Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Fresno
2220 Tulare Street
Fresno, CA 93721

From: (Public Agency): City of Fresno
2600 Fresno Street, Room 3043
Fresno, CA 93721
(Address)

Project Title: EA No. P20-02121 for Development Permit Application No. P20-02121

Project Applicant: Ashley Griffith CHA Tech Services, LLC 270 Peachtree St. NW Atlanta, GA 30303

Project Location - Specific:

1150 East North Avenue, Fresno, CA; located on the north side of East North Avenue l

Project Location - City: Fresno Project Location - County: Fresno

Description of Nature, Purpose and Beneficiaries of Project:

Environmental Assessment No. P20-02121 was filed by Ashley Griffith on behalf of CHA Tech Services, LLC and encompasses two phases of development (Phase I & Phase II). The first phase (Phase I), as filed under Development Permit Application No. P20-02121, proposes to construct a single-story, 3,552 square-foot (SF) building addition which will be used to store and charge forklifts on the 28.85-acre project site. The 3,552 SF storage and charging addition would be located in the central portion of the project site, west of the existing warehouse and bottling facility and east of the existing truck and employee parking areas. The project also includes the installation of 22 wall mounted chargers for forklifts, 26 120v chargers from standard wall outlets for the walkie rider forklifts, two eyewash/safety showers, and utilities improvements, such as sprinklers, electrical, ventilation, and heating, ventilation, and air conditioning (HVAC). The 22 wall mounted chargers for forklifts and the 26 120v chargers from standard wall outlets for the walkie rider forklifts currently exist within the Pepsi Facility and would be relocated to the proposed storage and charging addition. Additionally, Phase II of the project includes the introduction of 50 battery-electric, zero-emission, Class 8 trucks (zero emission vehicles [ZEVs]) and installation of electric vehicle supply equipment (EVSE) with eight (8) 700+ kilowatt (kW) DC-fast charging Megawatt Charging System (MCS) connectors and a battery energy storage solution (BESS). The 50 ZEV trucks would be used for on- and off-site use. All other facilities which were previously approved for construction on the subject property would remain the same. The purpose of the proposed expansion to the existing site facilities is to consolidate the charging

Name of Public Agency Approving Project: City of Fresno

Name of Person or Agency Carrying Out Project: Ashley Griffith CHA Tech Services

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: 15183
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified. The proposed project is consistent with the land use designation and densities established by the Fresno General Plan, for which an EIR was certified (State Clearinghouse (SCH) # 2012111015).

An Environmental Checklist has been prepared to show the project's consistency with CEQA Guidelines Section 15183 Statutory Exemption. The Environmental Checklist includes a discussion and analysis of any peculiar or site-specific environmental impacts associated with construction and operation of the proposed project. The Environmental Checklist identifies the applicable City of Fresno development standards and policies that would apply to the proposed project during both the construction and operational phases, and explains how the application of these uniformly applied standards and policies would ensure that no peculiar or site-specific environmental impacts would occur.

The proposed project is consistent with the land use designations and development intensities assigned to the project site by the City of Fresno General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Fresno Program EIR (SCH# 2019050005). Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the Program EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the Program EIR.

Lead Agency Contact Person: Phillip Siegrist Area Code/Telephone/Extension: 559-621-8061

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: Phillip Siegrist Date: 12/20/2022 Title: Planning Manager

▪ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

CITY OF FRESNO

NOTICE OF EXEMPTION

EA No. P20-02121 for

Development Permit Application No. P20-02121

PROJECT SPONSOR:

Ashley Griffith
CHA Tech Services, LLC
270 Peachtree St. NW
Atlanta, GA 30303

PROJECT LOCATION:

1150 East North Avenue, Fresno, CA

±28.85 acres

Site Latitude: 36°41'41.43" N
Site Longitude: -119°46'12.71" W

Mount Diablo Base & Meridian, Township 14S, Range 20E
Section 26 – California

Assessor's Parcel Number: 487-031-50

Filed with:

FRESNO COUNTY CLERK
2220 Tulare Street, Fresno, CA 93721

Environmental Assessment No. P20-02121 was filed by Ashley Griffith on behalf of CHA Tech Services, LLC and encompasses two phases of development (Phase I & Phase II). The first phase (Phase I), as filed under Development Permit Application No. P20-02121, proposes to construct a single-story, 3,552 square-foot (SF) building addition which will be used to store and charge forklifts on the 28.85-acre project site. The 3,552 SF storage and charging addition would be located in the central portion of the project site, west of the existing warehouse and bottling facility and east of the existing truck and employee parking areas. The project also includes the installation of 22 wall mounted chargers for forklifts, 26 120v chargers from standard wall outlets for the walkie rider forklifts, two eyewash/safety showers, and utilities improvements, such as sprinklers, electrical, ventilation, and heating, ventilation, and air conditioning (HVAC). The 22 wall mounted chargers for forklifts and the 26 120v chargers from standard wall outlets for the walkie rider forklifts currently exist within the Pepsi Facility and would be relocated to the proposed storage and charging addition. Additionally, Phase II of the project includes the introduction of 50 battery-electric, zero-emission, Class 8 trucks (zero emission vehicles [ZEVs]) and installation of electric vehicle supply equipment (EVSE) with eight (8) 700+ kilowatt (kW) DC-fast charging Megawatt Charging System (MCS) connectors and a battery energy storage solution (BESS). The 50 ZEV trucks would be used for on- and off-site use. All other facilities which were previously approved for construction on the subject property would remain the same.

The purpose of the proposed expansion to the existing site facilities is to consolidate the charging areas to a single location.

The number of employees and work hours will not change. The production capability of the site would also not increase.

Entitlements

Environmental Assessment No. P20-02121 would require approval of a Development Permit. Phase I is proposed under Development Permit Application No. P20-02121. Phase II will be processed under a separate, subsequent entitlement.

EXEMPT STATUS:

- ○ Ministerial (Sec. 21080(b)(1); 15268);
- ○ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ○ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ○ Categorical Exemption. State Type and section number:
- ✓ Statutory Exemptions. State code number: Section 15183

REASON WHY PROJECT IS EXEMPT:
CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified. The proposed project is consistent with the land use designation and densities established by the Fresno General Plan, for which an EIR was certified (State Clearinghouse (SCH) # 2012111015).

An Environmental Checklist has been prepared to show the project's consistency with CEQA Guidelines Section 15183 Statutory Exemption. The Environmental Checklist includes a discussion and analysis of any peculiar or site-specific environmental impacts associated with construction and operation of the proposed project. The Environmental Checklist identifies the applicable City of Fresno development standards and policies that would apply to the proposed project during both the construction and operational phases, and explains how the application of these uniformly applied standards and policies would ensure that no peculiar or site-specific environmental impacts would occur.

The proposed project is consistent with the land use designations and development intensities assigned to the project site by the City of Fresno General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Fresno Program EIR (SCH# 2019050005). Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the Program EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the Program EIR.

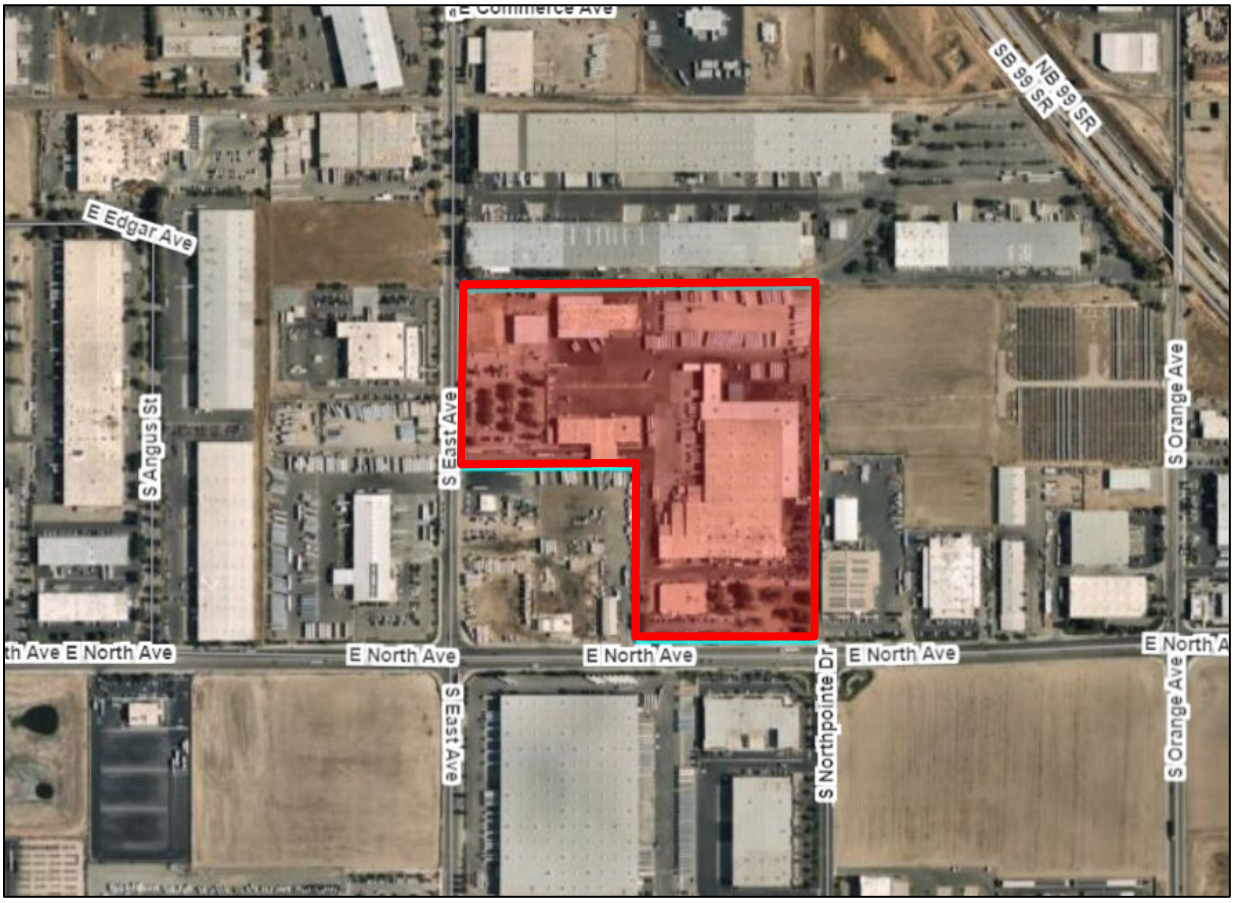
The analysis in the CEQA Environmental Checklist demonstrates that there are no site-specific or peculiar impacts associated with the project, and identifies uniformly applied standards and policies that would be applied to the project. The Project Requirements identified in the attached environmental analysis include requirements that must be implemented by the proposed project in order to ensure that any site-specific impacts or construction-related impacts are reduced to a less-than-significant level. All Project Requirements identified in the attached Environmental Checklist shall be made a condition of project approval and shall be implemented within the timeframes identified.

LEAD AGENCY CONTACT PERSON:
Phillip Siegrist, Supervising Planner

SUBMITTED BY:
Phillip Siegrist 12/19/2022
Phillip Siegrist, Supervising Planner Date

DATE: December 19, 2022	CITY OF FRESNO PLANNING AND DEVELOPMENT DEPARTMENT (559) 621-8277

VICINITY MAP



Subject Property

±28.85 acres

N
NW
NE
W
E
SW
SE
S

Not To Scale

PLANNING AND DEVELOPMENT DEPARTMENT

PROPERTY ADDRESS

1150 East North Avenue

DEVELOPMENT PERMIT APPLICATION NO. P20-02121 & RELATED ENVIRONMENTAL ASSESSMENT

Zone District: IH (*Heavy Industrial*)

By: P. Siegrist
December 19, 2022

ENVIRONMENTAL CHECKLIST IN SUPPORT OF CEQA GUIDELINES SECTION 15183. PROJECT CONSISTENT WITH A COMMUNITY PLAN OR ZONING

Environmental Checklist Form for:
Environmental Assessment No. P20-02121

1.	**Project title:** Environmental Assessment No. P20-02121
2.	**Lead agency name and address:** City of Fresno Planning and Development Department 2600 Fresno Street Fresno, CA 93721
3.	**Contact person and phone number:** Phillip Siegrist, Supervising Planner City of Fresno Planning and Development Department (559) 621-8061
4.	**Project location:** 1150 East North Avenue, Fresno, CA ±28.85 acres Site Latitude: 36°41'41.43" N Site Longitude: -119°46'12.71" W Mount Diablo Base & Meridian, Township 14S, Range 20E Section 26 – California Assessor's Parcel Number: 487-031-50
5.	**Project sponsor's name and address:** Ashley Griffith CHA Tech Services, LLC 270 Peachtree St. NW Atlanta, GA 30303
6.	**General & Community plan land use designation:** Employment/Heavy Industrial
7.	**Zoning:** Heavy Industrial (IH)
8.	**Description of project:** Environmental Assessment No. P20-02121 was filed by Ashley Griffith on behalf of CHA Tech Services, LLC and encompasses two phases of development (Phase I & Phase II). The first phase (Phase I), as filed under Development Permit Application No. P20-02121, proposes to construct a single-story, 3,552 square-foot (SF) building addition which will be used to store and charge forklifts on the 28.85-acre project site. The 3,552 SF storage and charging addition would be located in the central portion of the project site, west of the existing warehouse and bottling facility and east of the existing truck and employee parking areas. The project also includes the installation of

22 wall mounted chargers for forklifts, 26 120v chargers from standard wall outlets for the walkie rider forklifts, two eyewash/safety showers, and utilities improvements, such as sprinklers, electrical, ventilation, and heating, ventilation, and air conditioning (HVAC). The 22 wall mounted chargers for forklifts and the 26 120v chargers from standard wall outlets for the walkie rider forklifts currently exist within the Pepsi Facility and would be relocated to the proposed storage and charging addition. Additionally, Phase II of the project includes the introduction of 50 battery-electric, zero-emission, Class 8 trucks (zero emission vehicles [ZEVs]) and installation of electric vehicle supply equipment (EVSE) with eight (8) 700+ kilowatt (kW) DC-fast charging Megawatt Charging System (MCS) connectors and a battery energy storage solution (BESS). The 50 ZEV trucks would be used for on- and off-site use. All other facilities which were previously approved for construction on the subject property would remain the same.

