City of Parlier

Prodigy Square Revised CUP

Draft Initial Study / Mitigated Negative Declaration

January 2023

Prepared for:
City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

Report Prepared for:

City of Parlier

1100 E. Parlier Avenue
Parlier, CA 93648

Contact:
Jeffrey O'Neal, AICP
City Planner
559.646.3545

Report Prepared by:

Provost & Pritchard Consulting Group

Jeffrey O'Neal, AICP, City Planner
Wyatt Czeshinski, Assistant Planner, Writer
Mallory Serrao, GIS

Table of Contents

Chapter 1 Introduction 1-1
1.1 Regulatory Information 1-1
1.2 Document Format 1-1
Chapter 2 Project Description 2-1
2.1 Project Background and Objectives 2-1
2.1.1 Project Title 2-1
2.1.2 Lead Agency Name and Address 2-1
2.1.3 Contact Person and Phone Number 2-1
2.1.4 Project Location 2-1
2.1.5 Latitude and Longitude 2-1
2.1.6 General Plan Designation 2-1
2.1.7 Zoning 2-1
2.1.8 Description of Project 2-1
2.1.9 Site and Surrounding Land Uses and Setting 2-2
2.1.10 Other Public Agencies Whose Approval May Be Required 2-2
2.1.11 Consultation with California Native American Tribes (AB 52) 2-2
Chapter 3 Impact Analysis 3-1
3.1 Environmental Factors Potentially Affected 3-1
3.2 Aesthetics 3-2
3.2.1 Environmental Setting and Baseline Conditions 3-2
3.2.2 Impact Assessment 3-2
3.3 Agriculture and Forestry Resources 3-4
3.3.1 Environmental Setting and Baseline Conditions 3-4
3.3.2 Impact Assessment 3-6
3.4 Air Quality 3-8
3.4.1 Environmental Setting and Baseline Conditions 3-8
3.4.2 Impact Assessment 3-11
3.5 Biological Resources 3-14
3.5.1 Environmental Setting and Baseline Conditions 3-14
3.5.2 Impact Assessment 3-15
3.6 Cultural Resources 3-18
3.6.1 Environmental Setting and Baseline Conditions 3-18
3.6.2 Impact Assessment 3-18

3.7 Energy 3-20
3.7.1 Environmental Setting and Baseline Conditions 3-20
3.7.2 Impact Assessment 3-20
3.8 Geology and Soils 3-22
3.8.1 Environmental Setting and Baseline Conditions 3-22
3.8.2 Impact Assessment 3-23
3.9 Greenhouse Gas Emissions 3-26
3.9.1 Environmental Setting and Baseline Conditions 3-26
3.9.2 Impact Assessment 3-28
3.10 Hazards and Hazardous Materials 3-30
3.10.1 Environmental Setting and Baseline Conditions 3-30
3.10.2 Impact Assessment 3-31
3.11 Hydrology and Water Quality 3-33
3.11.1 Environmental Setting and Baseline Conditions 3-33
3.11.2 Impact Assessment 3-34
3.12 Land Use and Planning 3-37
3.12.1 Environmental Setting and Baseline Conditions 3-37
3.12.2 Impact Assessment 3-37
3.13 Mineral Resources 3-38
3.13.1 Environmental Setting and Baseline Conditions 3-38
3.13.2 Impact Assessment 3-38
3.14 Noise 3-39
3.14.1 Environmental Setting and Baseline Conditions 3-39
3.14.2 Impact Assessment 3-40
3.15 Population and Housing 3-42
3.15.1 Environmental Setting and Baseline Conditions 3-42
3.15.2 Impact Assessment 3-42
3.16 Public Services 3-43
3.16.1 Environmental Setting and Baseline Conditions 3-43
3.16.2 Impact Assessment 3-43
3.17 Recreation 3-45
3.17.1 Environmental Setting and Baseline Conditions 3-45
3.17.2 Impact Assessment 3-45
3.18 Transportation 3-46
3.18.1 Environmental Settings and Baseline Conditions 3-46

3.18.2 Impact Assessment 3-46
3.19 Tribal Cultural Resources 3-48
3.19.1 Environmental Setting and Baseline Conditions 3-48
3.19.2 Impact Assessment 3-48
3.20 Utilities and Service Systems 3-50
3.20.1 Environmental Setting and Baseline Conditions 3-50
3.20.2 Impact Assessment 3-51
3.21 Wildfire 3-52
3.21.1 Environmental Setting and Baseline Conditions 3-52
3.21.2 Impact Assessment 3-52
3.22 CEQA Mandatory Findings of Significance 3-54
3.22.1 Environmental Settings and Baseline Conditions 3-54
3.22.2 Impact Assessment 3-54
3.23 Determination: 3-56
Chapter 4 Mitigation Monitoring and Reporting Program 4-1
Chapter 5 Bibliography 5-3
Appendix A A-1
Air Quality and Greenhouse Gas Emissions Evaluation Report A-1

List of Figures

Figure 2-1. Regional Location....2-4
Figure 2-2. Topographic Quadrangle Map....2-5
Figure 2-3. Aerial Map....2-6
Figure 2-4. Site Plan....2-7
Figure 2-5. General Plan Land Use Designation Map....2-8
Figure 2-6. Zone District Map....2-9
Figure 3-1. Farmland Designation Map....3-7
Figure 3-2. National Wetland Inventory Map....3-17
Figure 3-3 FEMA Map....3-36

List of Tables

Table 2-1. Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties....2-2
Table 3-1. Aesthetics Impacts....3-2
Table 3-2. Agriculture and Forest Impacts....3-4
Table 3-3. Air Quality Impacts....3-8
Table 3-4. Summary of Ambient Air Quality Standards and Attainment Designation....3-10
Table 3-5. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants....3-12
Table 3-6. Unmitigated Long-Term Operational Emissions....3-13
Table 3-7. Biological Resources Impacts....3-14
Table 3-8. Cultural Resources Impacts....3-18
Table 3-9. Energy Impacts....3-20
Table 3-10. Geology and Soils Impacts....3-22
Table 3-11. Greenhouse Gas Emissions Impacts....3-26
Table 3-12. Short-Term Construction-Generated GHG Emissions....3-28
Table 3-13. Long-Term Operational GHG Emissions....3-29
Table 3-14. Hazards and Hazardous Materials Impacts....3-30
Table 3-15. Hydrology and Water Quality Impacts....3-33
Table 3-16. Land Use and Planning Impacts....3-37
Table 3-17. Noise Impacts....3-39
Table 3-18. Construction Equipment Noise Emissions Levels....3-40
Table 3-19. Population and Housing Impacts....3-42
Table 3-20. Public Services Impacts....3-43
Table 3-21. Recreation Impacts....3-45

Table 3-22. Transportation Impacts 3-46
Table 3-23. Tribal Cultural Resources Impacts 3-48
Table 3-24. Utilities and Service Systems Impacts 3-50
Table 3-25. Wildfire Impacts 3-52
Table 3-26. Mandatory Findings of Significance Impacts 3-54
Table 4-1 Mitigation Monitoring and Reporting Program 4-2

Acronyms and Abbreviations

AB ..... Assembly Bill
ALUCP ..... Airport Land Use Compatibility Plan
APNs ..... Assessor's Parcel Numbers
BPS ..... Best Performance Standards
C_2H_3Cl ..... Vinyl Chloride
C-5 ..... General Commercial zone
CalEEMod ..... California Emissions Estimator Model®
CARB ..... California Air Resources Board
CBC ..... California Building Code
CCAA ..... California Clean Air Act
CEQA ..... California Environmental Quality Act
CFCs ..... Chlorofluorocarbons
CGS ..... California Geologic Survey
CH_4 ..... Methane
City ..... City of Parlier
CO ..... Carbon Monoxide
CO_2 ..... Carbon Dioxide
County ..... City of Fresno
CUP ..... Conditional Use Permit
dBA ..... A-weighted decibels
DOC ..... California Department of Conservation
DTSC ..... (California) Department of Toxic Substances Control
EIR ..... Environmental Impact Report
EPA ..... Environmental Protection Agency
ERP ..... Emergency Response Plan
FEMA ..... Federal Emergency Management Agency
FIRM ..... Flood Insurance Rate Maps
FMMP ..... Farmland Mapping and Monitoring Program
GCP ..... General Construction Permit
GHG ..... Greenhouse Gas
GIS ..... Geographic Information System
GPA ..... General Plan Amendment

