery would be located inside the shop building (Building #200) to ensure any increases in perceptible noise would be limited. The proposed trucking facility would be consistent with the existing and surrounding land

⁵⁴ City of Fresno. 2016d. City of Fresno Municipal Code, Chapter 10 – Regulations Regarding Public Nuisances and Real Property Conduct and Use, Article 1 – Noise Regulations, Section 10-109 – Exceptions. Available at: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH10REREPUN_UREPRCOUS_ART1NORE_S10-109EX. Accessed March 8, 2024.

⁵⁵ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

uses in the project area and would not result in the generation of new sources of noise that could substantially increase ambient noise levels in the vicinity of the project site. Therefore, the project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of City noise standards, and impacts would be *less than significant*.

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

No permanent noise sources would be located within the project site that would expose persons to excessive groundborne vibration or noise levels. Construction activities associated with the proposed project include grading activities, construction of the proposed buildings and improvements, and activities associated with the connection of electric power, natural gas, and telecommunication facilities. However, these construction activities are not expected to result in excessive groundborne vibration or groundborne noise levels. Therefore, the proposed project would not permanently expose persons within or around the project site to excessive groundborne vibration or noise, and impacts would be *less than significant*.

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

The nearest medical center helipads (HP) include Community Regional Medical Center Heliport Pads A, B, and C at the Community Regional Medical Center,⁵⁶ located approximately 3.6 miles east of the project site. The nearest airports include the Fresno Chandler Executive Airport, located approximately 1.4 miles southeast of the project site; Fresno Yosemite International Airport, located approximately 9.2 miles northeast of the project site; and Sierra Sky Airport, located approximately 10.2 miles north of the project site.

Each of these airports is considered under the *Fresno County Airport Land Use Compatibility Plan* (Fresno County ALUCP),⁵⁷ which guides local jurisdictions in determining appropriate compatible land uses with detailed findings and policies. The *Fresno General Plan*,⁵⁸ other City land use plans, and all City land use decisions must be compatible with the adopted Fresno County ALUCP. The Fresno County ALUCP includes community noise equivalent level (CNEL) noise contours based on projected airport and aircraft operations. The project site is located within 2 miles of the Fresno Chandler Executive Airport and within the airport influence area (Zone 6 – Traffic

⁵⁶ California Department of Transportation (Caltrans). 2019. Caltrans HeliPlates. Available at: <https://heliplates.dot.ca.gov/#>. Accessed March 8, 2024.

⁵⁷ Fresno Council of Governments. 2023. *Fresno County Airport Land Use Compatibility Plan*. December 2018; Amended December 2021, October 2023. Available at: <https://www.dropbox.com/scl/fi/clh8iltq4f3eb10qyp93i/Fresno-Updated-ALUCP-Amended-Oct-2023.pdf?rlkey=e4ao8oy6ifk2btgzci95szb0u&e=1&dl=0>. Accessed March 8, 2024.

⁵⁸ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

Pattern Zone). However, Table 3B of the Fresno County ALUCP indicates that the proposed land use is compatible with the CNEL level indicated in the table and may be permitted without any special requirements related to the attenuation of aircraft noise. Therefore, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
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)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

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)?

The proposed project would include the development of a truck maintenance repair facility with three buildings, including two office buildings and a shop building. Furthermore, the site is designated BP by the *Fresno General Plan*⁵⁹ and is located in the Employment – Business Park zoning district, which allows for major and minor automotive/vehicle service and repair serving local employees and visitors.⁶⁰

⁵⁹ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

⁶⁰ City of Fresno. 2016e. City of Fresno Municipal Code, Chapter 15 – Citywide Development Code, Section 15-2710 – Automobile/Vehicle Service and Repair, Major and Minor. Available at: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH15CIDECONRE_PTIIIREAPSOALDI_ART27STSPUSAC_S15-2710AUVESEREMAMI. Accessed May 29, 2024.

The proposed project would not result in direct population growth as the use proposed is not residential and would not contribute to permanent residency on site. Proposed construction activities have the potential to generate short-term employment opportunities; however, project construction is expected to use workers from the local employment force and would not require workers to relocate to the project area. Therefore, the proposed project would not directly or indirectly induce unplanned population growth, and *no impact* would occur.

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

The project site is vacant and there is no housing on-site. The proposed project would not necessitate the displacement or removal of existing housing. Therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

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?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

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?

The City of Fresno Fire Department (FFD) would provide fire protection services to the proposed project. There are 20 FFD fire stations in Fresno, with the closest fire station, Fire Station 19, located approximately 0.47 mile north of the project site. Planned growth under the *Fresno General Plan*⁶¹ could increase calls for fire protection services in the City. The proposed use of the project site is consistent with the project site's General Plan designation and does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. The project could result in an incremental increase in the demand for fire protection services due to additional employees and machinery on the project site. However, the proposed project would be required to pay a Fire Facilities Fee and a Development Impact Fee pursuant to City of Fresno Code of Ordinances Chapter 12, Article 4.9 (Fire Facilities Fee)⁶² to account for the potential impacts to fire services.

The FFD would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The construction of a new or expanded fire station would not be required. The proposed project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services. The incremental increase in demand for services would not adversely affect existing response times to the site or within the City. Therefore, impacts would be *less than significant*.

ii. Police protection?

The City of Fresno Police Department (FPD) provides police protection to the project site. The FPD Patrol Division is divided into five policing districts with the nearest being the Southwest Police District, located approximately 2.8 miles southeast from the project site. Planned growth under the *Fresno General Plan* could increase calls for police protection services in the City. The proposed use of the project site is consistent with the project site's General Plan designation and

⁶¹ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

⁶² City of Fresno. 2016f. City of Fresno Code of Ordinances Chapter 12 – Impact Fees, Historic Resources, and Other Miscellaneous Topics, Article 4.9 – Fire Facilities Fee. Available at: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH12IMFEHIRE_OTMITO_ART4.9FIFAFE. Accessed March 2024.

does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designation.

The project could result in an incremental increase in the demand for police protection services. However, the proposed project would be required to pay a Police Impact Fee and a Development Impact Fee pursuant to City of Fresno Code of Ordinances Chapter 12, Article 4.8 (Police Facilities Fees)⁶³ to account for the potential impacts to police protection services.

The FPD would continue providing services to the project site and would not require additional personnel to serve the proposed project. Construction of new or expanded police facilities would not be required. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services, and impacts would be *less than significant*.

iii. Schools?

The proposed project is located in the Fresno Unified School District zone. The proposed project would not generate student demand or otherwise impact school services given that there is no housing or a residential component. While the project would create jobs that could bring school-age children to the area, any growth would be minimal and would not result in substantial adverse physical impacts requiring new or physically altered governmental facilities. Therefore, impacts would be *less than significant*.

iv. Parks?

The proposed project would involve the development of a vacant parcel to a truck repair facility with a shop and two office buildings. There are no proposed on-site open space areas or parks proposed as part of the project design. As discussed in Section XIV, *Population and Housing*, the proposed project would not generate substantial population growth that would result in substantial adverse physical impacts requiring new or physically altered governmental facilities. Therefore, impacts would be *less than significant*.

v. Other public facilities?

Development of the proposed project could increase demand for other public services, including libraries, community centers, and public health care facilities. However, as discussed in Section XIV, *Population and Housing*, the proposed project would not result in significant population growth that would increase the demand for these facilities, such that new facilities would be needed to maintain service standards, as these facilities are not currently overused and have the capacity to serve new demand. Therefore, impacts would be *less than significant*.

⁶³ City of Fresno. 2016. City of Fresno Code of Ordinances Chapter 12 – Impact Fees, Historic Resources, and Other Miscellaneous Topics, Article 4.8 – Police Facilities Fee. Available at: https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH12IMFEHIRE_OTMITO_ART4.8POFAFE. Accessed March 2024.

Mitigation Measures

Mitigation measures are not required.

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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

DISCUSSION

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

As discussed in Section XIV, *Population and Housing*, the proposed project would involve the development of a truck repair shop, parking area, and offices and would not generate population growth that would result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. While the project would bring an increased number of employees to the area, any potential growth would be minimal and would not result in substantial adverse physical deterioration on regional parks or other recreational facilities. Therefore, impacts would be *less than significant*.