The purpose of the proposed expansion to the existing site facilities is to consolidate the charging areas to a single location.

The number of employees and work hours will not change. The production capability of the site would also not increase.

Entitlements

Environmental Assessment No. P20-02121 would require approval of a Development Permit. Phase I is proposed under Development Permit Application No. P20-02121. Phase II will be processed under a separate, subsequent entitlement.

9. **Surrounding land uses and setting:**

	Planned Land Use	Existing Zoning	Existing Land Use
North	Employment/ Heavy Industrial	**IH** *(Heavy Industrial)*	Industrial Warehouse
East	Employment/ Heavy Industrial	**IH** *(Heavy Industrial)*	Vacant (Previously Agricultural) and Industrial Warehouse
South	Employment/ Heavy Industrial	**IH** *(Heavy Industrial)*	Industrial Warehouse
West	Employment/ Heavy Industrial	**IH** *(Heavy Industrial)*	Vacant (Previously Agricultural) and Industrial Warehouse

10.	**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** Planning and Development Department, Building & Safety Services Division; Department of Public Works; Department of Public Utilities; County of Fresno, Department of Community Health; County of Fresno, Department of Public Works and Planning; City of Fresno Fire Department; Fresno Metropolitan Flood Control District; and San Joaquin Valley Air Pollution Control District.
11.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? If so, has consultation begun?** The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Fresno County has a number of Rancherias such as Table Mountain Rancheria, Millerton Rancheria, Big Sandy Rancheria, Cold Springs Rancheria, and Squaw Valley Rancheria. These Rancherias are not located within the city limits. Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality. Currently, the Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe have requested to be notified pursuant to Assembly Bill 52 (AB 52. A certified letter was mailed to the above-mentioned tribes on July 13, 2021. The 30-day comment period ended on August 12, 2021. Both tribes did not request consultation.

PREVIOUS ENVIRONMENTAL ANALYSES OF THE PROPOSED PROJECT

One previous environmental analysis has been prepared and certified which is applicable to the proposed project. On September 30, 2021, the City adopted an update to the

General Plan and certified the associated Program EIR (State Clearinghouse (SCH) # 2019050005). The proposed project would be consistent with the General Plan designation of Light Industrial, as described above. The Program EIR (PEIR) assumed full development and buildout of the project site, consistent with the uses and development standards proposed by the project. The cumulative impacts associated with buildout of the City of Fresno General Plan, including the project site, were fully addressed in the PEIR.

CEQA Guidelines Section 15183 Streamline Analysis

CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified. As noted above, the proposed project is consistent with the land use designation and densities established by the Fresno General Plan, for which an EIR was certified. The provisions contained in Section 15183 of the CEQA Guidelines are presented below.

15183. Projects Consistent with a Community Plan or Zoning

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located,

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

(d) This section shall apply only to projects which meet the following conditions:

(1) The project is consistent with:

(A) A community plan adopted as part of a general plan,

(B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or

(C) A general plan of a local agency, and

(2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

(e) This section shall limit the analysis of only those significant environmental effects for which:

(1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and

(2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the City or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire City or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a City or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the City or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the City or county decides to apply the standards or policies as permitted in this section.

(g) Examples of uniformly applied development policies or standards include, but are not limited to:

(1) Parking ordinances.

(2) Public access requirements.

(3) Grading ordinances.

(4) Hillside development ordinances.

(5) Flood plain ordinances.

(6) Habitat protection or conservation ordinances.

(7) View protection ordinances.

(8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.

(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.

(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action

consistent with the general plan or community plan shall be treated as a project subject to this section.

(1) "Community plan" is defined as a part of the general plan of a City or county which applies to a defined geographic portion of the total area included in the general plan, includes or references each of the mandatory elements specified in Section 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.

(2) For purposes of this section, "consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.

(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

PROJECT-SPECIFIC ENVIRONMENTAL REVIEW

The Environmental Checklist includes a discussion and analysis of any peculiar or site-specific environmental impacts associated with construction and operation of the proposed project. The Environmental Checklist identifies the applicable City of Fresno development standards and policies that would apply to the proposed project during both the construction and operational phases, and explains how the application of these uniformly applied standards and policies would ensure that no peculiar or site-specific environmental impacts would occur. None of the environmental factors below would be affected by this project, 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 & 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

CONCLUSION

As described above, Environmental Assessment No. P20-02121 (proposed project) is consistent with the land use designations and development intensities assigned to the project site by the City of Fresno General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Fresno Program EIR (SCH# 2019050005). Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the Program EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the Program EIR.

The analysis in the following CEQA Environmental Checklist demonstrates that there are no site-specific or peculiar impacts associated with the project, and identifies uniformly applied standards and policies that would be applied to the project. The Project Requirements identified in the attached environmental analysis include requirements that must be implemented by the proposed project in order to ensure that any site-specific impacts or construction-related impacts are reduced to a less-than-significant level. All Project Requirements identified in the attached Environmental Checklist shall be made a condition of project approval and shall be implemented within the timeframes identified.

Phillip Siegrist December 19, 2022

Phillip Siegrist, Supervising Planner Date

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 out-croppings, 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?

The site is located within an area undergoing continued growth in development. Areas to the north, south, east, and west have been developed and continue to be developed with industrial uses. The project site is currently developed with industrial uses. Property to the east and west includes vacant land previously used for agricultural purposes and land that has been developed with industrial warehouse buildings. Property to the north and south include land developed with industrial warehouse buildings. The existing topography of the subject property is nearly flat, with elevations ranging from 283 to 301 feet above mean sea level.

A scenic vista is a viewpoint that provides a distant view of highly valued natural or man-made landscape features for the benefit of the general public. Typical scenic vistas are locations where views of rivers, hillsides, and open space areas can be

obtained as well as locations where valued urban landscape features can be viewed in the distance. Based on the project site's location within a developed area and relatively flat topography, distant views of natural landscape features are limited and would not be further impeded by the proposed project.

The Fresno General Plan PEIR provides and recognizes that the City has not identified or designated scenic vistas within its General Plan. Although no scenic vista has been designated, it is acknowledged that scenic vistas within the Planning Area could provide distant views of natural landscape features such as the San Joaquin River along the northern boundary of the Planning Area and the foothills of the Sierra Nevada Mountain Range. The River bluffs provide distant views of the San Joaquin River as well as areas north of the River. However, the majority of these views are from private property. There are limited views of the San Joaquin River from Weber Avenue, Milburn Avenue, McCampbell Drive, Valentine Avenue, Palm Avenue, State Route 41, Friant Road, and Woodward Park. There are various locations throughout the eastern portion of the Planning Area that provide views of the Sierra Nevada foothills that are located northeast and east of the Planning Area. These distant views of the Sierra Nevada foothills are impeded many days during the year by the poor air quality in the Fresno region. Distant views of man-made landscape features include the Downtown Fresno buildings that provide a unique skyline.

The proposed project will not have a substantial adverse effect on a scenic vista; therefore, a **less than significant** impact would result.

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

Scenic resources include landscapes and features that are visually or aesthetically pleasing. They contribute positively to a distinct community or region. These resources produce a visual benefit upon communities. The scenic resources within the Planning Area include landscaped open spaces such as parks and golf courses. Additional scenic resources within the Planning Area include areas along the San Joaquin River due to the topographic variation in the relatively flat San Joaquin Valley. The River bluffs provide a unique geological feature in the San Joaquin Valley. Historic structures in Downtown Fresno buildings also represent scenic resources because they provide a unique skyline.

Although superseded by the Fresno General Plan (§15-104-B-4.b of the Fresno Municipal Code [FMC]), the Bullard Community Plan previously depicted six vista points along the bluffs overlooking the San Joaquin River bottom and environs. Two of the vista points within Riverview Estates were recognized as having either been developed or committed to development through tentative map approval, prior to the establishment of the Bullard Community Plan standards. As a result, the two committed sites were considered minimal facilities with potential access and other problems. To avoid such future problems, standards were prepared within the Bullard Community Plan to guide development of the four remaining vista points.

The purpose of the vista points was to provide limited bluff access to non-area residents and to offer panoramic views of the river bluffs and river bottom. Such views were considered best enjoyed as part of a passive recreational experience where one can stop, relax and absorb the natural beauty of the river environment. As such, the vista points were recommended to be designed to accommodate local residents who walk, non-area residents who bike, and the driving public.

None of the six vista point locations shown on the Bullard Community Plan Map are located in the nearby vicinity of the subject property. Each vista point is located over 10 miles to the north of the project site. As such, impacts related to these vista points would not occur.

Given the site's distance from the San Joaquin River (i.e., approximately 11 miles northwest of the site), the proposed project will not interfere with public views of the San Joaquin River environs. Furthermore, as there are no designated public or scenic vistas on or adjacent to the subject property, there is no potential for adverse effect on a scenic vista.

Furthermore, the Fresno General Plan PEIR recognizes and acknowledges that poor air quality reduces existing views within the City of Fresno sphere of influence as a whole, and therefore finds that a less than significant impact will result to views of highly valued features such as the Sierra Nevada foothills from future development on and in the vicinity of the subject property.

Finally, the project site is not within the vicinity of a State designated scenic highway. Therefore, a **less than significant** impact would result.

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. The project will not damage nor will it degrade the visual character or quality of the subject site and its surroundings, given that the project site is in an area within close proximity to existing industrial development; and, in an area generally planned for and developed with industrial uses at comparable intensities.

It is also noted that the City's General Plan designates the project area as Employment/Heavy Industrial. The analysis included in the City's General Plan PEIR assumed that the site would be developed with Employment/Heavy Industrial uses. The project would not increase development beyond the level assumed for the site in the City's General Plan PEIR. Additionally, the project would be developed consistent

with the zoning regulations which govern scenic quality, such as building character regulations and lighting regulations.

Therefore, a **less than significant** impact would result.

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

The addition of the 3,552 SF addition, which would be used to store and charge forklifts, on the site will create a new source of light or glare within the area. Additionally, headlights from the introduction of 50 Class 8 trucks would increase light in the area. However, given that the project site is within an area which has been previously developed or is currently being developed with urban and industrial uses, which already affect day and night time views in the project area to a degree equal or greater than the proposed project, no significant impact will occur. The project would be subject to the applicable mitigation measures within the PEIR SCH No. 2019050005 for the Fresno General Plan, Mitigation Monitoring Checklist (PEIR Mitigation Measures AES-4.1 and -4.3), which require lighting systems to use low intensity light fixtures, which are shielded to direct light away from adjacent properties.

Furthermore, through the entitlement process, staff will ensure that lights are located in areas that will minimize light sources to the neighboring properties in accordance with the mitigation measures of the PEIR.

Therefore, the project will have a **less than significant** impact related to light and glare.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the aesthetic related Project Requirements as identified in the attached Project Requirements Checklist dated April 2022.

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?

Based upon the 2016 Rural Land Mapping Edition: Fresno County Important Farmland Map of the State of California Department of Conservation, the project site is designated “Urban and Built-Up Land”. The area to the north, east, and west of the site is designated as “Urban and Built-Up Land”. “Farmland of Local Importance” and “Urban and Built-Up Land” is located west of the site.

The subject property is currently utilized for industrial purposes. As shown in historical aerial photographs available on Google Earth, the project site has been developed with industrial uses since at least 1998. The project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, the project will have **no impact** related to Farmland.

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

The subject property is not subject to a Williamson Act agricultural land conservation contract. Therefore, the proposed project will not affect existing agriculturally zoned or Williamson Act contract parcels. There would be **no impact** related to agricultural zoning and Williamson Act contracts.

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 and surrounding area does not include any forest land, timberland or timberland zoned Timberland Production. Therefore, the proposed project will not

conflict with any forest land or Timberland Production or result in any loss of forest land. There would be **no impact** related to forest land or timberland.

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

As noted above, the proposed project will not conflict with any forest land or Timberland Production or result in any loss of forest land. There is no forest land on-site or in the project vicinity. There would be **no impact** related to forest land.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

As noted previously, the subject property is currently utilized for industrial purposes. Additionally, the site is located in an area within close proximity to existing industrial development; and, in an area generally planned for and developed with industrial uses at comparable intensities. The implementation of the proposed project would not result in other changes in the existing environment that would impact agricultural land outside of the project boundary or Planning Area. As noted previously, the project site and surrounding area does not include any forest land. As such, the proposed development would not impact forest land or involve other changes which could result in conversion of forest land to non-forest use. Therefore, the project would result in **no impact** on farmland or forest land involving other changes in the existing environment which fall outside of the scope of the analyses contained within the PEIR.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (*e.g.*, by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			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

Setting

The subject site is located in the City of Fresno and within the San Joaquin Valley Air Basin (SJVAB). This region has had chronic non-attainment of federal and state clean air standards for ozone/oxidants and particulate matter due to a combination of topography and climate. The San Joaquin Valley (Valley) is hemmed in on three sides by mountain ranges, with prevailing winds carrying pollutants and pollutant precursors from urbanized areas to the north (and in turn contributing pollutants and precursors to downwind air basins). The Mediterranean climate of this region, with a high number of sunny days and little or no measurable precipitation for several months of the year, fosters photochemical reactions in the atmosphere, creating ozone and particulate matter. Regional factors affect the accumulation and dispersion of air pollutants within the SJVAB.

Air pollutant emissions overall are fairly constant throughout the year, yet the concentrations of pollutants in the air vary from day to day and even hour to hour. This variability is due to complex interactions of weather, climate, and topography. These factors affect the ability of the atmosphere to disperse pollutants. Conditions that move and mix the atmosphere help disperse pollutants, while conditions that cause the atmosphere to stagnate allow pollutants to concentrate. Local climatological effects, including topography, wind speed and direction, temperature, inversion layers, precipitation, and fog can exacerbate the air quality problem in the SJVAB.