HCP ..... Habitat Conservation Plan
HFCs ..... Hydrofluorocarbons
H_2S ..... Hydrogen Sulfide
IS ..... Initial Study
IS/MND ..... Initial Study/Mitigated Negative Declaration
mgd ..... million gallons per day
MMRP ..... Mitigation Monitoring and Reporting Program
MND ..... mitigated negative declaration
MRZ ..... Mineral Resource Zone
$MTCO_2e$ ..... metric tons of carbon dioxide equivalent
NAAQS ..... National Ambient Air Quality Standards
ND ..... negative declaration
NO_2 ..... Nitrogen Dioxide
NOx ..... Nitrogen Oxides
N_2O ..... Nitrus Oxides
NRCS ..... Natural Resources Conservation Service
O3 ..... ozone
Pb ..... lead
PFCs ..... Perfluorocarbons
PM_{10} ..... particulate matter 10 microns in size
$PM_{2.5}$ ..... particulate matter 2.5 microns in size
ppb ..... parts per billion
ppm ..... parts per million
Project ..... Prodigy Square Revised CUP
QSD ..... Qualified Sediment Developer
QSP ..... Qualified Sediment Practitioner
QSR ..... Quick Serve Restaurant
ROG ..... Reactive Organic Gases
SF_6 ..... Sulfur Hexafluoride
SF ..... Square Feet
SJVAB ..... San Joaquin Valley Air Basin
SJVAPCD ..... San Joaquin Valley Air Pollution Control District
SO_2 ..... Sulfur Dioxide
SO_4 ..... Sulfates
SOx ..... Sulfur Oxide

SRA ..... State Responsibilty Area
SWPPP..... Stormwater Pollution Prevention Plan
SWRCB..... State Water Resources Control Board
TAC ..... Toxic Air Contaminants
TPY ..... Tons Per Year
UST ..... Underground Storage Tank
µg/m^3..... micrograms per cubic meter

Chapter 1 Introduction

The City of Parlier (City) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the Prodigy Square Revised Conditional Use Permit (CUP) Project (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.* and the State CEQA Guidelines (The City is the CEQA lead agency for this Project).

The site and the proposed Project are described in detail in the **Chapter 2 Project Description**.

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, *et seq.*)-- also known as the CEQA Guidelines--Section 15064 (a)(1) states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels. A negative declaration (ND) may be prepared instead if the lead agency finds that there is ***no*** substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a ND or *mitigated* ND shall be prepared for a project subject to CEQA when either:

a. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or

b. The IS identified potentially significant effects, but:

    1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed MND and IS is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and

    2. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project *as revised* may have a significant effect on the environment.

1.2 Document Format

This IS/MND contains four chapters and one appendix. **Chapter 1 Introduction**, provides an overview of the proposed Project and the CEQA process. **Chapter 2 Project Description**, provides a detailed description of proposed Project components and objectives. **Chapter 3 Impact Analysis**, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. **Chapter 3** concludes with the Lead Agency's determination based upon this initial evaluation. **Chapter 4 Mitigation Monitoring and Reporting Program** (MMRP), provides the proposed mitigation measures, implementation timelines, and the entity/agency responsible for ensuring

implementation. **Chapter 5 Bibliography** provides sources used throughout the document. The CalEEMod Output Files are provided as technical **Appendix A** at the end of this document.

Chapter 2 Project Description

2.1 Project Background and Objectives

2.1.1 Project Title

Prodigy Square Revised CUP

2.1.2 Lead Agency Name and Address

City of Parlier
1100 E. Parlier Avenue
Parlier CA, 93648

2.1.3 Contact Person and Phone Number

Lead Agency Contact
Jeffrey O'Neal, AICP
City Planner
559.646.3545

Applicant
Shogy Saleh
559.367.6111

2.1.4 Project Location

The Project is located in Parlier California, approximately 16 miles southeast of Fresno and 24 miles northwest of Visalia. The proposed site of the Prodigy Square CUP Revisions Project is located on Assessor's Parcel Numbers (APNs) 358-390-61, 358-390-62, 358-390-63, and a portion of 358-390-25.

2.1.5 Latitude and Longitude

The centroid of the Project area, is 36°36'14" N, 119°33'20" W

2.1.6 General Plan Designation

The City has designated the Project site as the Neighborhood Commercial land use. As a part of the Project, a General Plan Amendment (GPA) would be completed, changing the site's land use to General Commercial.

2.1.7 Zoning

The City currently has the Project site zoned C-4 Central Trading. As a part of the Project, the site would be rezoned to C-5 General Commercial.

2.1.8 Description of Project

The Project would develop an approximately 5.66-acre piece of land in the City of Parlier into a commercial development containing a gas station with 12 fuel pumps, a convenience store/Quick Serve Restaurant, and office space, a truck fueling station with four pumps, an overnight truck parking area, a future commercial

building to support the trucking area of the development, a drive thru car wash with a vacuum area, and two restaurants with associated drive thrus. Construction of the Project would involve demolition of an abandoned single family residence, grading, paving, building construction, and painting. Site access during construction would be via Manning Avenue. Principal deliveries to the Project site would include construction equipment, imported earthwork materials, concrete and asphalt materials, building materials, and any additional hardware required to construct the Project. Material and equipment staging areas as well as construction crew parking would be contained on-site. Construction would be limited to the hours of 6 am and 9 pm, Monday through Friday, and 7 am and 5 pm on weekends. At this time, no Project construction commencement schedule has been identified. Project construction commencement is subject to securing the permits required for the Project.

2.1.8.1 Project Description

The Project proposes to construct and operate a number of related facilities on approximately 5.66 acres at the southeast corner of E. Manning Avenue and Academy Avenue (Fresno County APNs 358-390-61, 358-390-62, 358-390-63, and a portion of 358-390-25. Development would include:

- Two-story building containing a 4,900-SF mini-mart/Quick Serve Restaurant and 2,400-SF of offices
- 3,142-SF automobile fuel canopy with 12 gasoline pumps
- 1,590-SF truck fuel canopy with 4 diesel pumps
- 3,750-SF commercial building associated with the trucking area of the development
- 2,331-SF drive thru carwash
- 4,864-SF vacuum canopy area
- 1,130-SF restaurant with drive thru
- 4,904-SF undefined retail space with drive thru

2.1.9 Site and Surrounding Land Uses and Setting

Table 2-1. Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from Project Site	Existing Use	General Plan Designation	Zone District
North	Auto Sales, Residential, Vacant	General Commercial	C-5
East	Vacant	General Commercial	C-5
South	Agriculture	General Commercial, Light Industrial	C-5, M-1
West	Vacant	General Commercial	C-5

See **Figure 2-5** and **Figure 2-6** for the zoning and general plan designations, respectively.

2.1.10 Other Public Agencies Whose Approval May Be Required

Other agencies, including but not necessarily limited to the following, may have authority to issue permits and/or approve prior to Project implementation:

- San Joaquin Valley Air Pollution Control District (SJVAPCD)

2.1.11 Consultation with California Native American Tribes (AB 52)

Public Resources Code Section 21080.3.1, et seq. (codification of Assembly Bill 52)) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from

receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made.

The City of Parlier has received written correspondence from the Santa Rosa Rancheria Tachi Yokut Tribe dated July 16, 2013, requesting notification of proposed projects. Accordingly, the City notified the Tribe of the proposed Project on December 2, 2022 and received a certified mail receipt dated December 14, 2022. Tribal representatives responded via email on January 9, 2023 that the Tribe would defer to other tribes that are more local to the Project.