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

The proposed project would consist of a truck repair shop, parking area, and offices. The development would not include any recreational features. The proposed project would not include or require the construction or expansion of existing public recreational facilities that would have an adverse physical effect on the environment. Therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

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?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

DISCUSSION

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

The *Fresno General Plan Mobility and Transportation Element*,⁶⁴ identifies goals and implementing policies related to promoting a city of healthy communities, improving the quality of life in established neighborhoods, planning for all modes of travel on local and major streets in Fresno, providing a well-maintained transportation system, and protecting and improving public health and safety. Additionally, the Fresno Council of Governments (FCOG) 2022 Regional Transportation Plan (RTP)⁶⁵ reflects transportation planning for Fresno County through 2046 and is intended to create a region of diverse, safe, resilient, and accessible transportation options that improve

⁶⁴ City of Fresno. 2014. *Fresno General Plan, Chapter 4: Mobility and Transportation Element*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp4-Mobility-and-Transportation-9-30-2021.pdf. Accessed February 2024.

⁶⁵ Fresno Council of Governments (FCOG). 2022. *2022 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: <https://www.planfresno.com/sustainable-communities-strategies-fall-outreach/>. Accessed February 2024.

the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities.

A Trip Generation Analysis (TGA) (Appendix C) was prepared for the project by JLB Traffic Engineering Inc (JLB) on August 28, 2023.⁶⁶ The trip generation rates were obtained from the 9th Edition of the Trip Generation Manual published by the ITE. Per the ITE rates for General Light Industrial (Land Use 110), the proposed project is estimated to generate approximately 123 daily driveway trips, 18 AM peak hour driveway trips, and 17 PM peak hour driveway trips. As such, the proposed project does not exceed the 100 peak hour trips threshold for Traffic Impact Zone (TIZ) III.

The project site is located south of West Nielsen Avenue. No transit or bicycle paths are located near the project site and no permanent changes to the existing circulation system, including transit, roadway, bicycle, and pedestrian facilities, would occur. Construction activities would primarily be limited to two existing parcels; however, temporary traffic controls would be required for approximately 30 to 45 days during installation of off-site utility expansions. Following construction activities, traffic controls would be removed and the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The proposed project would not conflict with applicable existing transportation programs and policies, including the City of Fresno General Plan or FCOG 2022 RTP. Therefore, impacts would be *less than significant*.

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

Senate Bill (SB) 743 requires that relevant 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 the 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, State CEQA Guidelines Section 15064.3 confirms that except for transportation projects, a project's effect on automobile delays shall not constitute a significant environmental impact. Therefore, LOS measures of impacts to traffic facilities are no longer a relevant CEQA threshold for transportation impacts.

State 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

⁶⁶ JLB Traffic Engineering, Inc. (JLB). 2023. *NKRS Trucking Facility Project Trip Generation Analysis (JLB Project 004-202)*. Prepared for Harbour & Associates. August 28.

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 adopted the *CEQA Guidelines for Vehicle Miles Traveled Thresholds* (Fresno VMT Thresholds), pursuant to SB 743 to be effective July 1, 2020.⁶⁷ The Fresno VMT Thresholds document was prepared and adopted consistent with the requirements of State CEQA Guidelines Sections 15064.3 and 15064.7. The December 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) published by the California Governor’s Office of Planning and Research (OPR),⁶⁸ was utilized as a reference and guidance document in the preparation of the Fresno VMT Thresholds.

The proposed project would develop two parcels that are each 2.38 acres, for a total of approximately 4.76 acres. The proposed project would include the development of a truck maintenance repair facility with three buildings, including two offices and a shop building. The truck repair/maintenance shop building would be 9,000 square feet and the office buildings would be 3,000 square feet. For the purposes of the TGA, it was assumed that the entire acreage of the project site would be developed with a General Light Industrial building. The project also includes the construction of a truck parking lot area that would include approximately 56 truck parking stalls. The project also includes a total of 27 car and van parking stalls, including two accessible parking stalls, one accessible van parking stall, and two EV charging stations with six EV-capable parking stalls. All trucks and cars would be parked within the paved area of the project site.

Fresno VMT Thresholds Section 3.0 regarding Project Screening discusses a variety of projects that may be screened out of a VMT analysis, including specific development and transportation projects. For development projects, conditions may exist that would presume that a development project has a less-than-significant impact. These may be size, location, proximity to transit, or trip-making potential. For transportation projects, the primary attribute to consider with transportation projects is the potential to increase vehicle travel, sometimes referred to as “induced travel.”

The proposed project is eligible to be screened out because the project would generate less than 500 average daily trips (ADT). According to the TGA, the project is estimated to generate approximately 123 daily driveway trips, 18 AM peak hour driveway trips, and 17 PM peak hour driveway trips. Therefore, the project is

⁶⁷ City of Fresno. 2020. *CEQA Guidelines for Vehicle Miles Traveled Thresholds*. June 25. Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/CEQA-Guidelines-for-Vehicle-Miles-Traveled-Final-Adopted-Version.pdf#:~:text=final%20rulemaking%20surrounding%20SB%20743%20and%20the%20implementation,Accessed February 2024>.

⁶⁸ California Governor’s Office of Planning and Research (OPR). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December. Available at: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed March 2024.

consistent with State CEQA Guidelines Section 15064.3(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)?

The project site is currently accessed via West Nielson Avenue from the south. The project would include access improvements to allow for safe ingress and egress. The project is required to provide new curb, gutters, sidewalk, paving, and driveway approaches that meet City standards. Proposed improvements would be planned and constructed in accordance with City Public Works Department Standard Specifications⁶⁹ to avoid hazardous design features. Therefore, the project would not introduce incompatible design features or equipment that would substantially increase the risk of hazards. The project would not substantially increase hazards due to a design feature, and impacts would be *less than significant*.

d) Result in inadequate emergency access?

The proposed project would include the development of a truck maintenance repair facility. The project would develop three buildings, including two offices and a shop building. Emergency vehicles would have access to the project site via West Nielsen Avenue, and emergency access would not be modified as a result of the proposed project. Construction activities would primarily be limited to two existing parcels; however, temporary traffic controls would be required for approximately 30 to 45 days during installation of off-site utility expansions. Following construction activities, traffic controls would be removed and the project would not affect long-term emergency vehicle access to the project site or surrounding area. Therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

⁶⁹ City of Fresno. 2021b. Standard Specifications. City of Fresno Department of Public Works Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/City-of-Fresno-Standards-Vol-2-Std.-Specifications-Mar-2021-Accessible.pdf>. Accessed October 2024.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. 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,				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

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. **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**

As previously discussed in Section V, *Cultural Resources*, the project site does not contain historical resources listed or eligible for listing in the CRHR or any local listing for Fresno County or the City of Fresno. Furthermore, the area surrounding the project site does not contain any listed historical resources. Therefore, the project would not result in an adverse change in the significance of a tribal historical resource, and *no impact* would occur.

- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

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 to protect Traditional Tribal Cultural Resources through the State 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, or objects with cultural value to a tribe that is either on or eligible for inclusion in the CRHR or a local historic register, or, the lead agency, at its discretion, and supported by substantial evidence, chooses to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)).

Additional information may also be available from the NAHC's SLF per PRC Section 5097.96 and the CHRIS administered by the OHP. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to AB 52, 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 NAHC. The City mailed notices of the Project to each of these tribes on April 5, 2024, which included the required 30-day time period for

tribes to request consultation, which ended on May 5, 2024. No tribes contacted provided comment or requested consultation.

Based on a records search conducted at the SSJVIC and of the NAHC SLF, no cultural archaeological resources were identified within or adjacent to the project site. Therefore, proposed ground-disturbing activities are not anticipated to adversely affect any known or unknown cultural resource sites within the project area. Further, Mitigation Measure CR-1 requires that in the unlikely event that previously unidentified cultural resources are uncovered during proposed ground-disturbing activities, all work shall cease within the vicinity of the find until a qualified archaeologist is retained to evaluate the significance of the find and determine the need for further study. Further, if previously undocumented human remains are identified during project construction, the project would be required to comply with California Health and Safety Code Section 7050.5, which outlines the protocol for unanticipated discovery of human remains. Section 7050.5 states that no further disturbance shall occur until the Fresno County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Fresno County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify an MLD. The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Based on implementation of Mitigation Measure CR-1 and required compliance with California Health and Safety Code Section 7050.5, the project would not adversely affect Tribal Cultural Resources; therefore, impacts would be *less than significant with mitigation*.

Mitigation Measures

Implement Mitigation Measure CR-1, included in Section V, *Cultural Resources*.