The SJVAB is approximately 250 miles long and averages 35 miles wide, and is the

second largest air basin in the state. The SJVAB is defined by the Sierra Nevada in the east (8,000 to 14,000 feet in elevation), the Coast Ranges in the west (averaging 3,000 feet in elevation), and the Tehachapi mountains in the south (6,000 to 8,000 feet in elevation). The Valley is basically flat with a slight downward gradient to the northwest. The Valley opens to the sea at the Carquinez Straits where the San Joaquin-Sacramento Delta empties into San Francisco Bay. The Valley, thus, could be considered a "bowl" open only to the north.

During the summer, wind speed and direction data indicate that summer wind usually originates at the north end of the Valley and flows in a south-southeasterly direction through the Valley, through Tehachapi pass, into the Southeast Desert Air Basin. In addition, the Altamont Pass also serves as a funnel for pollutant transport from the San Francisco Bay Area Air Basin into the region.

During the winter, wind speed and direction data indicate that wind occasionally originates from the south end of the Valley and flows in a north-northwesterly direction. Also, during the winter months, the Valley generally experiences light, variable winds (less than 10 mph). Low wind speeds, combined with low inversion layers in the winter, create a climate conducive to high carbon monoxide (CO) and particulate matter (PM_{10} and $PM_{2.5}$) concentrations. The SJVAB has an "Inland Mediterranean" climate averaging over 260 sunny days per year. The Valley floor is characterized by warm, dry summers and cooler winters. For the entire Valley, high daily temperature readings in summer average 95ºF. Temperatures below freezing are unusual. Average high temperatures in the winter are in the 50s, but highs in the 30s and 40s can occur on days with persistent fog and low cloudiness. The average daily low temperature is 45ºF.

The vertical dispersion of air pollutants in the Valley is limited by the presence of persistent temperature inversions. Solar energy heats up the Earth's surface, which in turn radiates heat and warms the lower atmosphere. Therefore, as altitude increases, the air temperature usually decreases due to increasing distance from the source of heat. A reversal of this atmospheric state, where the air temperature increases with height, is termed an inversion. Inversions can exist at the surface or at any height above the ground, and tend to act as a lid on the Valley, holding in the pollutants that are generated here.

Regulations

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the local regional jurisdictional entity charged with attainment planning, rulemaking, rule enforcement, and monitoring under Federal and State Clean Air Acts and Clean Air Act Amendments.

To aid in evaluating potentially significant construction and/or operational impacts of a project, SJVAPCD has prepared an advisory document, the Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI), which contains standard procedures for addressing air quality in CEQA documents. GAMAQI presents a three-tiered approach to air quality analysis. The Small Project Analysis Level (SPAL) is first used to screen the

project for potentially significant impacts. A project that meets the screening criteria at this level requires no further analysis and air quality impacts of the project may be deemed less than significant. If a project does not meet all the criteria at this screening level, additional screening is recommended at the Cursory Analysis Level and, if warranted, the Full Analysis Level. The SPAL thresholds are provided by project type and by number of vehicle trips. By project type (for heavy industrial uses), the threshold is 920,000 sf. By vehicle trips (for industrial uses), the threshold is 1,506 trips per day.

SJVAPCD Regulation VIII mandates requirements for any type of ground moving activity and would be adhered to during construction; however, during construction, air quality impacts would be less than SJVAPCD thresholds for non-attainment pollutants and operation of the project would not result in impacts to air quality standards for criteria pollutants.

The SJVAPCD accounts for cumulative impacts to air quality in its GAMAQI. The SJVAPCD considered basin-wide cumulative impacts to air quality when developing its significance thresholds. The SJVAPCD's air quality significance thresholds represent the maximum emissions from a project that are not expected to conflict with the SJVAPCD's air quality plans, and is not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. These are developed based on the ambient concentrations of the pollutant for each source.

DISCUSSION

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

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

As noted above, the SJVAPCD SPAL is first used to screen the project for potentially significant impacts. A project that meets the screening criteria at this level requires no further analysis and air quality impacts of the project may be deemed less than significant. If a project does not meet all the criteria at this screening level, additional screening is recommended at the Cursory Analysis Level and, if warranted, the Full Analysis Level. For heavy industrial uses, the threshold (by project size) is 920,000 sf. For industrial uses, the threshold (by vehicle trips) is 1,506 trips per day. The project includes the introduction of a 3,552 SF storage and charging addition and 50 battery-electric, zero-emission, Class 8 trucks (ZEVs). The 50 ZEV trucks would be used for on- and off-site use. However, the number of vehicle trips is anticipated to be approximately two trips per truck per day, which would equal approximately 100 trips per day, which is below the SPAL threshold for industrial uses for vehicles trips of 1,506 trips per day. Therefore, the proposed project is considered to have less than significant impacts pertaining to air emissions and is excluded from quantifying criteria pollutant emissions for CEQA purposes, in accordance with the SJVAPCD GAMAQI.

Therefore, the proposed project is considered to have **less than significant** impacts pertaining to air emissions and is excluded from quantifying criteria pollutant emissions for CEQA purposes.

The growth projections used for the Fresno General Plan assume that growth in population, vehicle use and other source categories will occur at historically robust rates that are consistent with the rates used to develop the SJVAPCD's attainment plans. In other words, the amount of growth predicted for the General Plan is accommodated by the SJVAPCD's attainment plan and would allow the air basin to attain the 8-hour ozone standard by the 2023 attainment date. Future development on the subject property is required to comply with SJVAPCD rules and regulations providing additional support for the conclusion that it will not interfere or obstruct with the application of the attainment plans.

The proposed project will comply with the Resource Conservation Element of the Fresno General Plan and the Goals, Policies and Objectives of the Regional Transportation Plan adopted by the Fresno Council of Fresno County Governments; therefore, the project will not conflict with or obstruct an applicable air quality plan.

As noted above, because the project size is below the SPAL threshold, the project would not exceed the air quality significance thresholds on the project-level. The number of truck trips and production capability of the site would not increase. The project would not increase the number of truck trips, vehicle trips, or other trips related to traffic and circulation.

Because the project site has been planned for industrial development since the General Plan PEIR was adopted, and because the project would have less than significant project-level impacts related to criteria air pollutants, the cumulative increase of any criteria pollutant would also be less than significant. As noted above, the project would not otherwise conflict with the SJVAPCD's air quality plans, the project is consistent with the land use assumptions for the project site in the City's General Plan and PEIR, and the cumulative emissions would not be a significant contribution to a cumulative impact. The impact will be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

The SJVAPCD recommends that a screening analysis be performed to determine if a refined Health Risk Assessment (HRA) should be performed. The District's recommended method for screening risks is by using its prioritization calculator based on the California Air Pollution Control Officers Facility Prioritization Guidelines (August 2016). The prioritization calculator will provide a score based on the emission potency method. The prioritization score is an indicator of a facility's potential risk. Scores of 10 or greater indicate that a refined HRA should be prepared because there is the potential for a significant health risk. Scores less than 10 indicate that the project's toxic air contaminant (TAC) emissions are not a high risk.

The project would not emit TACs. Because the forklifts and ZEVs would be charged via electric energy (i.e., they would not be diesel powered), diesel particulates would not result from operation of the project. The 22 wall mounted chargers for forklifts and the 26 120v chargers from standard wall outlets for the walkie rider forklifts currently exist within the Pepsi Facility and would be relocated to the proposed storage and charging addition. Additionally, neither the 50 ZEV trucks nor the associated ZEV electric charging and other electric charging infrastructure would generate TACs. As such, the TACs emitted from the project site would be equal or less than the existing condition. It is also noted that there are no existing sensitive receptors (e.g., residences, schools, hospitals, etc.) in the project vicinity. The nearest receptors, the residents of a single-family home, are located 0.7 miles or further from the site.

The proposed project would result in development which does not exceed 100,000 sf of heavy industrial uses, which is an adopted threshold for conducting an Air Impact Assessment (AIA) in accordance with District Rule 9510 (Indirect Source Review). Therefore, an AIA application will not be required.

District Rule 9510 was adopted to reduce the impact of NOx and provide emission reductions needed by the SJVAPCD to demonstrate attainment of the federal PM_{10} standard and contributed reductions that assist in attaining federal ozone standards. Rule 9510 also contributes toward attainment of state standards for these pollutants. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through onsite mitigation, offsite SJVAPCD-administered projects, or a combination of the two. Compliance with SJVAPCD Rule 9510 reduces the emissions impacts through incorporation of onsite measures as well as payment of an offsite fee that funds emission reduction projects in the Air Basin. The emissions analysis for Rule 9510 is detailed and is dependent on the exact project design that is expected to be constructed or installed. Compliance with Rule 9510 is separate from the CEQA process, though the control measures used to comply with Rule 9510 may be used to mitigate significant air quality impacts.

Additionally, the proposed project would comply with the SJVAPCD's Regulation VIII dust control requirements during any proposed construction (including Rules 8011, 8031, 8041, and 8071). Compliance with this regulation would reduce the potential for significant localized PM_{10} impacts to less than significant levels.

In conclusion, impacts would be **less than significant**.

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

The proposed use, if approved, will be allowed on the subject site and will not expose sensitive receptors (e.g., residences, schools, hospitals, etc.) to substantial pollutant

concentrations. The project is not proposing a use which will create objectionable odors more obnoxious than the current surrounding non-residential uses. In conclusion, the proposed project would not result in any air quality-related environmental impacts beyond those analyzed in PEIR SCH No. 2019050005. Therefore, there will be **no impact** related to odors.

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
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	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			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 proposed project will not directly affect any sensitive, special status, or candidate species, nor would it modify any habitat that supports them.

The project site does not provide suitable habitat for any special-status plant or wildlife species. The project site is currently developed and is surrounded by paved areas, and the area where the proposed building addition would be constructed is currently paved. No trees are located in the disturbance area. The presence of any special-status plant or wildlife species in the project disturbance area is highly unlikely.

Therefore, this impact would be **less than significant**.

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

Riparian habitat or any other sensitive natural community identified by the California Department of Fish and Game or the US Fish and Wildlife Service are not located on the subject property. In addition, no federally protected wetlands are located on the subject site. Therefore, there would be no impacts to riparian species or habitat or other sensitive wetland communities.

Natural communities of special concern are those that are of limited distribution,

distinguished by significant biological diversity, home to special status plant and animal species, of importance in maintaining water quality or sustaining flows, etc. Examples of natural communities of special concern in the San Joaquin Valley could include: open, ruderal/nonnative grassland habitat, which is infrequently disturbed, vernal pools and various types of riparian forest. No natural communities of special concern were identified on the project site. As such, there would be **no impact** related to riparian habitat or other sensitive natural communities.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No state or federally protected wetlands are located on the subject site. As such, there would be **no impact** related to wetlands.

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?

Wildlife movement corridors are areas where wildlife species regularly and predictably move during foraging, or during dispersal or migration. Movement corridors in California are typically associated with valleys, rivers and creeks supporting riparian vegetation, and ridgelines. Such geographic and topographic features are absent from the project site. Additionally, due to the presence of developed lands and urban uses surrounding the subject property, there is limited potential for project related activities to have an impact on the movement of wildlife species or established wildlife corridors. Therefore, this impact would be **less than significant**.

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

Article 3, Street Trees and Parkways, of Chapter 13 of the Fresno Municipal Code contains the public tree policy, tree beautification and preservation regulations, and Special Tree List authorization. This is an existing standard and regulation that is enforced by the City of Fresno during the improvement/grading plan and/or building plan phase of a project.

There are no trees located in the disturbance area. As such, this impact 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?

No habitat conservation plans or natural community conservation plans in the region pertain to natural resources that exist on the subject site or in its immediate vicinity. As such, this impact would be **less than significant**.

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?

There are no structures which exist within the project area that are listed in the National or Local Register of Historic Places or that would be eligible for listing, and the subject site is not within a designated historic district. As such, this impact would be **less than significant**.

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

There are no known archaeological or paleontological resources that exist within the project area. Nevertheless, there is some possibility that a buried archaeological resource may exist in the area and be obscured by development, fill, or other historic activities, leaving no surface evidence. Therefore, due to the ground disturbing activities that will occur as a result of the project, the measures within the PEIR SCH No. 2019050005 for the Fresno General Plan, Mitigation Monitoring Checklist to address archaeological resources, paleontological resources, and human remains (PEIR Mitigation Measure CUL-1.1) will be employed to guarantee that should archaeological and/or animal fossil material be encountered during project excavations, then work shall stop immediately; and, that qualified professionals in the respective field are contacted and consulted in order to ensure that the activities of the

proposed project will not involve physical demolition, destruction, relocation, or alteration of historic, archaeological, or paleontological resources. Implementation of the PEIR mitigation measures would ensure this impact is **less than significant**.

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

There is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the subject property. The project site is currently developed, and the area where the proposed charging and storage addition would be constructed is currently paved. Nevertheless, there is some possibility that a buried site may exist in the area and be obscured by development, fill, or other historic activities, leaving no surface evidence. Furthermore, previously unknown paleontological resources or undiscovered human remains could be disturbed during project construction.

Therefore, due to the ground disturbing activities that will occur as a result of the project, the measures within the PEIR SCH No. 2019050005 for the Fresno General Plan, Mitigation Monitoring Checklist (PEIR Mitigation Measure CUL-3) to address human remains will be employed to guarantee that should human remains be unearthed during project excavations, then work shall stop immediately; and, the County Coroner shall make the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner would be required to notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains.

Currently, the Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe have requested to be notified pursuant to Assembly Bill 52 (AB 52). A certified letter was mailed to the above-mentioned tribes on July 13, 2021. The 30-day comment period ended on August 12, 2021. Both tribes did not request consultation.

Implementation of the PEIR mitigation measures would ensure this impact is **less than significant**.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the cultural resource related Project Requirements as identified in the attached Project Requirements Checklist dated April 2022.

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?

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

Appendix F of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix F of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered "wasteful, inefficient, and unnecessary" if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The project includes construction and operation of a single-story, 3,552 SF building addition which will be used to store and charge forklifts on the 28.85-acre project site. The project also includes the installation of 22 wall mounted chargers for forklifts, 26 120v chargers from standard wall outlets for the walkie rider forklifts, two eyewash/safety showers, and utilities improvements, such as sprinklers, electrical, ventilation, and HVAC. The 22 wall mounted chargers for forklifts and the 26 120v

chargers from standard wall outlets for the walkie rider forklifts currently exist within the Pepsi Facility and would be relocated to the proposed storage and charging addition. Additionally, the project includes the introduction of 50 battery-electric, zero-emission, Class 8 trucks (ZEVs) and installation of EVSE with eight (8) 700+ kW DC-fast charging MCS connectors and a BESS. The 50 ZEV trucks would be used for on- and off-site use. All other facilities which were previously approved for construction on the subject property would remain the same.