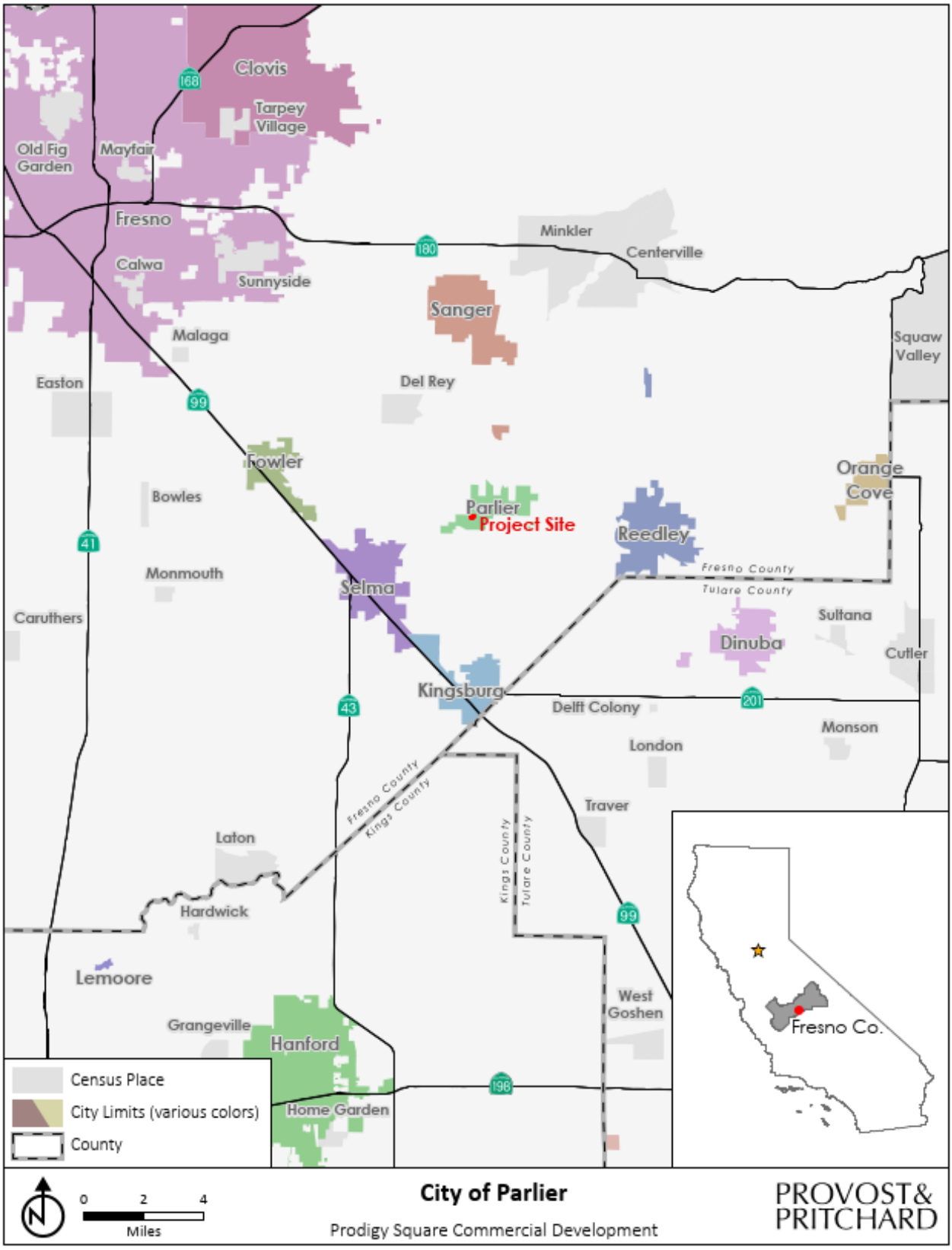


Figure 2-1. Regional Location

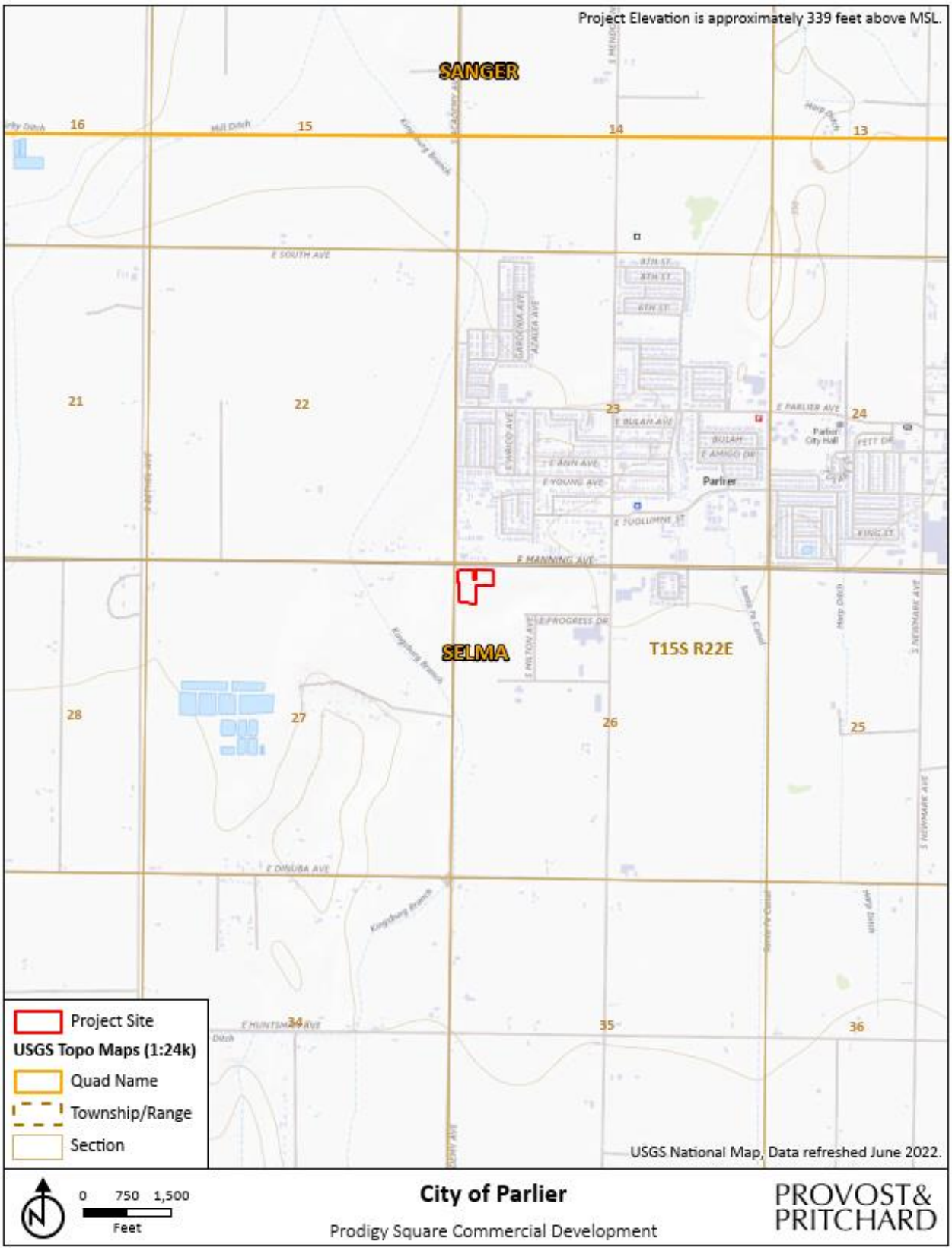


Figure 2-2. Topographic Quadrangle Map

Figure 2-3. Aerial Map

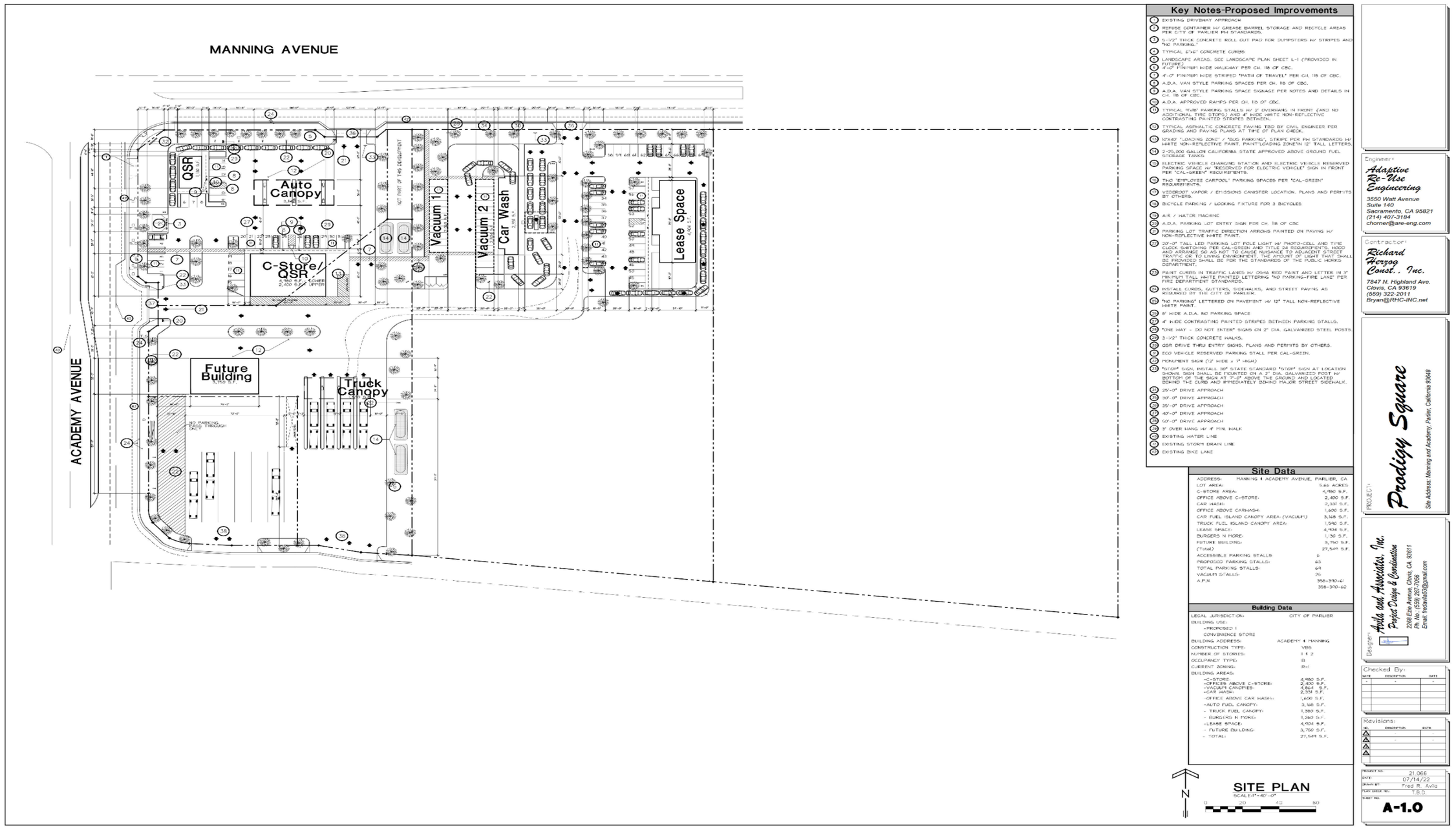


Figure 2-4. Site Plan

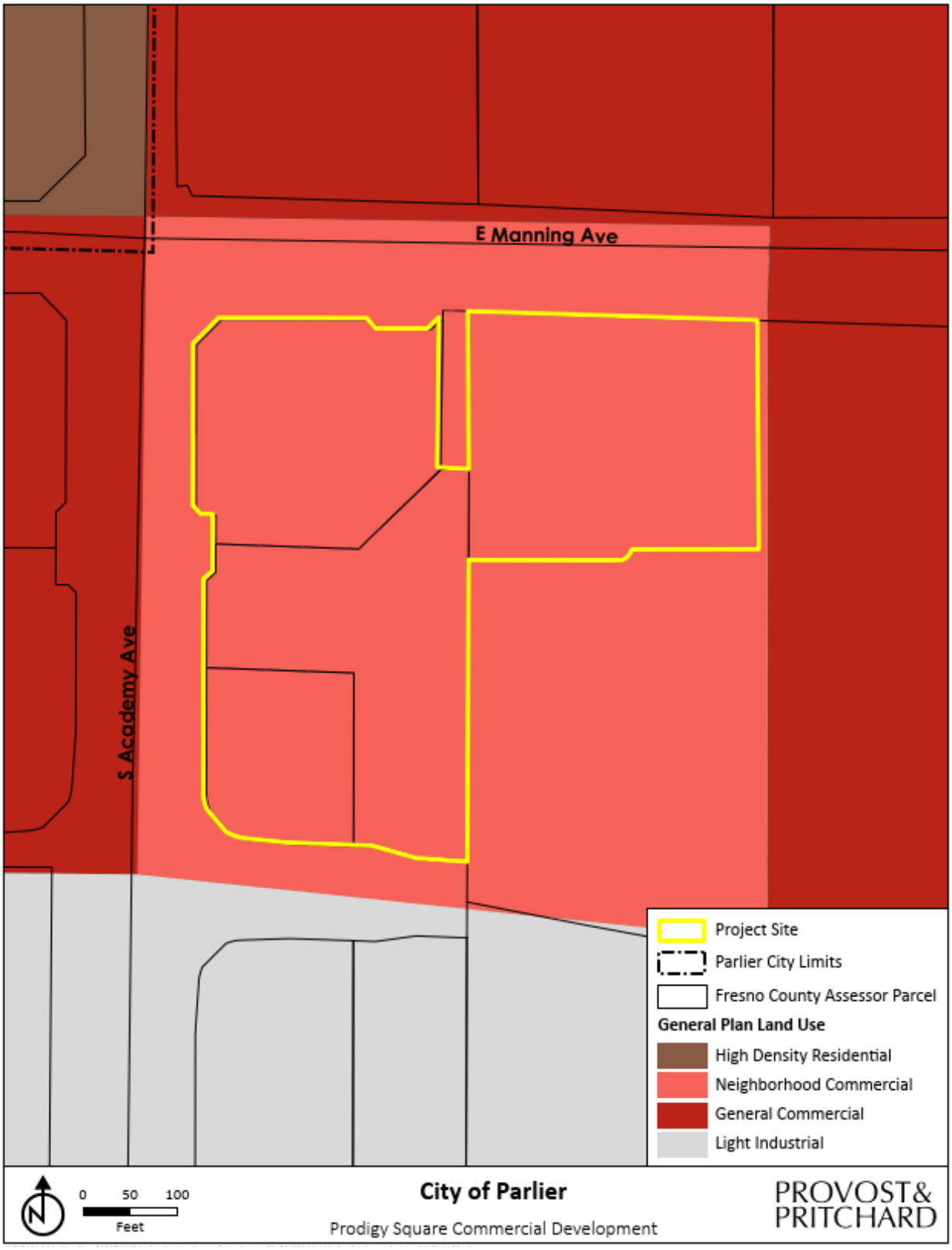


Figure 2-5. General Plan Land Use Designation Map

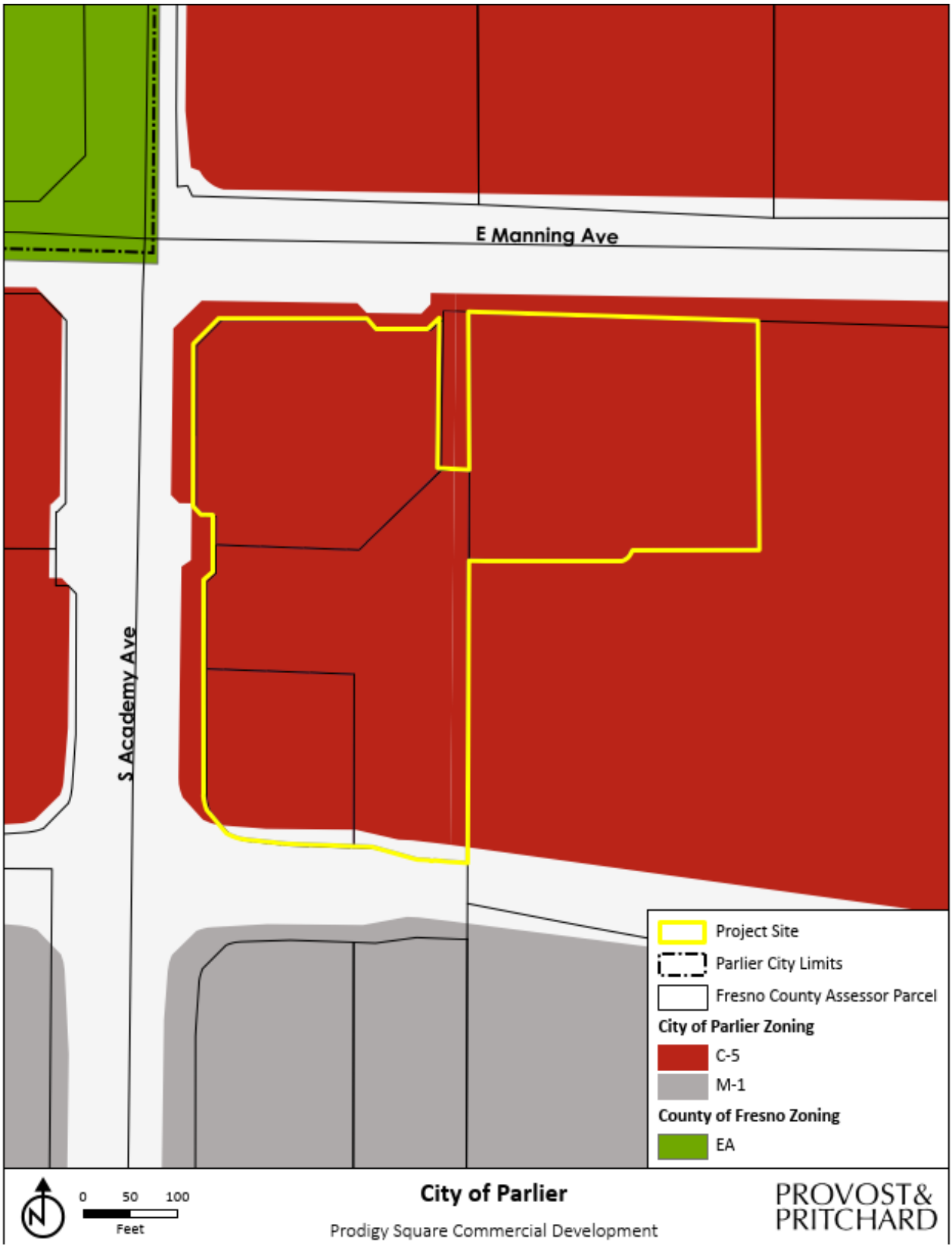


Figure 2-6. Zone District Map

Chapter 3 Impact Analysis

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follow in this Chapter, environmental factors not checked below would have no impacts or less than significant impacts resulting from the project. Environmental factors that are. checked below would have potentially significant impacts resulting from the project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