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?		X		

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

DISCUSSION

a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

The proposed project would result in the construction of new or expanded utility infrastructure within the footprint of the proposed project. As evaluated throughout this Initial Study, the project has the potential to result in adverse impacts related to Air Quality, Biological Resources, and Cultural and Tribal Cultural Resources. Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measures BIO-1 through BIO-5, included in Section IV, *Biological Resources*; and Mitigation Measure CR-1, included in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, have been included to avoid and/or minimize adverse impacts to less-than-significant levels. Further, as discussed in *Impact Discussions XIX.b)* through *XIX.d)*, the project would not increase demand on existing water, wastewater, or solid waste infrastructure in a manner that would require the

construction of new or expansion of existing City utility infrastructure elsewhere. Upon implementation of the identified mitigation measures, the project would not result in adverse environmental effects related to the relocation or installation of utility infrastructure; therefore, impacts would be *less than significant with mitigation*.

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

The City of Fresno Department of Public Utilities would supply water to the project site. Based on the *2020 Urban Water Management Plan* (2020 UWMP), the water supplies for the City (363,540 acre feet [AF]/year) are adequate to accommodate the demand in the City by 2040 (estimated by the 2020 UWMP for a normal year at 231,876 AF/year),⁷⁰ and at the buildout of the approved General Plan in 2056 (i.e., 254,834 AF/year). The proposed project would be consistent with the City's planned buildout scenario and would therefore be covered by the City's water supply projections. As a result, there would be sufficient water supply for the project, and impacts would be *less than significant*.

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

The proposed project would not exceed wastewater treatment requirements of the CVRWQCB. The City of Fresno owns and operates two wastewater treatment facilities — the Fresno/Clovis Regional Wastewater Reclamation Facility (Regional WRF) and the North Fresno Wastewater Reclamation Facility (North Fresno WRF). The Regional WRF currently has a capacity of 91.5 million gallons per day (mgd). The North Fresno WRF has a capacity of 0.71 mgd. The proposed project would be consistent with the City's planned buildout scenario and would not exceed the capacity of existing wastewater-related services and facilities. Therefore, impacts would be *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?

Garbage disposed of in the City of Fresno is taken to the Mid Valley Disposal Station. Once trash has been off-loaded at the transfer station, it is sorted, and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill, located approximately 6 miles southwest of the City of Kerman.

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The

⁷⁰ City of Fresno. 2021a. *Final 2020 Urban Water Management Plan*. City of Fresno Department of Public Utilities. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-2020-UWMP_Final_2021-07-21.pdf. Accessed March 8, 2024.

maximum permitted throughput is 2,200 tons per day.⁷¹ Other landfills within Fresno County include the Clovis Landfill (City of Clovis Landfill 10-AA-0004) with a maximum remaining permitted capacity of 7,740,000 cubic yards, a maximum permitted throughput of 2,000 tons per day, and an estimated closure date of 2047.⁷²

Using the general Commercial Sector Generation Rates from the California Department of Resources Recycling and Recovery (CalRecycle),⁷³ the operation of the proposed project would generate approximately 117 pounds of solid waste per day,⁷⁴ or about 21.3 tons of solid waste per year. Given the available capacity at the landfills, the additional solid waste generated by the proposed project is not anticipated to cause the facility to exceed its daily permitted capacity. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs, and impacts associated with the disposition of solid waste would be *less than significant*.

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

The proposed project would comply with CALGreen (24 CCR Part 11), the City's Construction and Demolition (C&D) Waste Management Guide⁷⁵, and waste management policies and recommendations from the *Fresno General Plan*⁷⁶ and GHG Reduction Plan Update.⁷⁷ The proposed project would dispose of waste in accordance with applicable federal, state, and local recycling, reduction, and waste requirements and policies. Therefore, the proposed project would not conflict with federal, state, and local management and reduction statutes and regulations related to solid waste, and impacts would be *less than significant*.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measures BIO-1 through BIO-5, included in Section IV, *Biological Resources*;

⁷¹ California Department of Resources Recycling and Recovery (CalRecycle). 2024a. SWIS Facility/Site Summary: American Avenue Disposal Site (10-AA-0009). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/352>. Accessed March 8, 2024.

⁷² CalRecycle. 2024b. SWIS Facility/Site Summary: City of Clovis Landfill (10-AA-0004). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/347>. Accessed March 8, 2024.

⁷³ CalRecycle. 2024c. Estimated Solid Waste Generation Rates. Available at: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed March 8, 2024.

⁷⁴ Auto Dealer and Service Station: 0.9 lbs/100 square feet (sq. ft.)/day × 9,000 = 81 lbs/day.
Office space: 6 lbs/1,000 sq. ft./day × 6,000 sq. ft. = 36 lbs/day.

⁷⁵ City of Fresno. 2020. Construction & Demolition Approved Disposal Facilities. Available at: <https://www.fresno.gov/wp-content/uploads/2023/05/DPUSW191004-Construction-Demolition-Approved-Disposal-Facilities-PDF.pdf>. Accessed March 2024.

⁷⁶ City of Fresno. 2014a. *Fresno General Plan*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed March 2024.

⁷⁷ City of Fresno. 2021b. *Greenhouse Gas Reduction Plan Update*. Available at: <https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/03/Link4AppendixGGHGRPUUpdate.pdf>. Accessed March 8, 2024.

and Mitigation Measure CR-1, included in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*.

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

DISCUSSION

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

The project site is located in an urban area and not within a VHFHSZ.⁷⁸ The project includes the construction of a trucking facility that would provide general automotive

⁷⁸ California Department of Forestry and Fire Protection (CAL FIRE). 2024b. Fire Hazard Severity Zones in State Responsibility Area. Available at: <https://calfire->

work, including minor repairs to major engine and transmission replacement or rebuilding. Construction activities would primarily be limited to two existing parcels; however, temporary traffic controls would be required for approximately 30 to 45 days during installation of off-site utility expansions. Following construction activities, traffic controls would be removed, and the project would not affect long-term emergency response or evacuation to the project site or surrounding area. Further, the proposed project would not require the alteration of any existing roadways that could interfere with any emergency evacuation routes within the City or an adopted emergency response plan. Therefore, the proposed project would be consistent with the *Fresno County Multi-Jurisdictional Hazard Mitigation Plan*,⁷⁹ and impacts would be *less than significant*.

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

The project site is located in an urban area and not within a VHFHSZ. The project site is located in a highly developed area and does not consist of physical characteristics that would exacerbate wildfire risks. The project would be required to comply with the CFC to reduce risk associated with wildfire ignition at the project site. Therefore, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be *less than significant*.

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

The project would require the expansion of utility infrastructure to serve the proposed emergency call center. The project would be required to comply with the CFC to reduce risk associated with wildfire ignition at the project site. Therefore, the project would not exacerbate wildfire risk at the project site, and impacts would be *less than significant*.

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?

The project site is not located in an area that would be susceptible to landslide. The project site is located in a 500-year flood zone. The project would be required to comply with applicable CFC and CBC requirements to avoid risk associated with post-fire hazards. Therefore, the project would not expose people or structures to significant post-fire risks, and impacts would be *less than significant*.

forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed March 2024.

⁷⁹ Fresno County. 2018. *Fresno County Multi-Jurisdictional Hazard Mitigation Plan*. May. Available at: <https://www.fresnocountyca.gov/files/sharedassets/county/v/1/public-health/fresno-county-hmp-final.pdf>. Accessed March 2024.

Mitigation Measures

Mitigation measures are not required.

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?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

DISCUSSION

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?**

As discussed in the preceding sections, without the incorporation of mitigation measures, the project has the potential to significantly degrade the quality of the environment, including effects on Biological Resources. During construction, the proposed tree removal and other construction activities have the potential to result in direct or indirect disturbance to special-status animal species if present within the project area during construction. Mitigation Measures BIO-1 through BIO-5, included in Section IV, *Biological Resources*, require a workers environmental awareness training and focused preconstruction surveys prior to the start of site preparation and identifies the proper protocol to be implemented if special-status species are present within the project area at the time of project construction, which would reduce potential impacts to *less than significant with mitigation*.

- 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.)**

When project impacts are considered along or in combination with other impacts, the project-related impacts may be significant. Construction and operation of the project would contribute to cumulative impacts related to Air Quality, Biological Resources, and Cultural and Tribal Cultural Resources. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. With implementation of Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measures BIO-1 through BIO-5, included in Section IV, *Biological Resources*; and Mitigation Measure CR-1, included in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, the cumulative effects of the proposed project would be less than significant. Therefore, impacts would be *less than significant with mitigation*.