The purpose of the proposed expansion to the existing site facilities is to consolidate the charging areas to a single location. The number of employees and work hours will not change. The production capability of the site would also not increase. The project would not increase the number of truck trips, vehicle trips, or other trips related to traffic and circulation.

The amount of energy used at the project site would directly correlate to the size of the proposed building addition, the energy consumption of associated technology, and outdoor lighting. Other major sources of proposed project energy consumption include fuel used by construction worker and vendor vehicle trips and fuel used by off-road construction vehicles during construction activities.

It is noted that the proposed forklift charging stations would not result in additional electricity usage. As noted above, the 22 wall mounted chargers for forklifts and the 26 120v chargers from standard wall outlets for the walkie rider forklifts currently exist within the Pepsi Facility and would be relocated to the proposed storage and charging addition.

The following discussion provides calculated levels of energy use expected for the proposed project, based on commonly used modelling software (i.e., CalEEMod and the California Air Resource Board's EMFAC2014).

Electricity and Natural Gas

Natural gas used by the proposed project would be used primarily to power the proposed building addition. Electricity used by the proposed project would be used to primarily power the 50 battery-electric, zero-emission, Class 8 trucks (ZEVs), and other electrically powered equipment. Total annual electricity (kilowatt hours [kWh]) and natural gas (British thermal unit [kBTU]) usage associated with the operation of the proposed project are shown in Table 1, below (as provided by CalEEMod).

Table 1: Project Operational Natural Gas and Electricity Usage

Emissions[(a)]	***Natural Gas (kBTU/year)***	***Electricity (kWh/year)***
Unrefrigerated Warehouse – No Rail	64,220.2	2,608,650,000.0
Total	**64,220.2**	**2,608,650,000.0**

SOURCE: CALEEMOD (V.2016.3.2).

According to Calico's *Appendix A: Calculation Details for CalEEMod*, CalEEMod uses

the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings.

As shown in Table 1, the proposed 3,552 SF building addition would use approximately 64,220.2 kBTU of natural gas per year and approximately 2,608,650,000 kWh of electricity per year.

On-Road Vehicles (Operation)

As noted previously, the project would introduce 50 battery-electric, zero-emission, Class 8 trucks (ZEVs) and associated electric charging infrastructure. However, these vehicles would not directly utilize gasoline or diesel fuel, since the vehicles would be zero-emission vehicles. The electricity consumption that is estimated to be used by these vehicles is included in Table 1, above. Diesel and gasoline fuel usage would be decreased, and electric energy usage would be increased. Therefore, diesel and gasoline fuel currently used by operational trucks would be replaced with 50 battery-electric, trucks ZEVs.

On-Road Vehicles (Construction)

The proposed project would generate on-road vehicle trips during project construction (from construction workers and vendors). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths and number of workers per construction phase as provided by CalEEMod, and Year 2021 gasoline miles per gallon (MPG) factors provided by EMFAC2014. For the purposes of simplicity, it was assumed that all vehicles used gasoline as a fuel source (as opposed to diesel fuel or alternative sources). Table 2, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the construction of the proposed project would occur during the building construction phase. See Appendix A for a detailed calculation.

Table 2: On-Road Mobile Fuel Generated by Project Construction Activities – By Phase

Construction Phase	***# of Days***	***Total Daily Worker Trips[(a)]***	***Total Daily Vendor Trips[(a)]***	***Gallons of Gasoline Fuel[(b)]***	***Gallons of Diesel Fuel[(b)]***
Site Preparation	1	5	-	3	-
Grading	2	10	-	11	-
Building Construction	100	1	1	53	102
Paving	5	18	-	47	-
Architectural Coating	5	0	-	-	-
Total	**N/A**	**N/A**	**N/A**	**114**	**102**

NOTE: [(A)] PROVIDED BY CALEEMOD. [(B)]SEE APPENDIX A FOR FURTHER DETAIL.
SOURCE: CALEEMOD (V.2016.3.2); EMFAC2014.

Off-Road Vehicles (Construction)

Off-road construction vehicles would use diesel fuel during the construction phase of the proposed project. A non-exhaustive list of off-road construction vehicles that may be used during the construction phase of the proposed project includes: cranes, forklifts, generator sets, welders, tractors, excavators, and dozers. Based on the total amount of carbon monoxide (CO_2) emissions expected to be generated by the proposed project (as provided by the CalEEMod output), and a CO_2 to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the proposed project would use a total of approximately 145.5 gallons of diesel fuel for off-road construction vehicles during the site preparation and grading phases of the proposed project. Detailed calculations are provided in Appendix A.

Conclusion

The proposed project would use energy resources for the operation of the building addition, ZEV vehicles, and other on-site equipment (e.g. electricity), for on-road vehicle trips associated with construction (e.g. electricity, gasoline, and diesel fuel), and for off-road construction activities associated with the proposed project (e.g. diesel fuel).

The proposed project would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. For example, PG&E is responsible for the mix of energy resources used to provide electricity for its customers, and is in the process of implementing the State-wide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. PG&E is expected to achieve at least a 33% mix of renewable energy resources by 2020, and 50% by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“part 6”), would be applicable to the proposed project. Other State-wide measures, including those intended to improve the energy efficiency of the State-wide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the proposed project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the project including construction, operations, and/or maintenance. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the proposed project. The proposed project would comply with all existing energy standards, and would not result in significant adverse impacts on energy resources. For these reasons, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the threshold as described by Appendix F of the *CEQA Guidelines*.

In conclusion, energy impacts would be considered **less than significant**.

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:			X	
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	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			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.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

Fresno has no known active earthquake faults and is not in any Alquist-Priolo Special Studies Zones. The immediate Fresno area has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenters lie to the east, west, and south. Known major faults are over 50 miles away and include the San Andreas Fault, Coalinga area blind thrust fault(s), and the Long Valley, Owens Valley, and White Wolf/Tehachapi fault systems. The most serious threat to Fresno from a major earthquake in the Eastern Sierra would be flooding that could be caused by damage to dams on the upper reaches of the San Joaquin River.

Fresno is classified by the State as being in a moderate seismic risk zone, Category “C” or “D,” depending on the soils underlying the specific location being categorized and that location’s proximity to the nearest known fault lines. All new structures are required to conform to current seismic protection standards in the California Building Code. Seismic upgrade/retrofit requirements are imposed on older structures by the City’s Planning and Development Department as may be applicable to building

modification and rehabilitation projects.

There are no geologic hazards or unstable soil conditions known to exist on the site. The project site lacks topography or significant slopes. The project site is developed with industrial uses, and the project is considered an infill development. Therefore, this impact would be **less than significant**.

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

The proposed project would include disturbance of approximately 0.08 acres of developed area. The disturbance area is currently disturbed and developed with asphalt associated with the existing industrial facility. The flat topography of the site, coupled with the size and the developed nature of the site, would not result in the potential for soil erosion. Therefore, this impact 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 noted above, there are no geologic hazards or unstable soil conditions known to exist on the site. The existing topography is relatively flat with no apparent unique or significant land forms such as vernal pools. Development of the property requires compliance with grading and drainage standards of the City of Fresno. A civil engineer or soils engineer registered in this state shall complete a Soils Investigation and Evaluation Report. The investigation will address the detail of the configuration, location, type of loading of the proposed structures and drainage plan. The report shall provide detailed recommendation for foundations, drainage, and other items. The preparation of the Soils Investigation and Evaluation Report is an existing standard. Therefore, this impact would be **less than significant**.

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

According to Figure 4.30 (Expansive Soils in Fresno County) of the Fresno County Multi-Hazard Mitigation Plan, the project site is not located in an area susceptible to expansive soils. No adverse environmental effects related to topography, soils or geology are expected as a result of this project. Therefore, this impact 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 is currently served by City sanitary sewer facilities, and septic tanks or alternative waste water disposal systems would not be required. Therefore, this

impact would be **less than significant**.

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

As noted in Section V, Cultural Resources, there are no known paleontological resources that exist within the project area. Nevertheless, there is some possibility that a buried paleontological resource may exist in the area and be obscured by development, fill, or other historic activities, leaving no surface evidence. Therefore, due to the ground disturbing activities that will occur as a result of the project, the measures within the PEIR SCH No. 2019050005 for the Fresno General Plan, Mitigation Monitoring Checklist (PEIR Mitigation Measure CUL-1.1) to address archaeological and paleontological resources will be employed to guarantee that should archaeological and/or animal fossil material be encountered during project excavations, then work shall stop immediately; and, that qualified professionals in the respective field are contacted and consulted in order to ensure that the activities of the proposed project will not involve physical demolition, destruction, relocation, or alteration of historic, archaeological, or paleontological resources. Implementation of PEIR Mitigation Measure CUL-1.1 would ensure this impact is **less than significant**.

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	

Background

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H_2O), carbon dioxide (CO_2),

methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three greenhouse gases have increased globally by 40, 150, and 20 percent, respectively (Intergovernmental Panel on Climate Change [IPCC], 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

The emissions from a single project will not cause global climate change; however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's *incremental* effects are cumulatively considerable" and thus significant in and of themselves. The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human-made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

Significance Thresholds

Governor's Office of Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a project's GHG emissions

under CEQA. Moreover, the California Air Resources Board (CARB) has not established such a threshold or recommended a method for setting a threshold for project-level analysis. In the absence of a consistent statewide threshold, a threshold of significance for analyzing the project's GHG emissions was developed. The issue of setting a GHG threshold is complex and dynamic, especially in light of the California Supreme Court decision in *Center for Biological Diversity v. California Department of Fish and Wildlife* (referred to as the Newhall Ranch decision hereafter). The California Supreme Court ruling also highlighted the need for the threshold to be tailored to the specific project type, its location, and the surrounding setting. Therefore, the threshold used to analyze the project is specific to the analysis herein and the City retains the ability to develop and/or use different thresholds of significance for other projects in its capacity as lead agency and recognizing the need for the individual threshold to be tailored and specific to individual projects.

The SJVAPCD provides guidance for addressing GHG emissions under CEQA. The SJVAPCD guidance regarding evaluating GHG significance notes that if a project complies with an adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions, then impacts related to GHGs would be less than significant. The applicable plan for reduction or mitigation of GHG emissions for the proposed project is the City's Greenhouse Gas Reduction Plan. Additionally, the SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the proposed project, the GHG emissions are quantified below for informational purposes, followed by a consistency analysis with the Fresno Council of Governments Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Fresno Greenhouse Gas Reduction Plan.

DISCUSSION

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

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 and other GHG pollutants, such as CH_4 and N_2O, from mobile sources and utility usage.

The proposed project's short-term construction-related and long-term operational

GHG emissions for buildout of the proposed project, were estimated using CalEEMod™ (v.2016.3.2). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The proposed project's electricity consumption is primarily generated by the electric vehicle charging that would occur to on-site. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

Short-Term Construction GHG Emissions

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 3.

Table 3: Construction GHG Emissions (Unmitigated Metric Tons Per Year)

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
2021	0.0000	58.4715	58.4715	0.0175	0.0000	58.8542
Maximum	**0.0000**	**58.4715**	**58.4715**	**0.0175**	**0.0000**	**58.8542**

SOURCE: CALEEMOD (V.2016.3.2).

As presented in the table, maximum short-term annual construction emissions of GHG associated with development of the project are estimated to be 58.8542 $MTCO_2e$ (2021). These construction GHG emissions are a one-time release and are comparatively much lower than emissions associated with operational phases of a project. Cumulatively, these construction emissions would not generate a significant contribution to global climate change.

Long-Term Operational GHG Emissions

The long-term operational emissions estimate for the proposed project, incorporates the potential area source emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation.

Estimated GHG emissions associated with the proposed project are summarized in Table 4. As shown, the annual GHG emissions associated with the proposed project would be approximately 761,866 $MTCO_2e$.

Table 4: Operational GHG Emissions (Metric Tons Per Year)

Category	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0.0000	0.00006	0.00006	0.0000	0.0000	0.00007
Energy	0.0000	758,888.1778	758,888.1778	34.3147	7.0996	761,861.7342
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Category	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Waste	0.6780	0.0000	0.6780	0.0401	0.0000	1.6797
Water	0.2605	1.2923	1.5527	0.0268	0.0006	2.4148
Total	**0.9384**	**758,889.4701**	**758,890.4085**	**34.3815**	**7.1003**	**761,865.8287**

NOTE: DIRECT MOBILE CATEGORY EMISSIONS OF GHGS WOULD BE ZERO BECAUSE THE PROJECT WOULD NOT RESULT IN ANY NEW FOSSIL FUEL-POWERED VEHICLE TRIPS.
SOURCE: CALEEMOD (V.2016.3.2).

Fresno Council of Governments RTP/SCS

The Fresno Council of Governments adopted the RTP/SCS in July 2018. The RTP/SCS comprehensively assesses all forms of transportation available in Fresno County as well as travel and goods movement needs through 2042. The RTP/SCS is required by Senate Bill 375. The 2018 RTP reflects the federal directives embodied in both the Fixing America's Surface Transportation Act (FAST Act) and the Clean Air Act Amendments of 1991. These acts require that projects in RTPs be "constrained" to only those that can actually be delivered with reasonably expected funds, and that those projects help attain and maintain air quality standards. The RTP contains four main required elements that are discussed below. However, the Fresno Council of Governments RTP includes additional elements or chapters regarding the regional context of the RTP, public participation, environmental justice analysis and transportation performance management.