☐ Aesthetics	☐ Agriculture & 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

The analyses of environmental impacts here in **Mitigation Monitoring and Reporting Program** are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less than Significant with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less than Significant Impact. This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis)

3.2 Aesthetics

Table 3-1. Aesthetics Impacts

Aesthetics Impacts				
Except as provided in Public Resources Code Section 21099, would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.2.1 Environmental Setting and Baseline Conditions

The Project is located in the City of Parlier, approximately 16 miles southeast of Fresno. The Project proposes to develop a vacant parcel on the southeast corner of E. Manning Avenue and S. Academy Avenue. Both are major roadways in Parlier, and as a result experience relatively high levels of traffic compared to other parts of the City.

The visual character in the immediate vicinity of the Project site is urbanized with housing and businesses to the north and east, with undeveloped and agricultural lands to the south and west. The proposed Project site is currently a vacant property devoid of any trees.

The City of Parlier General Plan[1] does not identify any scenic vistas. The nearest scenic vista to the Project site would be the Sierra Nevada Mountains approximately 40 miles to the northeast. According to Caltrans[2] and Rivers.gov[3] there are no designated scenic highways or scenic rivers located in the vicinity of the Project site. The Project site itself is relatively flat, with the nearest topographic relief being the Sierra Nevada foothills, ranging from approximately 10 to 20 miles from the Project site.

3.2.2 Impact Assessment

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. The Project would not have a substantial effect on a scenic vista. The Project site is relatively flat, and the nearest topographic relief is approximately 10-20 miles northeast in the form of the Sierra Nevada foothills. The nearest scenic vista is the Sierra Nevada Mountain Range approximately 40 miles to the northeast.

[1] (City of Parlier, 2010)
[2] (California Department of Transportation, 2018)
[3] (United State Fish and Wildlfie Service, 2022)

The mountains are not viewable from the existing Project site. In addition, the Project site is zoned for commercial use and is located in an urbanized area. Therefore, there would be no impact.

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

No Impact. The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical buildings within a state scenic highway. As mentioned above, the Project would not be located near a scenic highway or river. The Project would develop vacant land in the City of Parlier and would not alter any scenic resources in the area. Therefore, there would be no impact.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public view 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?

No Impact. The Project is located in an urbanized area and would not be in conflict with applicable zoning and other regulations governing scenic quality. The construction and operation of the uses associated with the Project would be appropriate in the C-5 zone district. Therefore, there would be no impact.

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

Less than Significant Impact. Development associated with the Project would introduce new sources of light and potential glare to the area. The Project site is located on E. Manning Avenue, one of the busiest streets in the city, that connects Parlier to State Route 99 to the west and Reedley to the east. Traffic and facilities on E. Manning Avenue would experience many forms of lighting or glare along this street. Moreover, the Project site is located within an urbanized area of Parlier where lights and potential glare is to be expected in order for facilities in residential and commercial areas to be able to operate. Therefore, impacts would be less than significant.

3.3 Agriculture and Forestry Resources

Table 3-2. Agriculture and Forest Impacts

Agriculture and Forest Impacts				
Would the project:	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

3.3.1 Environmental Setting and Baseline Conditions

The Project site is located in the southwest section of the City of Parlier, within the city limits. The site is comprised of vacant land that has been planned and zoned for commercial uses. A portion of the Project site has been designated as Unique Farmland and Farmland of Statewide Importance.[4] The Project site is not considered to be, nor is it located near any lands that are designated as a forest or timberland according to the California Department of Fish and Wildlife[5] and the United States Forest Service.[6]

Farmland Mapping and Monitoring Program (FMMP): The FMMP produces maps and statistical data used for analyzing impacts to California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.

The California Department of Conservation (DOC's) 2012 FMMP is a non-regulatory program that produces "Important Farmland" maps and statistical data used for analyzing impacts on California's agricultural resources. The Important Farmland maps identify eight land use categories, five of which are agriculture

[4] (California Department of Conservation, 2022)
[5] (California Department of Fish and Wildlife, 2022)
[6] (United States Forest Service, 2022)

related: prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land – rated according to soil quality and irrigation status. Each is summarized below:

• PRIME FARMLAND (P): Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply

needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

• FARMLAND OF STATEWIDE IMPORTANCE (S): Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.

Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

• UNIQUE FARMLAND (U): Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non- irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

• FARMLAND OF LOCAL IMPORTANCE (L): Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

• GRAZING LAND (G): Land on which the existing vegetation is suited to the grazing of livestock. The minimum mapping unit for Grazing Land is 40 acres.

• URBAN AND BUILT-UP LAND (D): Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

• OTHER LAND (X): Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

•WATER (W): Perennial water bodies with an extent of at least 40 acres.

•Williamson Act:

There are several properties located within five miles of the Project site that are designated as Williamson Act properties. Williamson Act program lands are subject to contracts between landowners and local governments to specify lands for agricultural or open space use over a length of time. The agreement limits land use to compatible, non-urban uses for the length of the contract, and landowners receive property tax assessments that are much lower because they agree to use the space for those compatible uses. While the Project site is not subject to a Williamson Act contract, surrounding areas in unincorporated Fresno County are zoned for agricultural and open space use resulting in many Williamson Act properties.

3.3.2 Impact Assessment

a) Would the project 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?

Less than Significant Impact. The Project would convert Unique Farmland and Farmland of Statewide Importance, identified by the to the Farmland Mapping and Monitoring Program, to a non-agricultural use. The City of Parlier General Plan Environmental Impact Report lists five possible mitigation options for the conversion of Prime Farmland; however, these mitigation options are no longer valid as a result of recent case law. The General Plan provides that land intended for continued agricultural production continue to be designated as agriculture, while allowing for land needed for urban use to be designated for such use. The Project site is currently designated for Neighborhood Commercial development. The Project represents the logical and efficient growth of urban uses into Unique Farmland and Farmland of Statewide Importance where such land is contiguous with existing urban development and infrastructure. Therefore, there impacts would be less than significant.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project would not conflict with any zoning for agricultural use or a Williamson Act contract. The Project site is planned and zoned for commercial use and is not under a Williamson Act contract. Therefore, there would be no impact.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project would not be in conflict with existing zoning that would cause the rezoning of forest land, timberland, or land zoned for timberland production. As mentioned above, the Project has not been designated as a forest or timberland. The site is planned and zoned for commercial development. Therefore, there would be no impact.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As previously mentioned, the Project has not been identified as either a forest or timberland and thus there would be no potential for loss or conversion of either. Therefore, there would be no impact.

e) Would the project 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?

Less than Significant Impact. The Project would result in the conversion of farmland to non-agricultural, however, due to the reasons expressed earlier in this section, the conversion of this land to a non-agricultural use is not considered significant. Additionally, the Project would not result in the conversion of any forest or timberland to another use. Therefore, impacts would be less than significant.