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

The proposed project’s potential to result in environmental effects that could directly or indirectly impact human beings has been evaluated in this Initial Study. With implementation of Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measures BIO-1 through BIO-5, included in Section IV, *Biological Resources*; and Mitigation Measure CR-1, included in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, all environmental effects that could adversely affect human beings would be *less than significant with mitigation*.

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APPENDIX A

CalEEMod Results

APPENDIX B

USFWS IPaC and CDFW CNDDDB Query Results

APPENDIX C

Trip Generation Analysis

August 28, 2023

Kyle Allington
General Manager
Harbour & Associates
389 Clovis Ave., Suite 300
Clovis, CA 93612

Via Email Only: kylea@harbour-engineering.com

Subject: NKRS Trucking Facility Project Trip Generation Analysis (JLB Project 004-202)

Dear Mr. Allington,

JLB Traffic Engineering, Inc. (JLB) has completed a **Trip Generation Analysis (TGA)** for the NKRS Trucking Facility Project located on the southeast quadrant of Nielsen Avenue and Valentine Avenue in the City of Fresno. The Project proposes to develop approximately 2.38 acres at the south side of Nielsen Avenue between Marks Avenue and Valentine Avenue. The project will include a trucking facility consisting of a paved semi-truck parking lot, truck maintenance building and an associated dispatch office. Per information provided to JLB, the proposed Project is consistent with the City of Fresno General Plan. The purpose of this TGA is to evaluate the potential trip generation of the proposed Project and to help determine if this Project can be screened out from having to prepare a quantitative Vehicle Miles Traveled (VMT) analysis.

Project Description

The Project proposes to develop approximately 2.38 acres at the south side of Nielsen Avenue between Marks Avenue and Valentine Avenue in the City of Fresno. The project will include a trucking facility consisting of a paved semi-truck parking lot, truck maintenance building and an associated dispatch office. The truck parking lot area will consist of approximately 56 truck stalls. The truck repair/maintenance shop building will be 9,000 square feet and the Office component will be 3,000 square feet. An aerial of the Project Vicinity and Project Site Plan are shown in Exhibits A and B, respectively.

Project Trip Generation

The trip generation rates for the proposed Project were obtained from the 9th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). The reason that the 9th Edition of the Trip Generation was used is because the City of Fresno requires that trucking facility projects utilize the site's acreage under the Light Industrial land use code which is no longer part of the most recent ITE Trip Generation manuals. Table I presents the trip generation rates for the proposed Project with trip generation rates for General Light Industrial (110). Per the ITE Trip Generation Manual, the proposed Project is estimated to generate approximately 123 daily, 18 AM peak hour and 17 PM peak hour driveway 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
						%						%				
General Light Industrial (110)	2.380	acres	51.80	123	7.51	83	17	15	3	18	7.26	22	78	4	13	17
Total Project Driveway Trips				123				15	3	18				4	13	17

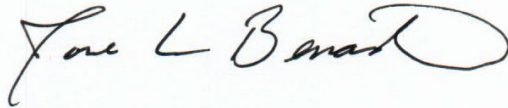
Conclusions

Conclusions and recommendations regarding the proposed Project are provided below:

- The Project is estimated to generate approximately 123 daily, 18 AM peak hour and 17 PM peak hour driveway trips.
- The proposed Project is consistent with the City of Fresno General Plan.
- Since the Project is consistent with the City of Fresno General Plan and is projected to generate 500 or less daily trips, the Project should be screened out from a Vehicle Miles Traveled (VMT) analysis.

If you have any questions or require additional information, please contact me via phone at (559) 570-8991, or via email at jbenavides@jlbtraffic.com.