Chapter 2 of the RTP/SCS contains goals, objectives, and policies in order to address the transportation needs of the Fresno region and quantify regional needs in the 25-year planning horizon. One of the policies in Table 2-1A of the RTP/SCS aims to encourage infill development in areas that take advantage of remaining capacity in existing transportation facilities. The proposed project is considered an infill development. The purpose of the proposed expansion to the existing site facilities is to consolidate the charging areas to a single location. Another policy aims to provide a transit system that meets the public transportation needs of the service area. The project site is approximately 1.0 mile from a Fresno Area Express Route 32 but stop (located at North Avenue / Elm Avenue). Route 32 has stops in southern, central, and northern Fresno. This route stops at or near the following points of interest: Sequoia Health Clinic, Community Regional Medical Center, Downtown Transit Center, San Joaquin Memorial High School, VA Medical Center, Manchester Transit Center, San Joaquin Valley Village, and River Park. Therefore, the proposed project would be located in an area that is currently served by Fresno Area Express.

As demonstrated above, the proposed project would be generally consistent with the goals and strategies of the RTP/SCS.

Conclusion

As demonstrated above, the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the

environment. Therefore, this impact 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?

Fresno Greenhouse Gas Reduction Plan

The City of Fresno adopted its first Greenhouse Gas Reduction Plan in December 2014. The GHG Plan established a target of reducing per capita GHG emissions in the city by 21.7 percent below 2020 business-as-usual (BAU) levels by 2020 and includes GHG reduction measures designed to achieve the reduction target. The Greenhouse Gas Reduction Plan is considered a "Qualified Plan," according to CEQA Guidelines §15183.5.2.

It should be noted that, since adoption of the GHG Plan, two significant regulations/decisions have been established. First, on September 28, 2016, Governor Brown signed Senate Bill (SB) 32 into law that sets a Statewide goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. Additionally, on November 30, 2015, the California Supreme Court published its decision on the Newhall Ranch Specific Plan invalidating the Environmental Impact Report (EIR) for a variety of reasons, including the use of 29 percent below business-as-usual (BAU) as a threshold to determine significance of GHG emissions under CEQA without any supporting evidence.

The City of Fresno recently released an updated version of the Greenhouse Gas Reduction Plan (the Greenhouse Gas Reduction Plan Update) for public comment along with the City's Recirculated Draft General Plan Program (PEIR), to ensure conformity with the mandates of California Supreme Court in the Newhall Ranch case and the State of California's latest GHG regulations. The final version of the Greenhouse Gas Reduction Plan Update was adopted on September 30, 2021.

The Greenhouse Gas Reduction Plan Update re-evaluates the City's GHG reduction targets and existing reduction strategies from the 2014 Greenhouse Gas Reduction Plan. New goals and supporting measures are included to reflect and ensure compliance with changes in the local and State policies and regulations such as SB 32 and California's 2017 Climate Change Scoping Plan. The City's GHG inventory, based on the most recent data available for the year 2016 is evaluated and the future growth in emissions for the BAU and adjusted BAU (ABAU) scenarios (the ABAU scenario takes into account the State policies) for the years 2020, 2030, and 2035 are projected. The 2020 and 2030 forecast years in the Greenhouse Gas Reduction Plan Update are consistent with the goals identified in Assembly Bill (AB) 32 and SB 32, which identify Statewide GHG reduction targets by 2020 and 2030. The 2035 forecast year correspond to the City's General Plan horizon year and will allow the City to develop long-term strategies to continue GHG reductions.

The City's General Plan designates the project area as Employment/Heavy Industrial.

The analysis included in the City's General Plan PEIR assumed that the site would be developed with Employment/Heavy Industrial uses. The project would not increase development beyond the level assumed for the site in the City's General Plan PEIR and the associated Greenhouse Gas Reduction Plan. Because the Greenhouse Gas Reduction Plan analyzed the Fresno General Plan land use capacity, the GHG emissions resulting from the proposed project (i.e., approximately 761,866 $MTCO_2e$ during operation and a maximum of 58.8542 $MTCO_2e$ during construction [2021]) would be consistent with what was anticipated for the site in the Greenhouse Gas Reduction Plan.

Conclusion

The maximum short-term annual construction emissions of GHG associated with development of the project are estimated to be 58.8542 $MTCO_2e$ (2021). As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed project. The annual operational GHG emissions associated with buildout of the proposed project would be approximately 761,866 $MTCO_2e$. Additionally, the project would be generally consistent with the goals and policies of the Fresno Council of Governments RTP/SCS and the Fresno Greenhouse Gas Reduction Plan.

As noted previously, Phase II of the project includes the introduction of 50 battery-electric, zero-emission, Class 8 trucks (ZEVs) and installation of EVSE with eight 700+ kW DC-fast charging MCS connectors and a BESS. The project would introduce ZEVs and ZEV infrastructure to the project site, which supports the climate change related goals in the Fresno Greenhouse Gas Reduction Plan. The proposed project will not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of greenhouse gas emissions, either directly or indirectly, or conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, this impact would be **less than significant**.

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

The project itself will not generate or use hazardous materials in a manner outside health department requirements. Therefore, this impact 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 shown in historical aerial photographs available on Google Earth, the project site has been developed with industrial uses since at least 1998. As noted below, there are no known existing hazardous material conditions on the property and the property is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

According to GeoTracker, there are two regulatory sites within 0.25-mile of the project site:

- Smith Tank Lines (Site # T0601900627): This site is a Leaking Underground Storage Tank (LUST) Cleanup Site with a cleanup status of Completed – Case Closed as of December 15, 2005. This site is located approximately 0.25 miles east of the project site. The potential contaminant of concern was gasoline. The cleanup oversight agencies for this site are Fresno County and the Central Valley Regional Water Quality Control Board.
- Pepsi-Cola Bottling Company (Site # T0601900446): This site is a LUST Cleanup Site with a cleanup status of Completed – Case Closed as of November 23, 1993. This site is on the project site. The potential contaminants of concern were waste oil/motor/hydraulic/lubricating. The cleanup oversight agencies for this site are Fresno County and the Central Valley Regional Water Quality Control Board.

Both sites have undergone regulatory cleanup and received a cleanup status of Completed. No contaminants associated with these previous clean-up sites are known to have impacted the project site. No other hazardous sites are documented in the immediate project vicinity. Therefore, this impact 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 nearest school, Orange Center Elementary School, is located approximately 0.95 miles southeast of the site. The project itself will not generate or use hazardous

materials in a manner outside health department requirements. Therefore, this impact would be **less than significant**.

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?

There are no known existing hazardous material conditions on the property and the property is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this impact would be **less than significant**.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project area is not located in a Federal Aviation Administration (FAA)-designated Runway Protection Zone, Inner Safety Zone and Sideline Safety Zone according to review of the Downtown Fresno Chandler Airport and Fresno Yosemite International Airport Existing Safety Zones Maps. Based upon the goals of the proposed project, no potential interference with an adopted emergency response or evacuation plan has been identified. Therefore, this impact would be **less than significant**.

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

The project site currently provides two access points, which will be utilized for purposes of emergency vehicle access. Project review for compliance with fire and life safety requirements for the proposed storage addition, charging addition, Class 8 trucks (ZEVs), and fast-charging facilities, and the intended use are reviewed by both the Fire Department and the Building and Safety Services Section of the Planning and Development Department when a submittal for building plan review is made as required by the California Building Code. Therefore, this impact 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 subject property is not located within any wildland fire hazard zones. Therefore, this impact would be **less than significant**.

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	
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:			X	
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	

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

Chapter 6, Municipal Services and Utilities, Article 7, Urban Storm Water Quality Management and Discharge Control, of the Fresno Municipal Code establishes provisions regarding stormwater discharges. The purpose and intent of Article 7 is to ensure the health, safety, and general welfare of residents, and to protect the water quality of surface water and groundwater resources in a manner pursuant to and consistent with the Federal Clean Water Act (CWA) by reducing pollutants in urban stormwater, discharges to the maximum extent practicable, and by effectively prohibiting non-stormwater discharges to the storm drain system. Chapter 12, Impact Fees, Historic Resources, and Other Miscellaneous Topics, Section 12-2304, Development Application, Infrastructure Improvement Plans, and Building Permit Review and Processing Timelines, outlines the City's grading plan check process. The grading plan check process is a review process that requires anyone who develops property to:

1. Properly grade their property in accordance with the California Building Code (CBC).
2. Submit a grading plan showing the proposed grading of the development.
3. Obtain approval of the Fresno Metropolitan Flood Control District indicating conformance of the grading plan with the Storm Drainage Master Plan.
4. Obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and comply with the requirements of the permit, including developing an erosion control site plan.

Runoff resulting from the proposed building addition would be negligible because the development footprint is currently paved, and construction and operation would be subject to the City's water quality standards and review process. Therefore, this impact 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 proposed development area is currently paved and does not provide area for groundwater recharge. The project includes construction and operation of a single-story, 3,552 SF building addition which will be used to store and charge forklifts on the 28.85-acre project site. The project also includes the installation of 22 wall mounted chargers for forklifts, 26 120v chargers from standard wall outlets for the walkie rider forklifts, two eyewash/safety showers, fast-charging facilities, utilities improvements, such as sprinklers, electrical, ventilation, and HVAC. The project does not include restrooms, kitchens, or other facilities that would use water daily; however, two eyewash/safety showers would be provided, which would be used in a limited capacity for emergencies only. The number of employees and work hours will not change. The production capability of the site would also not increase. Therefore, the project would only increase water demand on the site during emergencies.

It is also noted that the City's General Plan designates the project area as Employment/Heavy Industrial. The analysis included in the City's General Plan PEIR assumed that the site would be developed with Employment/Heavy Industrial uses. The project would not increase development beyond the level assumed for the site in the City's General Plan PEIR. Because the recently adopted 2020 Urban Water Management Plan (UWMP) analyzed the Fresno General Plan land use capacity, the water demand resulting from the existing project site would be less than anticipated in the UWMP.

The proposed project would not result in new impervious surfaces and, as such, would not reduce rainwater infiltration and groundwater recharge. The proposed project would have negligible effects to the overall infiltration capacity of the area because the proposed disturbance area is currently paved. Due to the project's small size, nature and scope, is would not cause the substantial depletion of groundwater supplies or interfere substantially with groundwater recharge.

Therefore, this impact would be **less than significant**.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

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

iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv. Impede or redirect flood flows?

Runoff from the project site currently flows to the existing City storm drains located in S. East Avenue and/or E. North Avenue. Upon development of the proposed building addition, stormwater would continue to flow to the on-site landscaped areas and/or the existing storm drains in the adjacent roadway.

The project site is mostly flat and the project would not substantially alter the existing drainage pattern of the site or area. The project site does not have a stream or river. The project would not result in substantial erosion or siltation on- or off-site, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project would not increase impervious surfaces on-site. The storm drainage plan will be supported by engineering calculations to ensure that the project does not 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.

The developer will be required to provide improvements which will convey surface drainage to Master Plan inlets and which will provide a path for major storm conveyance. When development permits are issued, the subject site will be required to pay drainage fees pursuant to the Drainage Fee Ordinance.

The subject property would be adequately served with permanent drainage service through existing Master Plan facilities and stormwater infrastructure currently located on the developed site

The Master Plan system has been designed such that during a two-year event flow will not exceed the height of the 6-inch curb. Should wedge curb (4.5 inch height) be used the same criteria shall apply whereby flow remains below the top of curb.

Overall, this impact would be **less than significant**.

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

The project would not impede or redirect flood flows. The project site is not in a location that is prone to flood hazard, tsunami, or seiche zones, and is not at risk of release of pollutants due to project inundation. Therefore, this impact would be **less than significant**.

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

The Water Quality Control Plan for the Central Valley Region and the Groundwater Sustainability Plan are the two guiding documents for water quality and sustainable groundwater management in the project area. Consistency with the two plans is discussed below.

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where known.

As discussed above, impacts related to water quality during construction and operation of the proposed project would be less than significant. Through compliance with the Fresno Metropolitan Flood Control District's (FMFCD's) Storm Water Quality Management Plan, City General Plan policies, and City Municipal Code requirements, the proposed project would have a **less than significant** impact.

Groundwater Sustainability Plan

As part of a partnership of local municipal water purveyors, irrigation districts, a flood control district, and the overlying county, the Fresno Area Regional Groundwater Management Plan was prepared in conformance with AB 3030 and SB 1938. The objectives of the Fresno Area Regional Groundwater Management Plan have been developed to monitor, protect, and sustain groundwater within the region. The City of Fresno and the other participating agencies subsequently adopted the groundwater management plan in 2006. The City of Fresno falls within the North Kings Groundwater Sustainability Agency (NKGSA). As a high priority basin, the Kings Subbasin must be managed under a Groundwater Sustainability Plan by January 31, 2020. The NKGSA completed the Groundwater Sustainability Plan on January 28, 2020.

As discussed above, project implementation would not decrease groundwater supplies or interfere substantially with groundwater recharge. The proposed project water demand is not expected to exceed the City's supplies in any normal, single dry, or multiple dry year, and the project would not conflict with the Fresno Area Regional Groundwater Management Plan. This impact would be **less than significant**.

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 project site is located within the Fresno city limits and is adjacent primarily to industrial uses and land previously used for agricultural purposes. The proposed industrial building addition to an existing industrial facility is consistent with the surrounding uses to the north and south and would not physically divide an established community. Implementation of the proposed project would have a **less than significant** impact relative to this topic.

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 would require approval of a Development Permit. The proposed project site is designated and zoned for heavy industrial uses. Upon approval, the proposed project would not conflict with any land use plan, policy or regulation. The project would not require a rezone or General Plan amendment. The Heavy Industrial land use designation accommodates the broadest range of industrial uses including manufacturing, assembly, wholesaling, distribution, and storage activities that are essential to the development of a balanced economic base. Small-scale commercial services and ancillary office uses are also permitted. The maximum floor-area-ratio (FAR) is 1.5. The proposed building addition to the industrial facility is allowed within this land use designation, and the project does not exceed the maximum FAR.

Fresno General Plan Goals, Objectives and Policies

As proposed, the project will be consistent with the following Fresno General Plan goals:

- Increase opportunity, economic development, business, and job creation.

- Make full use of existing infrastructure, and investment in improvements to increase competitiveness and promote economic growth.

- Promote orderly land use development in pace with public facilities and services needed to serve development.

- Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.