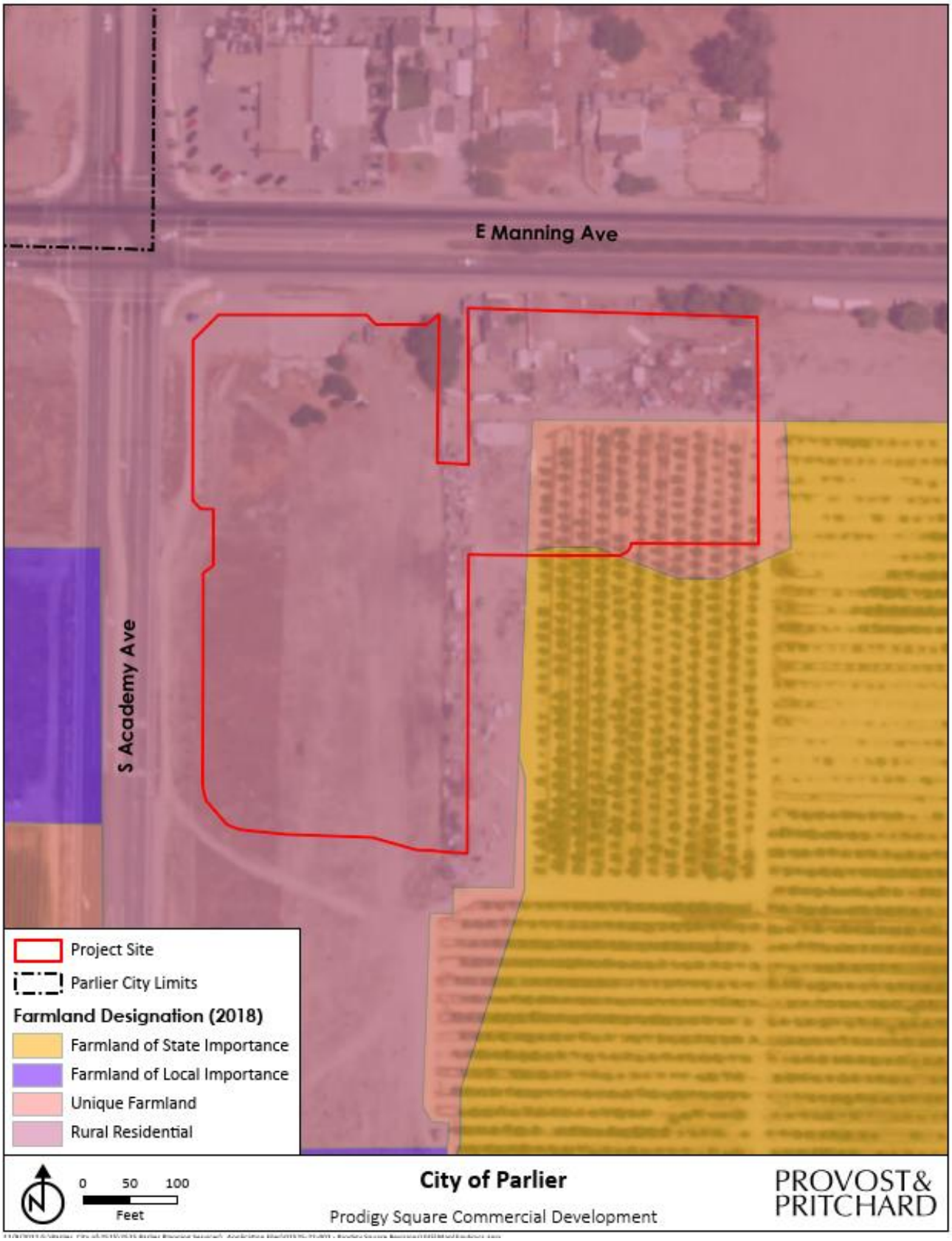


Figure 3-1. Farmland Designation Map

3.4 Air Quality

Table 3-3. Air Quality Impacts

Air Quality Impacts					
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.4.1 Environmental Setting and Baseline Conditions

The Project would be located in the City of Parlier within the boundaries of the SJVAPCD and the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley is bounded by the Sierra Nevada Mountain Range to the east and the Coastal Mountain Range to the west. Wind within the SJVAB typically channels south-southwest during the summer months, while wind flows to the north-northwest during the winter months. Wind velocity for the region is considered low for an area of such size. Due to a lack of strong wind and the natural confinement of the mountain ranges surrounding the SJVAB the region experiences some of the worst air quality in the world.

3.4.1.1 Regulatory Attainment Designations

Under the California Clean Air Act (CCAA), the California Air Resources Board (CARB) is required to designate areas of the State as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data does not support either an attainment or nonattainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The Environmental Protection Agency (EPA) designates areas for ozone, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM_{10} based on the likelihood that they would violate national PM_{10} standards. All other areas are designated "unclassified."

The State and national attainment status designations pertaining to the SJVAB are summarized in **Appendix A**. The SJVAB is currently designated as a nonattainment area with respect to the State PM_{10} standard, ozone, and $PM_{2.5}$ standards. The SJVAB is designated nonattainment for the National Ambient Air Quality Standards (NAAQS) 8-hour ozone and $PM_{2.5}$ standards. On September 25, 2008, the EPA re-designated the San Joaquin Valley to attainment status for the PM_{10} NAAQS and approved the PM_{10} Maintenance Plan.

Table 3-4. Summary of Ambient Air Quality Standards and Attainment Designation

Pollutant	Averaging Time	California Standards*		National Standards*	
		Concentration*	Attainment Status	Primary	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm	Nonattainment/ Severe	–	No Federal Standard
	8-hour	0.070 ppm	Nonattainment	0.075 ppm	Nonattainment (Extreme)**
Particulate Matter (PM_{10})	AAM	20 µg/m^3	Nonattainment	–	Attainment
	24-hour	50 µg/m^3		150 µg/m^3	
Fine Particulate Matter ($PM_{2.5}$)	AAM	12 µg/m^3	Nonattainment	12 µg/m^3	Nonattainment
	24-hour	No Standard		35 µg/m^3	
Carbon Monoxide (CO)	1-hour	20 ppm	Attainment/ Unclassified	35 ppm	Attainment/ Unclassified
	8-hour	9 ppm		9 ppm	
	8-hour (Lake Tahoe)	6 ppm		–	
Nitrogen Dioxide (NO_2)	AAM	0.030 ppm	Attainment	53 ppb	Attainment/ Unclassified
	1-hour	0.18 ppm		100 ppb	
Sulfur Dioxide (SO_2)	AAM	–	Attainment	--	Attainment/ Unclassified
	24-hour	0.04 ppm		--	
	3-hour	–		0.5 ppm	
	1-hour	0.25 ppm		75 ppb	
Lead (Pb)	30-day Average	1.5 µg/m^3	Attainment	–	No Designation/ Classification
	Calendar Quarter	–		--	
	Rolling 3-Month Average	–		0.15 µg/m^3	
Sulfates (SO_4)	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified		
Vinyl Chloride (C_2H_3Cl)	24-hour	0.01 ppm (26 µg/m^3)	Attainment		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/km-visibility of 10 miles or more due to particles when the relative humidity is less than 70%.	Unclassified		

** For more information on standards visit: https://ww3.arb.ca.gov/research/aaqs/aaqs2.pdf*
*** No Federal 1-hour standard. Reclassified extreme nonattainment for the Federal 8-hour standard 12/5/22.*
****Secondary Standard*
Source: CARB 2015; SJVAPCD 2015

3.4.2 Impact Assessment

An Air Quality and Greenhouse Gas Emissions Evaluation Report (**Appendix A**) was prepared using CalEEMod, Version 2020.4.0 for the proposed Project in December of 2022. The sections below detail the methodology of the air quality and greenhouse gas emissions report and its conclusions.

3.4.2.1 Short-Term Construction-Generated Emissions

Short-term construction emissions associated with the Project were calculated using CalEEMod, Version 2020.4.0. The emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips. Emissions were quantified based on anticipated construction schedules and construction equipment requirements provided by the Project applicant. All remaining assumptions were based on the default parameters contained in the model. Localized air quality impacts associated with the Project would be minor and were qualitatively assessed. Modeling assumptions and output files are included in **Appendix A**.

3.4.2.2 Long-Term Operational Emissions

Long-term operational emissions associated with the Project are not expected to be substantial. Maintenance will be provided on an as needed basis by staff, and the operational equipment, such as the use of stationary electric pumps, will be similar to the existing system which results in negligible emissions. Modeling assumptions and output files are included in **Appendix A**.

3.4.2.3 Thresholds of Significance

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts*. This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the proposed Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact to human health and welfare. The thresholds of significance are summarized, as follows:

Short-Term Emissions of Particulate Matter (PM_{10}): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, or if project-generated emissions would exceed 15 tons per year (TPY).

Short-Term Emissions of Ozone Precursors (ROG and NO_X): Construction impacts associated with the proposed Project would be considered significant if the project generates emissions of Reactive Organic Gases (ROG) or NO_X that exceeds 10 TPY.

Long-Term Emissions of Particulate Matter (PM_{10}): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of PM_{10} that exceed 15 TPY.

Long-Term Emissions of Ozone Precursors (ROG and NO_X): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of ROG or NO_X that exceeds 10 TPY.

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, $PM_{2.5}$, and PM_{10}, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM_{10} would exceed the SJVAPCD's significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land use

and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

Local Mobile-Source CO Concentrations: Local mobile source impacts associated with the proposed Project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e. 9.0 ppm for 8 hours or 20 ppm for 1 hour).

Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than 1.

Odor impacts associated with the proposed Project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The Project would not conflict with or obstruct implementation of the applicable air quality plan. The Project would follow the standards and guidelines set by the SJVAPCD. Therefore, there would be no impacts.

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

Less than Significant Impact. The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. As seen by **Table 3-5** and **Table 3-6** below, the Project would not exceed an emission threshold for any pollutant as determined by the SJVAPCD. Therefore, impacts would be less than significant.

Short-Term Construction-Generated Emissions

Estimated construction-generated emissions and operational emissions are summarized in **Table 3-5** and **Table 3-6**, respectively.

Table 3-5. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants

Source	Annual Emissions (Tons/Year) (1)					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
2023	0.1750	1.5543	1.6429	0.3085	0.1682	3.5200e-003
2024	0.2996	0.9156	1.1641	0.0978	0.0521	2.4600e-003
Maximum Annual Proposed Project Emissions:	0.2996	1.5543	1.6429	0.3085	0.1682	3.5200e-003
SJVAPCD Significance Thresholds:	*10*	*10*	*100*	*15*	*15*	*27*
Exceed SJVAPCD Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*

1. *Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.*

Table 3-6. Unmitigated Long-Term Operational Emissions

Source	Annual Emissions (Tons/Year) (1)					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Maximum Annual Project Emissions:	2.6615	2.6586	14.6797	2.0598	0.5692	0.0230
SJVAPCD Significance Thresholds:	*10*	*10*	*100*	*15*	*15*	*27*
Exceed SJVAPCD Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*

1. *Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.*

Long-Term Operational Emissions

A quantified analysis of the Project's long-term operational emissions was also conducted using CalEEMod version 2020.4.0 based on information available. According to the CalEEMod results, the Project would have a less than significant impact on air quality when compared to the significance thresholds of annual criteria pollutant emissions (see **Table 3-6**) for long-term operational activities.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The Project would not expose sensitive receptors to substantial pollutant concentrations. Sensitive Receptors are groups that would be more affected by air, noise, and light pollution, pesticides, and other toxic chemicals than others. This includes infants, children under 16, elderly over 65, athletes, and people with cardiovascular and respiratory diseases. High concentrations of these groups would include, daycares, residential areas, hospitals, elder care facilities, schools and parks. While the Project would be located in an area near sensitive receptors such as the residential homes to the northwest and northeast, the Project would not exceed the daily emission thresholds set by the SJVAPCD (as shown in **Table 3-7**). Additionally, the HARP2 air dispersion model was run for the Project site to show the health risk the Project would have on sensitive receptors in the area. The model run, which can be viewed in **Appendix A**, indicates that the Project would result in a cancer risk of 4.39 in one million, which is less than the SJVAPCD's threshold of 20 in one million. The Project would also present a chronic risk of 0.0001 in one million and an acute risk of 0 in one million, which would be less than the SJVAPCD's threshold of one in one million for both chronic and acute. Therefore, impacts would be less than significant.

Table 3-7. Maximum Daily Unmitigated Emissions of Criteria Air Pollutants

Source	Daily Emissions (in Pounds)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction – Summer	18.9181	27.5579	20.0517	0.0426	21.0716	11.3971
Construction – Winter	19.9108	27.5637	19.9927	.00417	21.0716	11.3071
Operations – Winter	14.6897	17.2631	99.7026	0.1398	13.2144	3.6376
Operations - Summer	20.7935	15.4685	89.0332	0.1508	13.2141	3.6372
SJVAPCD Significance Thresholds	*100*	*100*	*100*	*100*	*100*	*100*
Exceed Thresholds?	No	No	No	No	No	No

1. *Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.*

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

Less than Significant Impact. During construction activities, construction equipment exhaust and application of asphalt, structural coating and other construction applications would temporarily emit odors. During operation the Project site would store and distribute gasoline to customers. Gasoline is odorous and could potentially serve as a carcinogen given high levels of exposure. Exposure to gasoline and its odor would be temporary for customers. Warning signs noting the risk of prolonged exposure would be placed near each pump on the site. Through following the standards and guidelines set by local, state, and federal laws and policies, and by following the best management practices regarding gasoline storage and distribution, impacts would remain less than significant.

3.5 Biological Resources

Table 3-7. Biological Resources Impacts

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

3.5.1 Environmental Setting and Baseline Conditions

Neither the City of Parlier General Plan Update nor its EIR identified threatened or endangered species in the Project area.

The Project site is void of any natural features, such as seasonal drainages, riparian or wetland habitat, rock outcroppings, or other native habitat or associated species. A portion of the site was formerly utilized for agricultural purposes, but no longer currently operates in this manner. The property is periodically disced for weed control. No wetlands were reported or observed on the United States Fish and Wildlife Services website.[7] Development of the site would not conflict with any local policies or ordinances protecting biological resources,

[7] (United States Fish and Wildlife Service, 2022)

or conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan.

3.5.2 Impact Assessment

a) Would the project 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?

Less than Significant Impact. The Project would not 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 United States Fish and Wildlife Service. A search of the California Department of Fish and Wildlife California Natural Diversity Database determined there were no at-risk animal or plant species located at the Project site. Therefore, impacts would be less than significant.

b) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project site and its surroundings are absent of any riparian habitat, sensitive natural communities of special concern or of any critical habitat designated by the California Department Fish and Wildlife or by the United States Fish and Wildlife Service as critical habitat essential for the preservation and recovery of state and/or federally listed plant or animal species. The Project would not result in any direct or indirect impacts to riparian corridor, stream channel, or potentially viable habitat in which sensitive species could be found. Therefore, there would be no impact.

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

No Impact. Project site soils are composed of Delhi Sand, Tujunga loamy sand 0-3 percent slope, and Tujunga loamy sand 3-9 percent slope[8]. Soil at the site has moderately course textures, moderate to high infiltration rates, and are moderate to well drained. The Project site is currently vacant and does not have the hydrology necessary to create wetlands. Further, no wetlands have been reported or observed on site. The Project would have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, there would be no impact.

d) Would the project 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?

No Impact. The Project site does not present any features of a river, creek, stream, or other form of water course, nor does the Project site include features of a wildlife corridor. The urban surroundings, busy roads, and domestic animals near the Project would be a deterrent to natural wildlife. The Project would not impact the movement of any native resident or migratory fish or wildlife species or on an established native resident or migratory wildlife corridor. Therefore, there would be no impact.

[8] (United States Department of Agriculture, 2022)

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

No impact. The Project site is currently vacant and devoid of any trees. The Project would not conflict with any applicable local policies or ordinances protecting biological resources and the City of Parlier does not have a tree preservation ordinance. Therefore, there would be no impact.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Neither the Project site nor the immediate area surrounding the Project site are subject to an adopted or proposed local, regional, or state adopted habitat conservation plan (HCP), or similar types of conservation plans. Therefore, the Project would not conflict with the provisions of an adopted or proposed HCP or similar approved local, regional, or state habitat conservation plan. Therefore, there would be no impact.