Sincerely,

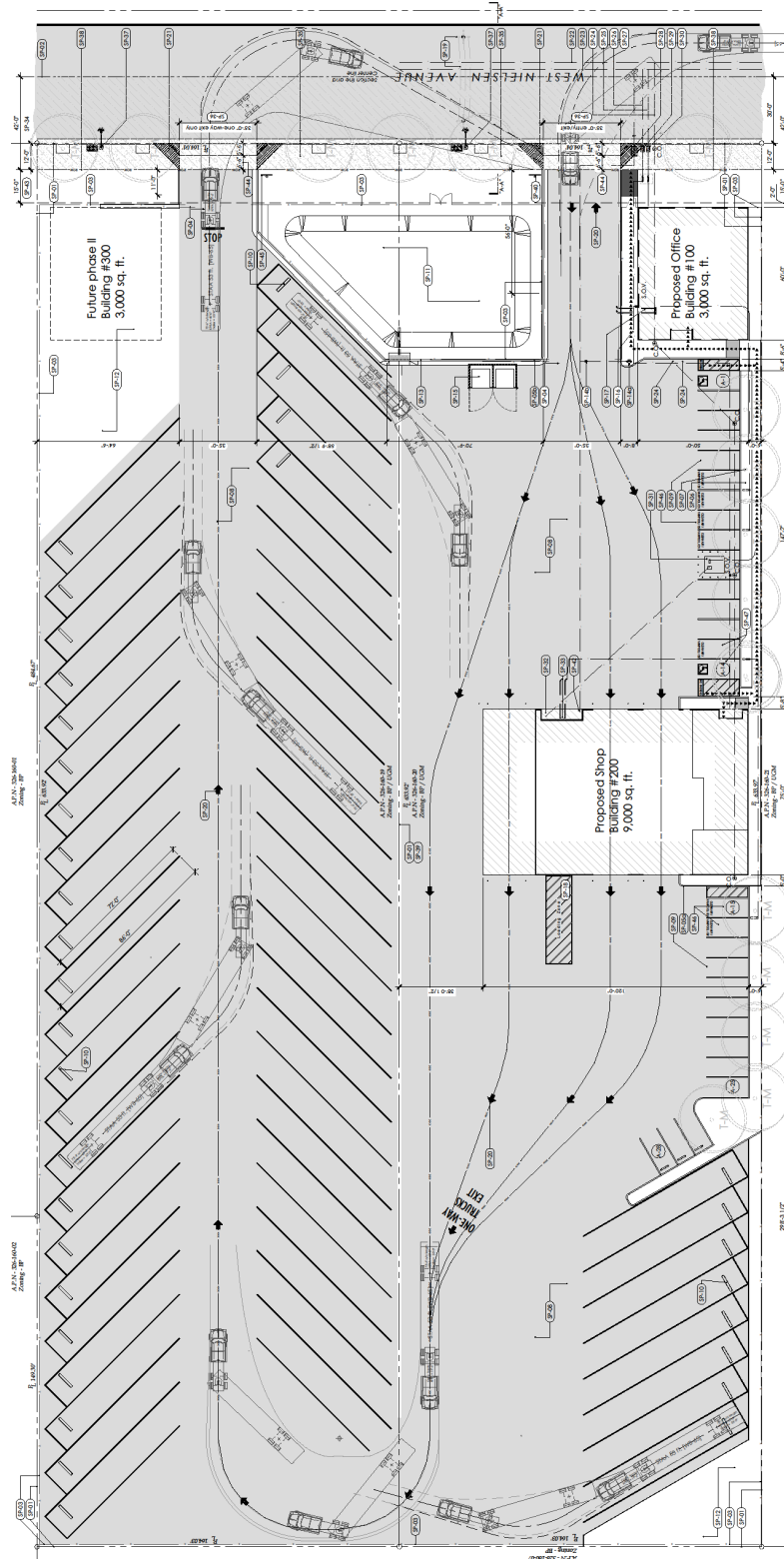


Jose Luis Benavides, P.E., T.E.
President

Exhibit A: Vicinity Map



Exhibit B: Project Site Plan





Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Fresno North (3611977) OR Fresno South (3611967) OR Kearney Park (3611968) OR Herndon (3611978))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
<i>Ambystoma californiense pop. 1</i> California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
<i>Anniella pulchra</i> Northern California legless lizard	ARACC01020	None	None	G3	S2S3	SSC
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G4	S3	SSC
<i>Ardea alba</i> great egret	ABNGA04040	None	None	G5	S4	
<i>Arizona elegans occidentalis</i> California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S2	SSC
<i>Bombus crotchii</i> Crotch's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
<i>Bombus pensylvanicus</i> American bumble bee	IIHYM24260	None	None	G3G4	S2	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
<i>Castilleja campestris var. succulenta</i> succulent owl's-clover	PDSCR0D3Z1	Threatened	Endangered	G4?T2T3	S2S3	1B.2
<i>Caulanthus californicus</i> California jewelflower	PDBRA31010	Endangered	Endangered	G1	S1	1B.1
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
<i>Dipodomys nitratoides exilis</i> Fresno kangaroo rat	AMAFD03151	Endangered	Endangered	G3TH	SH	
<i>Efferia antiochi</i> Antioch efferian robberfly	IIDIP07010	None	None	G1G2	S1S2	
<i>Egretta thula</i> snowy egret	ABNGA06030	None	None	G5	S4	
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
<i>Imperata brevifolia</i> California satintail	PMPOA3D020	None	None	G3	S3	2B.1
<i>Lasiurus cinereus</i> hoary bat	AMACC05032	None	None	G3G4	S4	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Leptosiphon serrulatus</i> Madera leptosiphon	PDPLM09130	None	None	G3	S3	1B.2
<i>Lytta molesta</i> molestan blister beetle	IICOL4C030	None	None	G2	S2	
<i>Metapogon hurdi</i> Hurd's metapogon robberfly	IIDIP08010	None	None	G1G2	S1S2	
<i>Northern Claypan Vernal Pool</i> Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
<i>Nycticorax nycticorax</i> black-crowned night heron	ABNGA11010	None	None	G5	S4	
<i>Orcuttia inaequalis</i> San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
<i>Orcuttia pilosa</i> hairy Orcutt grass	PMPOA4G040	Endangered	Endangered	G1	S1	1B.1
<i>Perognathus inornatus</i> San Joaquin pocket mouse	AMAFD01060	None	None	G2G3	S2S3	
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G4	S4	SSC
<i>Sagittaria sanfordii</i> Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S3	

Record Count: 32

NKRS Trucking Facility (Mitigated) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	NKRS Trucking Facility (Mitigated)
Construction Start Date	11/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	22.6
Location	36.74253672691466, -119.85116351447145
County	Fresno
City	Fresno
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2475
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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General Office Building	6.00	1000sqft	4.76	6,000	0.00	0.00	—	—
Parking Lot	84.0	Space	4.76	33,600	0.00	0.00	—	—
General Light Industry	9.00	1000sqft	4.76	9,000	0.00	0.00	—	—
Other Asphalt Surfaces	129	1000sqft	4.76	129,025	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.99	17.0	10.00	18.0	0.03	0.12	0.50	0.62	0.11	0.12	0.23	—	3,229	3,229	0.12	0.10	2.67	3,263
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.11	1.05	19.9	36.3	0.07	0.19	19.8	19.9	0.19	10.1	10.2	—	7,422	7,422	0.29	0.17	0.07	7,480
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.42	0.95	4.36	7.59	0.01	0.05	0.79	0.81	0.05	0.35	0.36	—	1,367	1,367	0.05	0.04	0.48	1,381
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.17	0.80	1.38	< 0.005	0.01	0.14	0.15	0.01	0.06	0.07	—	226	226	0.01	0.01	0.08	229

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.99	17.0	10.00	18.0	0.03	0.12	0.50	0.62	0.11	0.12	0.23	—	3,229	3,229	0.12	0.10	2.67	3,263
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.11	1.05	19.9	36.3	0.07	0.19	19.8	19.9	0.19	10.1	10.2	—	7,422	7,422	0.29	0.17	0.07	7,480
2025	0.95	0.86	10.1	17.5	0.03	0.12	0.50	0.62	0.11	0.12	0.23	—	3,180	3,180	0.12	0.10	0.07	3,211
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.12	0.11	1.72	3.14	0.01	0.02	0.79	0.81	0.02	0.35	0.36	—	610	610	0.02	0.01	0.11	615
2025	0.42	0.95	4.36	7.59	0.01	0.05	0.21	0.26	0.05	0.05	0.10	—	1,367	1,367	0.05	0.04	0.48	1,381
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.02	0.31	0.57	< 0.005	< 0.005	0.14	0.15	< 0.005	0.06	0.07	—	101	101	< 0.005	< 0.005	0.02	102
2025	0.08	0.17	0.80	1.38	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	226	226	0.01	0.01	0.08	229

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.50	2.71	1.37	15.4	0.02	0.05	1.32	1.37	0.05	0.34	0.38	15.1	2,201	2,216	1.65	0.10	8.60	2,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	1.01	1.33	1.43	6.66	0.02	0.04	1.32	1.36	0.04	0.34	0.37	15.1	2,028	2,043	1.66	0.11	2.52	2,120
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.69	1.96	1.33	10.4	0.02	0.04	1.30	1.34	0.04	0.33	0.37	15.1	2,073	2,088	1.66	0.11	5.05	2,166
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.31	0.36	0.24	1.90	< 0.005	0.01	0.24	0.25	0.01	0.06	0.07	2.49	343	346	0.27	0.02	0.84	359

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.06	1.00	0.86	7.32	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,690	1,690	0.07	0.08	6.25	1,723
Area	1.37	1.67	0.07	7.72	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.8	31.8	< 0.005	< 0.005	—	31.9
Energy	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	435	435	0.06	0.01	—	438
Water	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Waste	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Off-Road	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	2.50	2.71	1.37	15.4	0.02	0.05	1.32	1.37	0.05	0.34	0.38	15.1	2,201	2,216	1.65	0.10	8.60	2,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.95	0.88	0.99	6.33	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,549	1,549	0.08	0.09	0.16	1,578
Area	—	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	435	435	0.06	0.01	—	438
Water	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9

Waste	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Off-Road	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	1.01	1.33	1.43	6.66	0.02	0.04	1.32	1.36	0.04	0.34	0.37	15.1	2,028	2,043	1.66	0.11	2.52	2,120
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.96	0.89	0.93	6.32	0.02	0.01	1.30	1.32	0.01	0.33	0.34	—	1,589	1,589	0.08	0.09	2.70	1,619
Area	0.68	1.03	0.03	3.81	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.7	15.7	< 0.005	< 0.005	—	15.7
Energy	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	435	435	0.06	0.01	—	438
Water	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Waste	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Off-Road	0.03	0.03	0.20	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.4	26.4	< 0.005	< 0.005	—	26.5
Total	1.69	1.96	1.33	10.4	0.02	0.04	1.30	1.34	0.04	0.33	0.37	15.1	2,073	2,088	1.66	0.11	5.05	2,166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.18	0.16	0.17	1.15	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	263	263	0.01	0.01	0.45	268
Area	0.12	0.19	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.59	2.59	< 0.005	< 0.005	—	2.60
Energy	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	72.0	72.0	0.01	< 0.005	—	72.5
Water	—	—	—	—	—	—	—	—	—	—	—	1.00	1.15	2.15	0.10	< 0.005	—	5.44
Waste	—	—	—	—	—	—	—	—	—	—	—	1.49	0.00	1.49	0.15	0.00	—	5.23
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Off-Road	0.01	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.37	4.37	< 0.005	< 0.005	—	4.39
Total	0.31	0.36	0.24	1.90	< 0.005	0.01	0.24	0.25	0.01	0.06	0.07	2.49	343	346	0.27	0.02	0.84	359

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	14.7	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.24	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	87.1	87.1	< 0.005	< 0.005	—	87.4
Dust From Material Movement	—	—	—	—	—	—	0.32	0.32	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.06	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	96.2	96.2	< 0.005	< 0.005	0.01	97.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	1.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.00	0.96	18.9	35.4	0.06	0.18	—	0.18	0.17	—	0.17	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.88	1.65	< 0.005	0.01	—	0.01	0.01	—	0.01	—	307	307	0.01	< 0.005	—	308
Dust From Material Movement	—	—	—	—	—	—	0.43	0.43	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.16	0.30	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	50.9	50.9	< 0.005	< 0.005	—	51.1
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.66	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	110	110	0.01	0.01	0.01	112
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.02	0.92	0.21	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	—	714	714	0.02	0.11	0.04	748
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	5.30	5.30	< 0.005	< 0.005	0.01	5.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	33.2	33.2	< 0.005	0.01	0.03	34.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.88	0.88	< 0.005	< 0.005	< 0.005	0.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.50	5.50	< 0.005	< 0.005	0.01	5.77