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

Policy UF-1-a promotes new development within the existing City limits. The project site is within the existing City limits. The 3,552 SF building addition and associated charging facilities would be located in the central portion of the project site, west of the existing warehouse and bottling facility and east of the existing truck and employee parking areas.

Likewise, Objective LU-6 of the General Plan aims to retain and enhance existing commercial areas to strengthen Fresno's economic base and site new office, retail, and lodging use districts to serve neighborhoods and regional visitors. Policy LU-6-6 aims to direct highway-oriented and auto-serving commercial uses to locations that are compatible with the Urban Form policies of the General Plan. This policy also ensures that adequate buffering measures are implemented for adjacent residential uses, noise, glare, odors, and dust. Because the site is located between State Route 41 and State Route 99, the proposed industrial building addition use is in an appropriate location.

This project supports the above-mentioned goals and policies in that the intensity of the proposed development conforms to the applicable land use designation of the Fresno General Plan.

The project will not conflict with any conservation plans since it is not located within any conservation plan areas. No habitat conservation plans or natural community conservation plans in the region pertain to the natural resources that exist on the subject site or in its immediate vicinity. Therefore, this impact would be **less than significant**.

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 subject site is not located in an area designated for mineral resource preservation or recovery; therefore, the project will not 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. Impacts would be **less than significant**.

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?

The subject site is not delineated on a local general plan, specific plan or other land use plan as a locally-important mineral resource recovery site; therefore, it will not result in the loss of availability of a locally-important mineral resource. Impacts would be **less than significant**.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				

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

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

Generally, the three primary sources of substantial noise that affect the City of Fresno and its residents are transportation-related and consist of major streets and regional highways; airport operations at the Fresno Yosemite International, the Fresno-Chandler Downtown, and the Sierra Sky Park Airports; and railroad operations along the BNSF Railway and the Union Pacific Railroad lines.

In developed areas of the community, noise conflicts often occur when a noise sensitive land use is located adjacent or in proximity to a noise generator. Noise in these situations frequently stems from on-site operations, use of outdoor equipment, uses where large numbers of persons assemble, and vehicular traffic. Some land uses, such as residential dwellings hospitals, office buildings and schools, are

considered noise sensitive receptors and involve land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise.

Stationary noise sources can also have an effect on the population, and unlike mobile, transportation-related noise sources, these sources generally have a more permanent and consistent impact on people. These stationary noise sources involve a wide spectrum of uses and activities, including various industrial uses, commercial operations, agricultural production, school playgrounds, high school football games, HVAC units, generators, lawn maintenance equipment and swimming pool pumps.

The City of Fresno Noise Element of the Fresno General Plan establishes a land use compatibility criterion of 60 decibels (dB) day-night average sound level (DNL) for exterior noise levels in outdoor areas of noise- sensitive land uses. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation. However, the project doesn't propose sensitive land uses. Furthermore, the Noise Element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB DNL. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

For stationary noise sources, the noise element establishes noise compatibility criteria in terms of the exterior hourly equivalent sound level (Leq) and maximum sound level (Lmax). The standards are more restrictive during the nighttime hours, defined as 10:00 p.m. to 7:00 a.m. The standards may be adjusted upward (less restrictive) if the existing ambient noise level without the source of interest already exceeds these standards. The Noise Element standards for stationary noise sources are: (1) 50 dBA Leq for the daytime and 45 A-weighted decibels (dBA) Leq for the nighttime hourly equivalent sound levels; and, (2) 70 dBA Lmax for the daytime and 65 dBA Lmax for the nighttime maximum sound levels.

Noise created by new proposed stationary noise sources or existing stationary noise sources which undergo modification that may increase noise levels shall be mitigated so as not to exceed the noise level standards of Table 9 (Table 5.11-8 of the PEIR) at noise sensitive land uses. If the existing ambient noise levels equal or exceed these levels, mitigation is required to limit noise to the ambient noise level plus 5 dB.

Pursuant to Policy H-1-b of the Fresno General Plan, for purposes of City analyses of noise impacts, and for determining appropriate noise mitigation, a significant increase in ambient noise levels is assumed if the project causes ambient noise levels to exceed the following: (1) The ambient noise level is less than 60 db Ldn and the project increase noise levels by 5 dB or more; (2) The ambient noise level is 60-65 dB Ldn and the project increases noise levels by 3 dB or more; or, (3) The ambient noise level is greater than 65 dB Ldn and the project increases noise levels by 1.5 dB or more.

Short-term Noise Impacts

The construction of a project involves both short-term, construction related noise, and long-term noise potentially generated by consolidation of forklift traffic. The FMC allows for construction noise in excess of standards if it complies with the section below (Chapter 10, Article 1, Section 10-109 – Exemptions). It states that the provisions of Article 1 – Noise Regulations of the FMC shall not apply to:

> Construction, repair or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the city or other governmental agency, or to site preparation and grading, provided such work takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

Thus, 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. Additionally, there are no existing sensitive receptors in the project vicinity. 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 general plan or noise ordinance or applicable standards of other agencies would be less than significant.

Long Term Noise Impacts

The project site is currently used for industrial uses. There are no existing sensitive receptors in the project vicinity. The site is surrounded by existing and future industrial land uses on all sides. The noise resulting from development and operation of the storage addition, charging addition, trucks, and fast-charging facilities would be comparable to the existing conditions as the project would not change the use of the site.

The project includes construction and operation of a single-story, 3,552 SF building addition which will be used to store and charge forklifts on the 28.85-acre project site. The project also includes the installation of 22 wall mounted chargers for forklifts, 26 120v chargers from standard wall outlets for the walkie rider forklifts, two eyewash/safety showers, and utilities improvements, such as sprinklers, electrical, ventilation, and HVAC. The 22 wall mounted chargers for forklifts and the 26 120v chargers from standard wall outlets for the walkie rider forklifts currently exist within the Pepsi Facility and would be relocated to the proposed storage and charging addition. Additionally, the project includes the introduction of 50 ZEV Class 8 trucks and installation of EVSE with eight 700+ kW DC-fast charging MCS connectors and a BESS. The 50 ZEV trucks would be used for on- and off-site use. All other facilities which were previously approved for construction on the subject property would remain the same.

It is reasonable to assume that the proposed project will result in slight increases in

temporary and/or periodic ambient noise levels on the subject property above existing levels. However, these noise levels will not exceed those generated by adjacent existing or planned land uses. The exterior and interior noise levels would not exceed the City's noise standards for industrial uses.

The proposed project includes development of a building addition, consolidation of forklift chargers, and installation of fast-charging facilities on a site which currently contains industrial uses. The immediate vicinity consists of existing and planned light industrial and heavy industrial uses, which produce noise levels which either exceed or would be similar to noise levels produced by the proposed project. Although the project will relocate existing operational activities from one portion of the project site to another centrally-located on-site location, the project will be required to comply with all noise policies from the Fresno General Plan and noise ordinance from the FMC.

Conclusion

Although the project will create additional activity in the area, the project will be required to comply with all noise policies as well as the noise ordinance of the Fresno Municipal Code. This impact 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 project area is not located in an FAA-designated Runway Protection Zone, Inner Safety Zone and Sideline Safety Zone according to review of the Downtown Fresno Chandler Airport and Yosemite International Airport Existing Safety Zones Maps. This impact would be **less than significant**.

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	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 will not induce substantial population growth in this area. The proposed project includes a 3,552 SF building addition with forklift chargers and fast-charging facilities to serve existing on-site uses and will not increase employment opportunities at the site. Impacts would be **less than significant**.

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

The proposed project will not displace any existing housing. The project will not result in displacement of any persons as there is no residential development on the subject property. Therefore, **no impact** would occur.

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:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 subject property is located approximately 1.04 air miles (or 1.71 road miles) southeast from Fire Station 7.

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

Demand for fire service generated by the project is within planned services levels of the Fire Department and the applicant will pay any required impact fees at the time building permits are obtained.

According to the Fresno General Plan PEIR, development impact fees are currently collected for the provision of capital facilities for fire facilities that will provide for future facilities as the City's population increases. Recognizing that there would be an increased demand for fire and emergency medical response, the General Plan Update includes several policies to support the activities of the Fresno Fire Department. The policies and objectives from the General Plan will ensure that the proposed project does not significantly affect fire protection.

Project review for compliance with fire and life safety requirements for the proposed storage addition and relocated charging facilities and the intended use are reviewed by both the Fire Department and the Building and Safety Services Section of the Planning and Development Department when a submittal for building plan review is made as required by the California Building Code. This impact would be **less than significant**.

ii. Police protection?

The nearest police station to the project site is located approximately 3.0 miles to the northwest. City police protection services are available to serve the proposed project with no new facilities required for police protection. Demand for police protection service generated by the project is within planned services levels of the Police Department and the applicant will pay any required impact fees at the time building permits are obtained. This impact would be **less than significant**.

iii. Schools?

The proposed project would not impact the Fresno Unified School District's student classroom capacity. The developer will pay appropriate school fees at time of building permits. This impact would be **less than significant**.

iv. Parks?

The proposed project does not include uses that would increase the use of park and recreation facilities in the area requiring the need for new or physically altered park facilities. This impact would be **less than significant**.

v. Other public facilities?

The proposed project does not include uses that would increase the use of other public facilities in the area, such as library or other civic services. The proposed project will not induce substantial population growth in this area. This impact would be **less than significant**.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION - Would the project:				

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

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 not result in the construction of any new homes which would increase the residential population in the area, and the project would not increase employment in the area. Therefore, the proposed project will not result in the physical deterioration of existing parks or recreational facilities, nor would it require the construction of recreational facilities. Development of the project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Additionally, the project does not propose any recreational facilities. This impact would be **less than significant**.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 proposed project includes expansion of an existing industrial facility in order to store and charge forklifts. No new uses or visitor serving areas are included in the project. Therefore, the project is not expected to result in an overall increase in transit use within the area. The project is not anticipated to increase pedestrian or bicycle use. Therefore, impacts are considered **less than significant** relative to this topic.

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 vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.

The State CEQA Guidelines were amended to implement SB 743, by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute

a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities is no longer a relevant CEQA criteria for transportation impacts.

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

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

The City of Fresno CEQA Guidelines for Vehicle Miles Traveled (City of Fresno, June 2020) adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis.

The City of Fresno CEQA Guidelines for Vehicle Miles Traveled (City of Fresno, June 2020) 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 City of Fresno CEQA Guidelines for Vehicle Miles Traveled notes that the City shall allow screening of projects from a detailed VMT analysis if the project would generate less than 500 average daily trips (ADT). The project includes the construction of a single-story, 3,552 SF building addition which will be used to store and charge forklifts and the introduction of 50 battery-electric, zero-emission, Class 8 trucks (ZEVs), to be used for work trips which would travel off-site daily. The number of employees will not change with this proposed expansion and therefore will not contribute to new or additional trips. Applying factors outlined in the Institute of Traffic Engineers (ITE) Trip Generation Manual, the proposed 3,552 SF building

addition would generate 24 ADT, with 3 vehicle trips occurring during the morning peak hour travel period (7 to 9 a.m.) and 3 vehicle trips occurring during the evening peak hour travel period (4 to 6 p.m.). Therefore, the project (3,553 square-foot building addition and introduction of these 50 trucks) would generate less than 500 ADT. Therefore, the proposed project meets this screening condition because is generates a low volume of daily traffic (City of Fresno, June 2020, page 9, Section 3.1.). Because the proposed project meets one of the screening conditions listed in the City of Fresno CEQA Guidelines for Vehicle Miles Traveled, a **less than significant** impact related to VMT would occur and preparation a detailed VMT analysis is not required. Payment of the applicable impact fees (including, but not limited to, the Fresno Major Street Impact [FMSI] Fee, and the Regional Transportation Mitigation Fee [RTMF]) would still be required.

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 would include development of a storage addition, charging addition, trucks, and fast-charging facilities; the purpose of the proposed expansion to the existing site facilities is to consolidate the charging areas to a single location. Therefore, the project would not introduce a new use to the site. Additionally, the project would not modify the adjacent roadway network or access to the project site. The design of the proposed development will be evaluated and determined whether the project would be consistent with respect to compliance with City of Fresno standards, specification and policies. Due to the nature of the proposed building expansion and developed nature of the project site, the impact would be **less than significant**.

d) Result in inadequate emergency access?

The project is not located near an airport; therefore, it will not change air traffic levels. The project would not modify the adjacent roadway network or access to the project site. Upon development of the proposed building addition, Fire Department vehicles would be able to access all portions of the project site. This impact would be **less than significant**.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			X	
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

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 for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)).

Additional information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

Currently, the Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe have requested to be notified pursuant to Assembly Bill 52 (AB 52) . A certified letter was mailed to the above-mentioned tribes on July 13, 2021. The 30-day comment period ended on August 12, 2021. Both tribes did not request consultation.

The project site is currently developed, and the area where the proposed building addition and fast-charging facilities would be constructed is currently paved. If any artifacts are inadvertently discovered during ground-disturbing activities, existing federal, State, and local laws and regulations as well as the mitigation measures within the PEIR SCH No. 2019050005 for the Fresno General Plan, Mitigation Monitoring Checklist (PEIR Mitigation Measures CUL-1.1 and CUL-3), will require construction activities to cease until such artifacts are properly examined and determined not to be of significance by a qualified cultural resources professional.

Implementation of the PEIR mitigation measures would ensure this impact is **less than significant**.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the cultural resource related Project Requirements as identified in the attached Project Requirements Checklist dated April 2022.

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	
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 require construction of new water infrastructure for the two eyewash/safety showers, which would connect to the existing utility infrastructure. Additionally, the project will include connections for electric power, natural gas, and telecommunications facilities. The installation of this infrastructure will not require any major upsizing or other offsite construction activities that would cause a significant impact. The new infrastructure would be connected to existing infrastructure that is currently on the project site.

Although an additional bathroom is not proposed by the project, occupancy of the site will generate wastewater containing human waste, which is required to be conveyed and treated by the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility. An onsite wastewater treatment system is not required or proposed. The proposed project is currently connected to the existing 18-inch sewer main in S. East Avenue, and has paid connection and sewer facility fees to provide for reimbursement of preceding investments in sewer trunks to connect this site to a publicly owned wastewater system.