3.5. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.58	9.26	15.0	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.51	0.82	< 0.005	0.01	—	0.01	0.01	—	0.01	—	131	131	0.01	< 0.005	—	132
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.8	21.8	< 0.005	< 0.005	—	21.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.29	0.23	2.43	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	407	407	0.02	0.02	0.05	413
Vendor	0.03	0.02	0.68	0.30	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	391	391	0.01	0.06	0.03	408
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.14	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.1	23.1	< 0.005	< 0.005	0.04	23.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.4	21.4	< 0.005	< 0.005	0.02	22.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.82	3.82	< 0.005	< 0.005	0.01	3.89
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.70
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.56	9.21	15.0	0.02	0.11	—	0.11	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.56	9.21	15.0	0.02	0.11	—	0.11	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.23	3.79	6.16	0.01	0.05	—	0.05	0.04	—	0.04	—	985	985	0.04	0.01	—	989
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.69	1.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	163	163	0.01	< 0.005	—	164
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.32	0.17	2.75	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	449	449	0.01	0.02	1.68	456
Vendor	0.03	0.02	0.62	0.27	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	383	383	0.01	0.06	0.99	401
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.28	0.20	2.23	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	398	398	0.02	0.02	0.04	404
Vendor	0.03	0.02	0.66	0.29	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	384	384	0.01	0.06	0.03	401
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	0.08	0.93	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	169	169	0.01	0.01	0.30	172
Vendor	0.01	0.01	0.26	0.11	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	158	158	< 0.005	0.02	0.18	165
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.1	28.1	< 0.005	< 0.005	0.05	28.5
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.1	26.1	< 0.005	< 0.005	0.03	27.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

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

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

Off-Road Equipment	0.51	0.46	6.78	10.6	0.01	0.10	—	0.10	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	2.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.20	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.6	45.6	< 0.005	< 0.005	—	45.7
Paving	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.54	7.54	< 0.005	< 0.005	—	7.57
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.03	0.56	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	90.9	90.9	< 0.005	< 0.005	0.34	92.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.52	2.52	< 0.005	< 0.005	< 0.005	2.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	16.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architect ural Coatings	—	0.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.67	0.67	< 0.005	< 0.005	—	0.67
Architectural Coatings	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.03	0.55	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	89.7	89.7	< 0.005	< 0.005	0.34	91.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	< 0.005	2.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	1.06	1.00	0.86	7.32	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,690	1,690	0.07	0.08	6.25	1,723
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.06	1.00	0.86	7.32	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,690	1,690	0.07	0.08	6.25	1,723
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.95	0.88	0.99	6.33	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,549	1,549	0.08	0.09	0.16	1,578

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.95	0.88	0.99	6.33	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,549	1,549	0.08	0.09	0.16	1,578
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.18	0.16	0.17	1.15	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	263	263	0.01	0.01	0.45	268
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	0.16	0.17	1.15	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	263	263	0.01	0.01	0.45	268

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	78.6	78.6	0.01	< 0.005	—	79.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	102	102	0.02	< 0.005	—	103

General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	59.7	59.7	0.01	< 0.005	—	60.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	240	240	0.04	< 0.005	—	242
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	78.6	78.6	0.01	< 0.005	—	79.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	102	102	0.02	< 0.005	—	103
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	59.7	59.7	0.01	< 0.005	—	60.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	240	240	0.04	< 0.005	—	242
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	13.0	13.0	< 0.005	< 0.005	—	13.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	16.8	16.8	< 0.005	< 0.005	—	17.0
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	9.88	9.88	< 0.005	< 0.005	—	9.98
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	39.7	39.7	0.01	< 0.005	—	40.1

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.8	76.8	0.01	< 0.005	—	77.0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	118	118	0.01	< 0.005	—	119
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	195	195	0.02	< 0.005	—	196
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.8	76.8	0.01	< 0.005	—	77.0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	118	118	0.01	< 0.005	—	119
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	195	195	0.02	< 0.005	—	196

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.7	12.7	< 0.005	< 0.005	—	12.8
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.6	19.6	< 0.005	< 0.005	—	19.6
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.3	32.3	< 0.005	< 0.005	—	32.4

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.37	1.27	0.07	7.72	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.8	31.8	< 0.005	< 0.005	—	31.9
Total	1.37	1.67	0.07	7.72	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.8	31.8	< 0.005	< 0.005	—	31.9

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.59	2.59	< 0.005	< 0.005	—	2.60
Total	0.12	0.19	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.59	2.59	< 0.005	< 0.005	—	2.60

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.04	2.35	4.39	0.21	0.01	—	11.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3.99	4.58	8.57	0.41	0.01	—	21.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.04	2.35	4.39	0.21	0.01	—	11.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3.99	4.58	8.57	0.41	0.01	—	21.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.34	0.39	0.73	0.03	< 0.005	—	1.84
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.66	0.76	1.42	0.07	< 0.005	—	3.60
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.00	1.15	2.15	0.10	< 0.005	—	5.44

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.01	0.00	3.01	0.30	0.00	—	10.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	6.01	0.00	6.01	0.60	0.00	—	21.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.01	0.00	3.01	0.30	0.00	—	10.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	6.01	0.00	6.01	0.60	0.00	—	21.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.50	0.00	0.50	0.05	0.00	—	1.74
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	1.00	0.00	1.00	0.10	0.00	—	3.48
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.49	0.00	1.49	0.15	0.00	—	5.23

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pumps	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pumps	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pumps	0.01	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.37	4.37	< 0.005	< 0.005	—	4.39
Total	0.01	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.37	4.37	< 0.005	< 0.005	—	4.39

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	11/1/2024	11/8/2024	5.00	6.00	—
Grading	Grading	11/9/2024	12/3/2024	5.00	17.0	—
Building Construction	Building Construction	12/4/2024	7/29/2025	5.00	170	—
Paving	Paving	7/30/2025	8/13/2025	5.00	11.0	—
Architectural Coating	Architectural Coating	8/14/2025	8/28/2025	5.00	11.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Interim	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	3.00	7.00	84.0	0.37

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Interim	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	4.00	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	4.00	HHDT,MHDT
Grading	Hauling	10.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	74.0	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	29.1	4.00	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2

Paving	Vendor	—	4.00	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.00	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	22,500	7,500	24,881

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	9.00	0.00	—
Grading	—	—	51.0	0.00	—
Paving	0.00	0.00	0.00	0.00	9.52

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Office Building	0.00	0%
Parking Lot	4.76	100%
General Light Industry	0.00	0%
Other Asphalt Surfaces	4.76	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	247	247	247	90,140	1,870	1,870	1,870	682,492
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	22,500	7,500	24,881

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO ₂	CH ₄	N ₂ O	Natural Gas (kBTU/yr)
General Office Building	140,678	204	0.0330	0.0040	239,635
Parking Lot	181,635	204	0.0330	0.0040	0.00
General Light Industry	106,777	204	0.0330	0.0040	368,751
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	1,066,402	0.00
Parking Lot	0.00	0.00
General Light Industry	2,081,250	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	5.58	—
Parking Lot	0.00	—
General Light Industry	11.2	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Pumps	Diesel	Average	1.00	8.00	5.00	0.74

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

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

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	25.6	annual days of extreme heat
Extreme Precipitation	2.30	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
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Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	78.2
AQ-PM	92.8
AQ-DPM	20.8
Drinking Water	98.1
Lead Risk Housing	73.8
Pesticides	92.6
Toxic Releases	66.3
Traffic	6.80
Effect Indicators	—
CleanUp Sites	46.8
Groundwater	25.2
Haz Waste Facilities/Generators	22.0
Impaired Water Bodies	0.00
Solid Waste	75.7
Sensitive Population	—
Asthma	97.3
Cardio-vascular	91.9
Low Birth Weights	90.8
Socioeconomic Factor Indicators	—

Education	82.5
Housing	49.0
Linguistic	74.1
Poverty	79.1
Unemployment	96.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	21.99409727
Employed	19.97946875
Median HI	35.82702425
Education	—
Bachelor's or higher	21.19851148
High school enrollment	100
Preschool enrollment	18.51661748
Transportation	—
Auto Access	52.9449506
Active commuting	43.96253048
Social	—
2-parent households	57.141024
Voting	22.46888233
Neighborhood	—
Alcohol availability	70.30668549
Park access	5.10714744
Retail density	9.341716925

Supermarket access	5.966893366
Tree canopy	0.834081868
Housing	—
Homeownership	65.25086616
Housing habitability	73.96381368
Low-inc homeowner severe housing cost burden	83.80597973
Low-inc renter severe housing cost burden	73.93814962
Uncrowded housing	32.59335301
Health Outcomes	—
Insured adults	31.25882202
Arthritis	51.7
Asthma ER Admissions	2.0
High Blood Pressure	47.4
Cancer (excluding skin)	71.8
Asthma	27.9
Coronary Heart Disease	61.0
Chronic Obstructive Pulmonary Disease	27.0
Diagnosed Diabetes	43.0
Life Expectancy at Birth	11.6
Cognitively Disabled	46.5
Physically Disabled	15.4
Heart Attack ER Admissions	2.9
Mental Health Not Good	26.2
Chronic Kidney Disease	64.9
Obesity	33.9
Pedestrian Injuries	19.6
Physical Health Not Good	34.4

Stroke	51.7
Health Risk Behaviors	—
Binge Drinking	38.6
Current Smoker	28.8
No Leisure Time for Physical Activity	26.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	71.1
Elderly	30.9
English Speaking	51.4
Foreign-born	39.2
Outdoor Workers	23.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	95.6
Traffic Density	2.6
Traffic Access	0.0
Other Indices	—
Hardship	74.7
Other Decision Support	—
2016 Voting	20.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	95.0
Healthy Places Index Score for Project Location (b)	22.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes

Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	Central Fresno

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	4.76-acre site. 9,000-SF Truck Maintenance Shop, 3,000-SF Truck Maintenance Office, 3,000-SF Office, 27 auto parking spaces, 57 trucks stalls. Estimated 162,625-SF total paving on site.
Construction: Construction Phases	Site vacant, no demolition. Estimated 10 month construction schedule. See Attachment A for details.
Construction: Trips and VMT	Estimated 10 haul trucks per day during grading.
Operations: Vehicle Data	Per JLB NKRS Trucking Facility Trip Generation Analysis.
Operations: Off-Road Equipment	One 5-horsepower compressor.
Construction: Off-Road Equipment	Tier 4 Mitigation

NKRS Trucking Facility Custom Report

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4.3. Area Emissions by Source

4.3.1. Unmitigated

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4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

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5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	NKRS Trucking Facility
Construction Start Date	11/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	22.6
Location	36.74253672691466, -119.85116351447145
County	Fresno
City	Fresno
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2475
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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General Office Building	6.00	1000sqft	4.76	6,000	0.00	0.00	—	—
Parking Lot	84.0	Space	4.76	33,600	0.00	0.00	—	—
General Light Industry	9.00	1000sqft	4.76	9,000	0.00	0.00	—	—
Other Asphalt Surfaces	129	1000sqft	4.76	129,025	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.71	17.0	11.2	16.1	0.03	0.44	0.50	0.94	0.40	0.12	0.52	—	3,229	3,229	0.12	0.10	2.67	3,263
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.41	3.72	36.0	33.5	0.07	1.60	19.8	21.4	1.47	10.1	11.6	—	7,422	7,422	0.29	0.17	0.07	7,480
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.73	1.19	4.88	6.77	0.01	0.19	0.79	0.92	0.18	0.35	0.46	—	1,367	1,367	0.05	0.04	0.48	1,381
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13	0.22	0.89	1.24	< 0.005	0.03	0.14	0.17	0.03	0.06	0.08	—	226	226	0.01	0.01	0.08	229

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.71	17.0	11.2	16.1	0.03	0.44	0.50	0.94	0.40	0.12	0.52	—	3,229	3,229	0.12	0.10	2.67	3,263
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.41	3.72	36.0	33.5	0.07	1.60	19.8	21.4	1.47	10.1	11.6	—	7,422	7,422	0.29	0.17	0.07	7,480
2025	1.68	1.42	11.3	15.6	0.03	0.44	0.50	0.94	0.40	0.12	0.52	—	3,180	3,180	0.12	0.10	0.07	3,211
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.37	0.31	2.90	2.87	0.01	0.12	0.79	0.92	0.11	0.35	0.46	—	610	610	0.02	0.01	0.11	615
2025	0.73	1.19	4.88	6.77	0.01	0.19	0.21	0.40	0.18	0.05	0.23	—	1,367	1,367	0.05	0.04	0.48	1,381
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.07	0.06	0.53	0.52	< 0.005	0.02	0.14	0.17	0.02	0.06	0.08	—	101	101	< 0.005	< 0.005	0.02	102
2025	0.13	0.22	0.89	1.24	< 0.005	0.03	0.04	0.07	0.03	0.01	0.04	—	226	226	0.01	0.01	0.08	229

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.50	2.71	1.37	15.4	0.02	0.05	1.32	1.37	0.05	0.34	0.38	15.1	2,201	2,216	1.65	0.10	8.60	2,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	1.01	1.33	1.43	6.66	0.02	0.04	1.32	1.36	0.04	0.34	0.37	15.1	2,028	2,043	1.66	0.11	2.52	2,120
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.69	1.96	1.33	10.4	0.02	0.04	1.30	1.34	0.04	0.33	0.37	15.1	2,073	2,088	1.66	0.11	5.05	2,166
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.31	0.36	0.24	1.90	< 0.005	0.01	0.24	0.25	0.01	0.06	0.07	2.49	343	346	0.27	0.02	0.84	359

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.06	1.00	0.86	7.32	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,690	1,690	0.07	0.08	6.25	1,723
Area	1.37	1.67	0.07	7.72	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.8	31.8	< 0.005	< 0.005	—	31.9
Energy	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	435	435	0.06	0.01	—	438
Water	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Waste	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Off-Road	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	2.50	2.71	1.37	15.4	0.02	0.05	1.32	1.37	0.05	0.34	0.38	15.1	2,201	2,216	1.65	0.10	8.60	2,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.95	0.88	0.99	6.33	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,549	1,549	0.08	0.09	0.16	1,578
Area	—	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	435	435	0.06	0.01	—	438
Water	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9

Waste	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Off-Road	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	1.01	1.33	1.43	6.66	0.02	0.04	1.32	1.36	0.04	0.34	0.37	15.1	2,028	2,043	1.66	0.11	2.52	2,120
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.96	0.89	0.93	6.32	0.02	0.01	1.30	1.32	0.01	0.33	0.34	—	1,589	1,589	0.08	0.09	2.70	1,619
Area	0.68	1.03	0.03	3.81	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.7	15.7	< 0.005	< 0.005	—	15.7
Energy	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	435	435	0.06	0.01	—	438
Water	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Waste	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Off-Road	0.03	0.03	0.20	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.4	26.4	< 0.005	< 0.005	—	26.5
Total	1.69	1.96	1.33	10.4	0.02	0.04	1.30	1.34	0.04	0.33	0.37	15.1	2,073	2,088	1.66	0.11	5.05	2,166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.18	0.16	0.17	1.15	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	263	263	0.01	0.01	0.45	268
Area	0.12	0.19	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.59	2.59	< 0.005	< 0.005	—	2.60
Energy	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	72.0	72.0	0.01	< 0.005	—	72.5
Water	—	—	—	—	—	—	—	—	—	—	—	1.00	1.15	2.15	0.10	< 0.005	—	5.44
Waste	—	—	—	—	—	—	—	—	—	—	—	1.49	0.00	1.49	0.15	0.00	—	5.23
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Off-Road	0.01	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.37	4.37	< 0.005	< 0.005	—	4.39
Total	0.31	0.36	0.24	1.90	< 0.005	0.01	0.24	0.25	0.01	0.06	0.07	2.49	343	346	0.27	0.02	0.84	359

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.59	0.54	< 0.005	0.03	—	0.03	0.02	—	0.02	—	87.1	87.1	< 0.005	< 0.005	—	87.4
Dust From Material Movement	—	—	—	—	—	—	0.32	0.32	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.06	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	96.2	96.2	< 0.005	< 0.005	0.01	97.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	1.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.60	1.41	< 0.005	0.07	—	0.07	0.06	—	0.06	—	307	307	0.01	< 0.005	—	308
Dust From Material Movement	—	—	—	—	—	—	0.43	0.43	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.29	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	50.9	50.9	< 0.005	< 0.005	—	51.1
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.66	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	110	110	0.01	0.01	0.01	112
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.02	0.92	0.21	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	—	714	714	0.02	0.11	0.04	748
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	5.30	5.30	< 0.005	< 0.005	0.01	5.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	33.2	33.2	< 0.005	0.01	0.03	34.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.88	0.88	< 0.005	< 0.005	< 0.005	0.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.50	5.50	< 0.005	< 0.005	0.01	5.77