Impacts to storm drainage facilities have been previously discussed under the Hydrology and Water Quality section. As noted, drainage from the site shall remain as existing, and no additional storm drainage facilities would be required. Permanent drainage facilities are currently available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s). The grading plan would be submitted to the Flood Control District for review prior to final development approval.

The proposed project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner which is compliant with the Department of Public Utilities standards, specifications, and policies. Overall, this impact would be **less than significant**.

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

The City's General Plan designates the project area as Employment/Heavy Industrial. The analysis included in the City's General Plan PEIR assumed that the site would be developed with Employment/Heavy Industrial uses. The project would not increase development beyond the level assumed for the site in the City's General Plan PEIR. Because the recently adopted 2020 UWMP analyzed the Fresno General Plan land use capacity, the water demand resulting from the existing project site would be less

than anticipated in the UWMP.

The project does not include restrooms, kitchens, or other facilities that would use water daily; however, two eyewash/safety showers would be provided, which would be used in a limited capacity for emergencies only. The number of employees and work hours will not change. The production capability of the site would also not increase. Therefore, the project would only increase water demand on the site during emergencies.

There are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Overall, this impact 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 project does not include restrooms, kitchens, or other facilities that would use wastewater daily. Because production and the number of employees would not increase as a result of the project, the use of existing restrooms at the facility would also not increase.

The proposed project will not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Overall, this impact 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?

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

Garbage disposed of in the City of Fresno is taken to Cedar Avenue Recycling and Transfer Station. Once 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 (i.e. American Avenue Disposal Site, Site Solid Waste Information System [SWIS] Number 10-AA-0009) located approximately six miles southwest of Kerman.

The American Avenue Landfill has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day. Additionally, the City of Clovis Landfill (SWIS Number 10-AA-0004) has a maximum permitted capacity of 7,800,000 cubic yards and a remaining capacity of

7,740,000 cubic yards, with an estimated closure date of April 30, 2047. The maximum permitted throughput is 2,000 tons per day.1

As noted previously, the project would include construction of a single-story, 3,552 SF building addition which will be used to store and charge forklifts on the 28.85-acre project site. The purpose of the proposed expansion to the existing site facilities is to consolidate the charging areas to a single location. The number of employees will not change and the production capability of the site would not increase. Solid waste generation rates are typically based on the number of employees.[2] Since the project would not increase or change existing production activities or result in the need for new employees, an increase in the generation of solid waste would not occur when compared to existing conditions. It is noted that construction waste may result from the proposed development; however, this would be a one-time waste generation and construction waste would be required to comply with FMC Article 2, Waste Collection and Disposal, Section 6-205, Collection and Disposal Regulations, which regulates construction and demolition debris diversion.

The American Avenue Landfill has adequate capacity to serve the project. The project would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. Overall, this impact would be **less than significant**.

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	

1 See: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4529?siteID=347

2 See: https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

DISCUSSION

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

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

The project site is currently connected to an existing network of City streets. The existing on-site circulation system includes two access points, both of which would be available during an emergency. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, this impact 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 risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and

require less heat to reach the ignition point. The project site is located in an area that is predominately urban, which is not considered at a significant risk of wildfire. Therefore, this impact 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 includes development of infrastructure (water) required to support the proposed building addition and charging area. The project site is surrounded by existing and future urban development. The project would not require the installation or maintenance of infrastructure that may exacerbate fire risk. Therefore, this impact 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?

As noted previously, drainage from the site shall remain as existing, and no additional storm drainage facilities would be required. Permanent drainage facilities are currently available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s). The grading plan would be submitted to the Flood Control District for review prior to final development approval. The grading plan would ensure proper construction of storm drainage infrastructure to control runoff and prevent flooding, erosion, and sedimentation.

Runoff from the project site currently flows to the existing City storm drains located in S. East Avenue and/or E. North Avenue. Upon development of the site, stormwater would flow to the on-site landscaped areas and/or the existing storm drains in the adjacent roadway. Additionally, the project site is located within Federal Emergency Management Agency (FEMA) Zone X (un-shaded), indicating that the site is located outside of the 100-year flood hazard zone. Further, because the site is essentially flat and located in an existing urbanized area of the City, downstream landslides would not occur.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The project site is relatively flat; therefore, the potential for a landslide in the project site is essentially non-existent.

Overall, this impact would be **less than significant**.

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?

The proposed project is considered to be proposed at a size and scope which is neither a direct or indirect detriment to the quality of the environment through reductions in habitat, populations, or examples of local history (through either individual or cumulative impacts).

The proposed project does not have the potential to degrade the quality of the environment or reduce the habitat of wildlife species and will not threaten plant communities or endanger any floral or faunal species. Furthermore, the project has no potential to eliminate important examples of major periods in history. As such, this impact would be **less than significant**.

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.)

The cumulative analysis for the project is based primarily on the Fresno General Plan and the Fresno General Plan PEIR, consistent with CEQA Guidelines Section 15130(b)(1)(B). The Fresno General Plan anticipated regional growth based on land use plans and development projects throughout the region. The CEQA Guidelines provide multiple provisions for streamlining the environmental review of subsequent projects that are 1) consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, as described by CEQA Guidelines Section 15183, or 2) later projects consistent with the program, plan, policy, or ordinance for which an EIR was prepared, as described by CEQA Guidelines Section 15152. The project is consistent with the City's General Plan and is allowed to limit this Initial Study's analysis of cumulative impacts as provided by both CEQA Guidelines Section 15183 and CEQA Guidelines Section 15152.

Because the project does not have any peculiar or unique components that would result in a contribution to cumulative impacts that would be greater than those analyzed for the project site as part of the General Plan PEIR, and because the project would result in less industrial development when compared to the assumptions for the project site evaluated in the General Plan PEIR, the project would not result in increased impacts to the cumulative topics disclosed in the City's General Plan PEIR. As such, this impact would be **less than significant**.

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

As demonstrated throughout this Initial Study, the proposed industrial building addition would not cause substantial adverse effects on human beings, either directly or indirectly. The construction phase would not affect surrounding neighbors as no

sensitive receptors are located in the project area; additionally, the construction effects are temporary and are not substantial. The operational phase air emissions and noise would be similar to the existing conditions around the project site. Therefore, the operational phase of the proposed project would not cause substantial adverse effects on human beings. Implementation of the proposed project would have a **less than significant** impact relative to this topic.

CITY OF FRESNO
ENVIRONMENTAL CHECKLIST IN SUPPORT OF CEQA GUIDELINES SECTION 15183
PROJECT REQUIREMENT CHECKLIST
ENVIRONMENTAL ASSESSMENT NO. P20-02121

Project/EA No. **P20-02121** Date: December 2022

MEIR Measure	Mitigation Measure	Implemented By	When Implemented	Verified By
AES-4.1	Lighting for Street and Parking Areas. Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences.			
AES-4.3	Lighting for Non-Residential Uses. Lighting systems for non-residential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low intensity light fixtures shall also be used if excessive spillover light onto adjacent properties will occur.			
CUL-1.1	If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any			

MEIR Measure	Mitigation Measure	Implemented By	When Implemented	Verified By
	historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.			
CUL-3	In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.			

CalEEMod Assumptions

PROJECT CHARACTERISTICS TAB:

Project Location – Air District: San Joaquin Valley Air Pollution Control District
CEC Forecasting Climate Zone: 3
Land Use Setting: Urban
Start of Construction: April 1, 2021
Operational Year: 2021
Utility Company: PG&E

LAND USE TAB:

LAND USE TYPE AND SUBTYPE	UNIT AMOUNT AND METRIC	ACREAGE	SQUARE FOOTAGE	POPULATION
Industrial: Unrefrigerated Warehouse – No Rail	3.552 KSF	28.85	3,552	Default
SOURCE: CHA TECH SERVICES, 2020.				

CONSTRUCTION TAB – PHASING: CalEEMod defaults, no demolition proposed.

CONSTRUCTION TAB – OFF-ROAD EQUIPMENT: CalEEMod defaults, no demolition proposed.

CONSTRUCTION TAB – DUST FROM MATERIAL MOVEMENT: According to CHA Tech Services, the proposed construction would require removal of 393 cubic yards of asphalt and dirt.

OPERATIONAL TAB – MOBILE:

- 28.17 trips/size/day Weekday rate, 28.17 trips/size/day Sat Trip Rate, and 28.17 trips/size/day Sun Trip Rate;
- 50 miles trip length;
- Primary trips 100%;
- 0% Vehicle emissions (direct)
- Fleet Mix = 100% HHD

OPERATIONAL – ENERGY USAGE:

- 734,411.57 nontitle-24 electricity energy intensity

MITIGATION TAB:
Traffic:

- Project Setting: Low Density Suburban

Area:

- No Hearths: Hearths would not be provided.

Fresno Pepsi 2021

San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	3.55	1000sqft	0.08	3,552.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - See App A for CalEEMod assumptions

Construction Phase -

Grading -

Vehicle Trips - Assumes 50 truck round trips per day (100 trips total), based on the introduction of the 50 battery-electric, zero-emissions Class 8 Trucks (= ~28.16901408 trips/1000sf/day). Assume 50 mile trip length.

Mobile Land Use Mitigation -

Area Mitigation -

Vehicle Emission Factors - Direct vehicle Emissions assumed to be zero (since the trucks are fully-electric).

Vehicle Emission Factors - Direct vehicle Emissions assumed to be zero (since the trucks are fully-electric).

Vehicle Emission Factors - Direct vehicle Emissions assumed to be zero (since the trucks are fully-electric).

Fleet Mix - Fleet Mix is HHD only (to reflect the genereation of Class 8 trucks only).

Energy Use - Assumes 2 kwh/mile (see https://www.tesla.com/semi); 50 miles/trip. Equals 734,412 kwh/size/yr; added to default CalEEMod energy consumption from building consumption for nontitle-24 electricity energy intensity (5.13 kwh/size/yr).

Table Name	Column Name	Default Value	New Value
tblEnergyUse	NT24E	5.13	734,411.57
tblFleetMix	HHD	0.11	1.00
tblFleetMix	LDA	0.51	0.00
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.3740e-003	0.00
tblFleetMix	MCY	5.3070e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	7.9200e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.7970e-003	0.00

tblFleetMix	SBUS	9.6900e-004	0.00
tblFleetMix	UBUS	1.6230e-003	0.00
tblGrading	MaterialExported	0.00	393.00
tblLandUse	LandUseSquareFeet	3,550.00	3,552.00
tblVehicleEF	HHD	1.73	0.00
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	3.14	0.00
tblVehicleEF	HHD	0.66	0.00
tblVehicleEF	HHD	1.12	0.00
tblVehicleEF	HHD	5,919.86	0.00
tblVehicleEF	HHD	1,572.55	0.00
tblVehicleEF	HHD	3.40	0.00
tblVehicleEF	HHD	24.30	0.00
tblVehicleEF	HHD	3.55	0.00
tblVehicleEF	HHD	20.47	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.4000e-005	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9230e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.2000e-005	0.00
tblVehicleEF	HHD	5.1000e-005	0.00

tblVehicleEF	HHD	1.7280e-003	0.00
tblVehicleEF	HHD	0.84	0.00
tblVehicleEF	HHD	2.6000e-005	0.00
tblVehicleEF	HHD	0.13	0.00
tblVehicleEF	HHD	1.3800e-004	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	5.2000e-005	0.00
tblVehicleEF	HHD	5.1000e-005	0.00
tblVehicleEF	HHD	1.7280e-003	0.00
tblVehicleEF	HHD	0.95	0.00
tblVehicleEF	HHD	2.6000e-005	0.00
tblVehicleEF	HHD	0.15	0.00
tblVehicleEF	HHD	1.3800e-004	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	1.63	0.00
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.29	0.00
tblVehicleEF	HHD	0.67	0.00
tblVehicleEF	HHD	1.04	0.00
tblVehicleEF	HHD	6,268.91	0.00
tblVehicleEF	HHD	1,572.55	0.00
tblVehicleEF	HHD	3.40	0.00
tblVehicleEF	HHD	25.07	0.00
tblVehicleEF	HHD	3.38	0.00

tblVehicleEF	HHD	20.47	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.4000e-005	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9230e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.2000e-005	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	1.9850e-003	0.00
tblVehicleEF	HHD	0.79	0.00
tblVehicleEF	HHD	5.6000e-005	0.00
tblVehicleEF	HHD	0.13	0.00
tblVehicleEF	HHD	1.3900e-004	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	5.1000e-005	0.00
tblVehicleEF	HHD	1.2200e-004	0.00
tblVehicleEF	HHD	1.9850e-003	0.00
tblVehicleEF	HHD	0.90	0.00
tblVehicleEF	HHD	5.6000e-005	0.00
tblVehicleEF	HHD	0.15	0.00
tblVehicleEF	HHD	1.3900e-004	0.00

tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	1.86	0.00
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	4.31	0.00
tblVehicleEF	HHD	0.66	0.00
tblVehicleEF	HHD	1.22	0.00
tblVehicleEF	HHD	5,437.85	0.00
tblVehicleEF	HHD	1,572.55	0.00
tblVehicleEF	HHD	3.40	0.00
tblVehicleEF	HHD	23.23	0.00
tblVehicleEF	HHD	3.62	0.00
tblVehicleEF	HHD	20.48	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.04	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.4000e-005	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	8.9230e-003	0.00
tblVehicleEF	HHD	0.02	0.00
tblVehicleEF	HHD	2.2000e-005	0.00
tblVehicleEF	HHD	1.7000e-005	0.00
tblVehicleEF	HHD	1.7560e-003	0.00
tblVehicleEF	HHD	0.90	0.00
tblVehicleEF	HHD	1.1000e-005	0.00

tblVehicleEF	HHD	0.13	0.00
tblVehicleEF	HHD	1.5000e-004	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.01	0.00
tblVehicleEF	HHD	5.4000e-005	0.00
tblVehicleEF	HHD	1.7000e-005	0.00
tblVehicleEF	HHD	1.7560e-003	0.00
tblVehicleEF	HHD	1.03	0.00
tblVehicleEF	HHD	1.1000e-005	0.00
tblVehicleEF	HHD	0.15	0.00
tblVehicleEF	HHD	1.5000e-004	0.00
tblVehicleEF	HHD	0.03	0.00
tblVehicleTrips	CC_TL	7.30	50.00
tblVehicleTrips	CNW_TL	7.30	50.00
tblVehicleTrips	CW_TL	9.50	50.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	28.17
tblVehicleTrips	SU_TR	1.68	28.17
tblVehicleTrips	WD_TR	1.68	28.17