3.5. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.61	0.72	< 0.005	0.03	—	0.03	0.03	—	0.03	—	131	131	0.01	< 0.005	—	132
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.8	21.8	< 0.005	< 0.005	—	21.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.29	0.23	2.43	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	407	407	0.02	0.02	0.05	413
Vendor	0.03	0.02	0.68	0.30	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	391	391	0.01	0.06	0.03	408
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.14	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.1	23.1	< 0.005	< 0.005	0.04	23.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.4	21.4	< 0.005	< 0.005	0.02	22.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.82	3.82	< 0.005	< 0.005	0.01	3.89
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.54	3.54	< 0.005	< 0.005	< 0.005	3.70
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	0.46	4.29	5.36	0.01	0.18	—	0.18	0.16	—	0.16	—	985	985	0.04	0.01	—	989
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.78	0.98	< 0.005	0.03	—	0.03	0.03	—	0.03	—	163	163	0.01	< 0.005	—	164
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.32	0.17	2.75	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	449	449	0.01	0.02	1.68	456
Vendor	0.03	0.02	0.62	0.27	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	383	383	0.01	0.06	0.99	401
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.28	0.20	2.23	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	398	398	0.02	0.02	0.04	404
Vendor	0.03	0.02	0.66	0.29	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	384	384	0.01	0.06	0.03	401
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	0.08	0.93	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	169	169	0.01	0.01	0.30	172
Vendor	0.01	0.01	0.26	0.11	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	158	158	< 0.005	0.02	0.18	165
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.1	28.1	< 0.005	< 0.005	0.05	28.5
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.1	26.1	< 0.005	< 0.005	0.03	27.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

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

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

Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	2.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.6	45.6	< 0.005	< 0.005	—	45.7
Paving	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.54	7.54	< 0.005	< 0.005	—	7.57
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.03	0.56	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	90.9	90.9	< 0.005	< 0.005	0.34	92.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.52	2.52	< 0.005	< 0.005	< 0.005	2.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	16.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architect ural Coatings	—	0.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.67	0.67	< 0.005	< 0.005	—	0.67
Architectural Coatings	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.03	0.55	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	89.7	89.7	< 0.005	< 0.005	0.34	91.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	< 0.005	2.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	1.06	1.00	0.86	7.32	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,690	1,690	0.07	0.08	6.25	1,723
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.06	1.00	0.86	7.32	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,690	1,690	0.07	0.08	6.25	1,723
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.95	0.88	0.99	6.33	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,549	1,549	0.08	0.09	0.16	1,578

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.95	0.88	0.99	6.33	0.02	0.01	1.32	1.34	0.01	0.34	0.35	—	1,549	1,549	0.08	0.09	0.16	1,578
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.18	0.16	0.17	1.15	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	263	263	0.01	0.01	0.45	268
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	0.16	0.17	1.15	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	263	263	0.01	0.01	0.45	268

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	78.6	78.6	0.01	< 0.005	—	79.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	102	102	0.02	< 0.005	—	103

General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	59.7	59.7	0.01	< 0.005	—	60.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	240	240	0.04	< 0.005	—	242
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	78.6	78.6	0.01	< 0.005	—	79.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	102	102	0.02	< 0.005	—	103
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	59.7	59.7	0.01	< 0.005	—	60.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	240	240	0.04	< 0.005	—	242
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	13.0	13.0	< 0.005	< 0.005	—	13.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	16.8	16.8	< 0.005	< 0.005	—	17.0
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	9.88	9.88	< 0.005	< 0.005	—	9.98
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	39.7	39.7	0.01	< 0.005	—	40.1

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.8	76.8	0.01	< 0.005	—	77.0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	118	118	0.01	< 0.005	—	119
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	195	195	0.02	< 0.005	—	196
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.8	76.8	0.01	< 0.005	—	77.0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	118	118	0.01	< 0.005	—	119
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	195	195	0.02	< 0.005	—	196

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.7	12.7	< 0.005	< 0.005	—	12.8
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.6	19.6	< 0.005	< 0.005	—	19.6
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.3	32.3	< 0.005	< 0.005	—	32.4

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.37	1.27	0.07	7.72	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.8	31.8	< 0.005	< 0.005	—	31.9
Total	1.37	1.67	0.07	7.72	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.8	31.8	< 0.005	< 0.005	—	31.9

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.59	2.59	< 0.005	< 0.005	—	2.60
Total	0.12	0.19	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.59	2.59	< 0.005	< 0.005	—	2.60

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.04	2.35	4.39	0.21	0.01	—	11.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3.99	4.58	8.57	0.41	0.01	—	21.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.04	2.35	4.39	0.21	0.01	—	11.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3.99	4.58	8.57	0.41	0.01	—	21.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.03	6.93	13.0	0.62	0.01	—	32.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.34	0.39	0.73	0.03	< 0.005	—	1.84
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.66	0.76	1.42	0.07	< 0.005	—	3.60
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.00	1.15	2.15	0.10	< 0.005	—	5.44

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.01	0.00	3.01	0.30	0.00	—	10.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	6.01	0.00	6.01	0.60	0.00	—	21.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.01	0.00	3.01	0.30	0.00	—	10.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	6.01	0.00	6.01	0.60	0.00	—	21.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.02	0.00	9.02	0.90	0.00	—	31.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.50	0.00	0.50	0.05	0.00	—	1.74
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	1.00	0.00	1.00	0.10	0.00	—	3.48
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.49	0.00	1.49	0.15	0.00	—	5.23

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36	2.36
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pumps	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pumps	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Total	0.05	0.04	0.28	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.1	37.1	< 0.005	< 0.005	—	37.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pumps	0.01	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.37	4.37	< 0.005	< 0.005	—	4.39
Total	0.01	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.37	4.37	< 0.005	< 0.005	—	4.39

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	11/1/2024	11/8/2024	5.00	6.00	—
Grading	Grading	11/9/2024	12/3/2024	5.00	17.0	—
Building Construction	Building Construction	12/4/2024	7/29/2025	5.00	170	—
Paving	Paving	7/30/2025	8/13/2025	5.00	11.0	—
Architectural Coating	Architectural Coating	8/14/2025	8/28/2025	5.00	11.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	4.00	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	4.00	HHDT,MHDT
Grading	Hauling	10.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	74.0	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	29.1	4.00	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2

Paving	Vendor	—	4.00	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.00	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	22,500	7,500	24,881

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	9.00	0.00	—
Grading	—	—	51.0	0.00	—
Paving	0.00	0.00	0.00	0.00	9.52

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Office Building	0.00	0%
Parking Lot	4.76	100%
General Light Industry	0.00	0%
Other Asphalt Surfaces	4.76	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	247	247	247	90,140	1,870	1,870	1,870	682,492
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	22,500	7,500	24,881

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	140,678	204	0.0330	0.0040	239,635
Parking Lot	181,635	204	0.0330	0.0040	0.00
General Light Industry	106,777	204	0.0330	0.0040	368,751
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	1,066,402	0.00
Parking Lot	0.00	0.00
General Light Industry	2,081,250	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	5.58	—
Parking Lot	0.00	—
General Light Industry	11.2	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Pumps	Diesel	Average	1.00	8.00	5.00	0.74

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

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

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	78.2
AQ-PM	92.8
AQ-DPM	20.8
Drinking Water	98.1
Lead Risk Housing	73.8
Pesticides	92.6
Toxic Releases	66.3
Traffic	6.80
Effect Indicators	—
CleanUp Sites	46.8
Groundwater	25.2
Haz Waste Facilities/Generators	22.0
Impaired Water Bodies	0.00
Solid Waste	75.7

Sensitive Population	—
Asthma	97.3
Cardio-vascular	91.9
Low Birth Weights	90.8
Socioeconomic Factor Indicators	—
Education	82.5
Housing	49.0
Linguistic	74.1
Poverty	79.1
Unemployment	96.5

8. User Changes to Default Data

Screen	Justification
Land Use	4.76-acre site. 9,000-SF Truck Maintenance Shop, 3,000-SF Truck Maintenance Office, 3,000-SF Office, 27 auto parking spaces, 57 trucks stalls. Estimated 162,625-SF total paving on site.
Construction: Construction Phases	Site vacant, no demolition. Estimated 10 month construction schedule. See Attachment A for details.
Construction: Trips and VMT	Estimated 10 haul trucks per day during grading.
Operations: Vehicle Data	Per JLB NKRS Trucking Facility Trip Generation Analysis.
Operations: Off-Road Equipment	One 5-horsepower compressor.