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0677	0.4431	0.3998	6.6000e-004	2.6600e-003	0.0241	0.0268	8.9000e-004	0.0222	0.0231	0.0000	58.4175	58.4175	0.0175	0.0000	58.8542
Maximum	**0.0677**	**0.4431**	**0.3998**	**6.6000e-004**	**2.6600e-003**	**0.0241**	**0.0268**	**8.9000e-004**	**0.0222**	**0.0231**	**0.0000**	**58.4175**	**58.4175**	**0.0175**	**0.0000**	**58.8542**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0677	0.4431	0.3998	6.6000e-004	2.6600e-003	0.0241	0.0268	8.9000e-004	0.0222	0.0231	0.0000	58.4174	58.4174	0.0175	0.0000	58.8541
Maximum	**0.0677**	**0.4431**	**0.3998**	**6.6000e-004**	**2.6600e-003**	**0.0241**	**0.0268**	**8.9000e-004**	**0.0222**	**0.0231**	**0.0000**	**58.4174**	**58.4174**	**0.0175**	**0.0000**	**58.8541**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2021	6-30-2021	0.2474	0.2474
2	7-1-2021	9-30-2021	0.2636	0.2636
		Highest	0.2636	0.2636

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0163	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	7.0000e-005
Energy	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	758,888.1778	758,888.1778	34.3147	7.0996	761,861.7342
Mobile	0.0000	0.0000	0.0000	0.0000	0.5830	0.0000	0.5830	0.1431	0.0000	0.1431	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.6780	0.0000	0.6780	0.0401	0.0000	1.6797
Water						0.0000	0.0000		0.0000	0.0000	0.2605	1.2923	1.5527	0.0268	6.4000e-004	2.4148
Total	**0.0167**	**3.1500e-003**	**2.6700e-003**	**2.0000e-005**	**0.5830**	**2.4000e-004**	**0.5833**	**0.1431**	**2.4000e-004**	**0.1434**	**0.9384**	**758,889.4701**	**758,890.4085**	**34.3815**	**7.1003**	**761,865.8287**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0163	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	7.0000e-005
Energy	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	758,888.1778	758,888.1778	34.3147	7.0996	761,861.7342
Mobile	0.0000	0.0000	0.0000	0.0000	0.5830	0.0000	0.5830	0.1431	0.0000	0.1431	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.6780	0.0000	0.6780	0.0401	0.0000	1.6797
Water						0.0000	0.0000		0.0000	0.0000	0.2605	1.2923	1.5527	0.0268	6.4000e-004	2.4148
Total	**0.0167**	**3.1500e-003**	**2.6700e-003**	**2.0000e-005**	**0.5830**	**2.4000e-004**	**0.5833**	**0.1431**	**2.4000e-004**	**0.1434**	**0.9384**	**758,889.4701**	**758,890.4085**	**34.3815**	**7.1003**	**761,865.8287**

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

3.0 Construction Detail

Construction Phase

Fresno Pepsi 2021 - San Joaquin Valley Unified APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/15/2021	4/15/2021	5	1	
2	Grading	Grading	4/16/2021	4/19/2021	5	2	
3	Building Construction	Building Construction	4/20/2021	9/6/2021	5	100	
4	Paving	Paving	9/7/2021	9/13/2021	5	5	
5	Architectural Coating	Architectural Coating	9/14/2021	9/20/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,328; Non-Residential Outdoor: 1,776; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	49.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	1.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.9000e-004	0.0000	2.9000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.9000e-004**	**1.5000e-004**	**4.4000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8000e-004	6.2700e-003	9.5000e-004	2.0000e-005	4.2000e-004	2.0000e-005	4.4000e-004	1.2000e-004	2.0000e-005	1.3000e-004	0.0000	1.8391	1.8391	1.0000e-004	0.0000	1.8416
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173
Total	**1.9000e-004**	**6.2800e-003**	**1.0200e-003**	**2.0000e-005**	**4.4000e-004**	**2.0000e-005**	**4.6000e-004**	**1.3000e-004**	**2.0000e-005**	**1.4000e-004**	**0.0000**	**1.8564**	**1.8564**	**1.0000e-004**	**0.0000**	**1.8589**

3.2 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.9000e-004	0.0000	2.9000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.9000e-004**	**1.5000e-004**	**4.4000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8000e-004	6.2700e-003	9.5000e-004	2.0000e-005	4.2000e-004	2.0000e-005	4.4000e-004	1.2000e-004	2.0000e-005	1.3000e-004	0.0000	1.8391	1.8391	1.0000e-004	0.0000	1.8416
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173
Total	**1.9000e-004**	**6.2800e-003**	**1.0200e-003**	**2.0000e-005**	**4.4000e-004**	**2.0000e-005**	**4.6000e-004**	**1.3000e-004**	**2.0000e-005**	**1.4000e-004**	**0.0000**	**1.8564**	**1.8564**	**1.0000e-004**	**0.0000**	**1.8589**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	**8.0000e-004**	**7.2500e-003**	**7.5700e-003**	**1.0000e-005**	**7.5000e-004**	**4.1000e-004**	**1.1600e-003**	**4.1000e-004**	**3.9000e-004**	**8.0000e-004**	**0.0000**	**1.0409**	**1.0409**	**1.9000e-004**	**0.0000**	**1.0458**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0693	0.0693	0.0000	0.0000	0.0693
Total	**4.0000e-005**	**3.0000e-005**	**2.6000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0693**	**0.0693**	**0.0000**	**0.0000**	**0.0693**

3.3 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	**8.0000e-004**	**7.2500e-003**	**7.5700e-003**	**1.0000e-005**	**7.5000e-004**	**4.1000e-004**	**1.1600e-003**	**4.1000e-004**	**3.9000e-004**	**8.0000e-004**	**0.0000**	**1.0409**	**1.0409**	**1.9000e-004**	**0.0000**	**1.0458**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0693	0.0693	0.0000	0.0000	0.0693
Total	**4.0000e-005**	**3.0000e-005**	**2.6000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0693**	**0.0693**	**0.0000**	**0.0000**	**0.0693**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	5.5100e-003	1.0100e-003	1.0000e-005	3.3000e-004	2.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.3376	1.3376	1.0000e-004	0.0000	1.3401
Worker	1.9000e-004	1.3000e-004	1.3200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3465	0.3465	1.0000e-005	0.0000	0.3467
Total	**3.5000e-004**	**5.6400e-003**	**2.3300e-003**	**1.0000e-005**	**7.3000e-004**	**2.0000e-005**	**7.5000e-004**	**2.1000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**1.6841**	**1.6841**	**1.1000e-004**	**0.0000**	**1.6868**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	5.5100e-003	1.0100e-003	1.0000e-005	3.3000e-004	2.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.3376	1.3376	1.0000e-004	0.0000	1.3401
Worker	1.9000e-004	1.3000e-004	1.3200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3465	0.3465	1.0000e-005	0.0000	0.3467
Total	**3.5000e-004**	**5.6400e-003**	**2.3300e-003**	**1.0000e-005**	**7.3000e-004**	**2.0000e-005**	**7.5000e-004**	**2.1000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**1.6841**	**1.6841**	**1.1000e-004**	**0.0000**	**1.6868**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.1000e-004	1.1900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.8000e-004**	**1.1000e-004**	**1.1900e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

3.5 Paving - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.1000e-004	1.1900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	**1.8000e-004**	**1.1000e-004**	**1.1900e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3118**	**0.3118**	**1.0000e-005**	**0.0000**	**0.3120**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0247					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0253**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

Unmitigated Construction Off-Site

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

3.6 Architectural Coating - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0247					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0253**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.5830	0.0000	0.5830	0.1431	0.0000	0.1431	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.5830	0.0000	0.5830	0.1431	0.0000	0.1431	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	100.00	100.00	100.00	1,820,064	1,820,064
Total	100.00	100.00	100.00	1,820,064	1,820,064

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	50.00	50.00	50.00	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	758,884.7507	758,884.7507	34.3146	7.0996	761,858.2868
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	758,884.7507	758,884.7507	34.3146	7.0996	761,858.2868
NaturalGas Mitigated	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4270	3.4270	7.0000e-005	6.0000e-005	3.4474
NaturalGas Unmitigated	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4270	3.4270	7.0000e-005	6.0000e-005	3.4474

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	64220.2	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4270	3.4270	7.0000e-005	6.0000e-005	3.4474
Total		**3.5000e-004**	**3.1500e-003**	**2.6400e-003**	**2.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**3.4270**	**3.4270**	**7.0000e-005**	**6.0000e-005**	**3.4474**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	64220.2	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4270	3.4270	7.0000e-005	6.0000e-005	3.4474
Total		**3.5000e-004**	**3.1500e-003**	**2.6400e-003**	**2.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**3.4270**	**3.4270**	**7.0000e-005**	**6.0000e-005**	**3.4474**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	2.60865e+009	758,884.7507	34.3146	7.0996	761,858.2868
Total		**758,884.7507**	**34.3146**	**7.0996**	**761,858.2868**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	2.60865e+009	758,884.7507	34.3146	7.0996	761,858.2868
Total		**758,884.7507**	**34.3146**	**7.0996**	**761,858.2868**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0163	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	7.0000e-005
Unmitigated	0.0163	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	7.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	7.0000e-005
Total	**0.0163**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**7.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	7.0000e-005
Total	**0.0163**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**7.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.5527	0.0268	6.4000e-004	2.4148
Unmitigated	1.5527	0.0268	6.4000e-004	2.4148

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	0.820937 / 0	1.5527	0.0268	6.4000e-004	2.4148
Total		**1.5527**	**0.0268**	**6.4000e-004**	**2.4148**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	0.820937 / 0	1.5527	0.0268	6.4000e-004	2.4148
Total		**1.5527**	**0.0268**	**6.4000e-004**	**2.4148**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.6780	0.0401	0.0000	1.6797
Unmitigated	0.6780	0.0401	0.0000	1.6797

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	3.34	0.6780	0.0401	0.0000	1.6797
Total		**0.6780**	**0.0401**	**0.0000**	**1.6797**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	3.34	0.6780	0.0401	0.0000	1.6797
Total		**0.6780**	**0.0401**	**0.0000**	**1.6797**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Off-road (i.e. On-site) Mobile (Construction) Energy Usage

Note: For the sake of simplicity, and as a conservative estimation, it was assumed that all off-road vehicles use diesel fuel as an energy source.
Site preparation and Grading off-road mobile vehicle on-site gallons of fuel are calculated below.

Given Factor:	**1.5**	**metric tons**	**CO2**	**(provided in CalEEMod Output File)**
Conversion Factor:	2204.6262	pounds	per metric ton	
Intermediate Result:	**3,256**	**pounds**	**CO2**	
Conversion Factor:	22.38	pounds	CO2 per 1 gallon of diesel fuel	Source: U.S. EIA, 2016
Final Result:	**145.48**	**gallons**	**diesel fuel**	http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11

Unmitigated Onsite Scenario	Total CO2 (MT/yr) (provided in CalEEMod Output File)
Site Preparation	0.4310
Grading	1.0458

On-road Mobile (Construction) Energy Usage - Site Preparation

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

5

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

54

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.51	0.03	0.17

(% mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

LDA	LDT1	LDT2
30.69	25.99	23.80

Therefore:

Weighted Average Worker MPG Factor

20.48

Step 3: **Therefore:**

3 Worker daily gallons of gasoline

Step 4: 1 **# of Days (CalEEMod Output)**

Therefore:

Result: **3** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Grading

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

10

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

108

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.51	0.03	0.17

(Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

LDA	LDT1	LDT2
30.69	25.99	23.80

Therefore:

Weighted Average Worker MPG Factor

20.48

Step 3: **Therefore:**

5 Worker daily gallons of gasoline

Step 4: 2 **# of Days (CalEEMod Output)**

Therefore:

Result: **11** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Building Construction

Step 1:

Total Daily Worker Trips (CalEEMod Output)

1

Total Daily Vendor Trips (CalEEMod Output)

1

Worker Trip Length (miles) (CalEEMod Output)

10.8

Vendor Trip Length (miles) (CalEEMod Output)

7.3

Therefore:

Average Worker Daily VMT:

11

Average Vendor Daily VMT:

7

Step 2:

Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 18)

LDA	LDT1	LDT2
0.51	0.03	0.17

Fleet Mix for Workers (CalEEMod Output)

MHD	HHD
50%	50%

Assumed Fleet Mix for Vendors

And:

MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

Gasoline:

LDA	LDT1	LDT2
30.69	25.99	23.80

Diesel:

MHD	HHD
8.98	5.38

Therefore:

Weighted Average Worker (Gasoline) MPG Factor

20.48

Weighted Average Vendor (Diesel) MPG Factor

7.18

Step 3:

Therefore:

1 Worker daily gallons of gasoline

Therefore:

1 Vendor daily gallons of diesel

Step 4:

100 **# of Days (CalEEMod Output)**

Therefore:

53 Total gallons of gasoline

Therefore:

102 Total gallons of diesel

On-road Mobile (Construction) Energy Usage - Paving

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

18

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

194

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.51	0.03	0.17

(Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

LDA	LDT1	LDT2
30.69	25.99	23.80

Therefore:

Weighted Average Worker MPG Factor

20.5

Step 3: **Therefore:**

9 Worker daily gallons of gasoline

Step 4: 5 **# of Days (CalEEMod Output)**

Therefore:

Result: **47** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Architectural Coating

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

0

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

-

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.51	0.03	0.17

(Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (EMFAC2017 Output) - Year 2021

LDA	LDT1	LDT2
30.69	25.99	23.80

Therefore:

Weighted Average Worker MPG Factor

20.5

Step 3: **Therefore:**

0 Worker daily gallons of gasoline

Step 4: 5 **# of Days (CalEEMod Output)**

Therefore:

Result: - **Total gallons of gasoline**