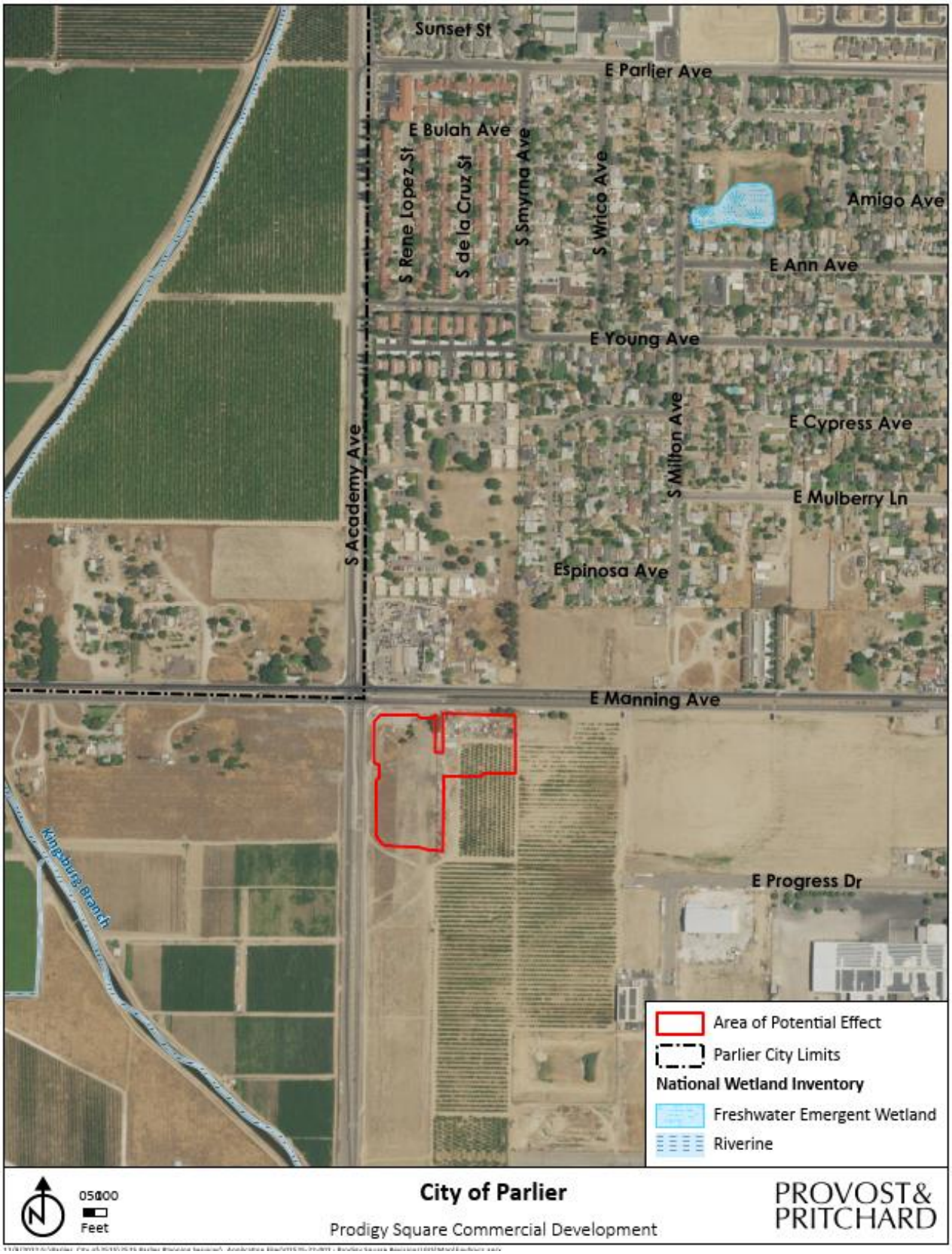


Figure 3-2. National Wetland Inventory Map

3.6 Cultural Resources

Table 3-8. Cultural Resources Impacts

Cultural Resources Impacts					
Would the project:		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 historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

3.6.1 Environmental Setting and Baseline Conditions

Based on the City of Parlier General Plan and the City of Parlier General Plan Draft EIR[9], no known recorded archeological sites or historic properties are within or in the immediate vicinity of the Project site. In addition, neither document indicated the presence of Native American traditional cultural place(s) within or adjacent to the Project site.

3.6.2 Impact Assessment

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

No impact. Based on the City of Parlier General Plan and the City of Parlier General Plan Draft EIR, the Project site and its surroundings are absent of any known historic properties. No historic properties would be affected by the proposed Project. Therefore, the Project would result in no impact.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact. While no known archaeological deposits are present on the Project site, it is possible that unknown buried archaeological materials could be found during ground disturbing activities, including unrecorded Native American prehistoric archaeological materials. If such resources were discovered, the impact to archeological resources could be significant. According to the Parlier General Plan EIR, in the event that important archaeological or paleontological resources are encountered during construction, all earth-moving activity in the specific construction area shall cease until the applicant retains the services of a qualified archaeologist. The archaeologist shall examine the findings, assess their significance, and offer recommendations for procedures deemed appropriate to either further investigate or mitigate adverse impacts. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce the impact to less than significant.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. There are no known formal cemeteries or known interments to have occurred on the Project site. Though unlikely, there is the possibility human remains may be present beneath the Project

[9] (City of Parlier, 2009)

site. Should human remains be discovered during ground disturbing construction activities, such discovery could be considered significant. Any human remain encountered during ground disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e), Public Resources Code Section 5097.98, and California Health and Safety Code Section 7050.5, which state the mandated procedures of conduct following discovery of human remains. According to the Parlier General Plan EIR, if human remains are found during construction in the planning area, all work must stop in the vicinity of the find and the Fresno County Coroner shall be contacted immediately. In accordance with Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed. If human remains are determined to be of possible Native American descent, the Coroner shall notify the Native American Heritage Commission who will appoint a "Most Likely Descendent" and the local Native American Tribe representative to identify and preserve Native American remains, burial, and cultural artifacts. Implementation of the required condition and above-referenced sections would reduce the impact to less than significant.

3.7 Energy

Table 3-9. Energy Impacts

Energy Impacts					
	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.7.1 Environmental Setting and Baseline Conditions

The Project site would be served by Pacific Gas and Electric for its energy needs. The site includes one single family residential home which is abandoned and not utilizing energy.

3.7.2 Impact Assessment

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

Less than Significant Impact. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. For heavy-duty construction equipment, horsepower and load factor were assumed using default data from the CalEEMod model. Fuel use associated with construction vehicle trips generated by the Project was also estimated; trips include construction worker trips, haul trucks trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the Project was based on (1) the projected number of trips the Project would generate (CalEEMod default values), (2) default average trip distance by land use in CalEEMod, and (3) fuel efficiencies estimated in the ARB 2017 Emissions Factors model (EMFAC2017) mobile source emission model.

Construction is estimated to consume a total of 53,658.68 gallons of diesel fuel and 10,088.2 gallons of gasoline fuel.[10] California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(2), Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel because of unproductive idling of construction equipment. In addition, the energy consumption for construction activities would not be ongoing as they would be limited to the duration of Project construction.

The development's anticipated annual energy consumption is approximately 351,119.27 kilowatt-hours and 14,889.1 therms of natural gas.[11] Energy consumption of non-residential uses is currently governed by the 2019 California Building Code, Part 6 for the structure itself, and Title 20 of the California Code of Regulations for appliances. Energy consumption is anticipated to decrease over time as more energy efficient standards take effect and energy-consuming equipment reaches its end-of-life and necessitates replacement. Therefore, impacts would be less than significant.

[10] Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.
[11] Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. State and local authorities regulate energy use and consumption. These regulations at the State level are intended to reduce energy use and greenhouse gas (GHG) emissions. These include, among others, Assembly Bill (AB) 1493 – Light-Duty Vehicle Standards; California Code of Regulations Title 24, Part 6 – Energy Efficiency Standards; and California Code of Regulations Title 24, Parts 6 and 11 – California Energy Code and Green Building Standards. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

3.8 Geology and Soils

Table 3-10. Geology and Soils Impacts

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

3.8.1 Environmental Setting and Baseline Conditions

3.8.1.1 Geology and Soils

The Project is located in Fresno County, in the southern section of California's Great Valley Geomorphic Province, or Central Valley. The Sacramento Valley makes up the northern third and the San Joaquin Valley makes up the southern two-thirds of the geomorphic province. Both valleys are watered by large rivers flowing west from the Sierra Nevada Range, with smaller tributaries flowing east from the Coast Ranges. Most of the surface of the Great Valley is covered by Quaternary (present day to 1.6 million years ago) alluvium. The sedimentary formations are steeply upturned along the western margin due to the uplifted Sierra Nevada Range.

From the time the Valley first began to form, sediments derived from erosion of igneous and metamorphic rocks and consolidated marine sediments in the surrounding mountains have been transported into the Valley by streams.

A discussed above, the Project site soils are composed of Delhi Sand, Tujunga loamy sand 0-3 percent slope, and Tujunga loamy sand 3-9 percent slope.

3.8.1.2 Faults and Seismicity

Parlier is situated within an area of relatively low seismic activity and is not located within a known active earthquake fault zone.[12] The Project is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults within the City of Parlier. The nearest major fault is the San Andreas Fault, located approximately 75 miles southwest of the Project site. The San Andreas fault is the dominant active tectonic feature of the Coast Ranges and represents the boundary of the North American and Pacific plates. The Owens Valley Fault is located approximately 80 miles northwest of the Project site.

3.8.1.3 Liquefaction

The potential for liquefaction, which is the loss of soil strength due to seismic forces, is dependent on soil types and density, the groundwater table, and the duration and intensity of ground shaking. Although no specific liquefaction hazard areas have been identified in Fresno County, this potential is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high-water table coincide. Soil types along the Valley floor are not generally conducive to liquefaction because they are generally too course. Furthermore, the average depth to groundwater within the Fresno County area is approximately 85 to 95 feet which also minimizes liquefaction potential.

3.8.1.4 Soil Subsidence

Subsidence occurs when a large land area settles due to over-saturation or extensive withdrawal of groundwater, oil, or natural gas. These areas are typically composed of open-textured soils, high in silt or clay content, that become saturated. Although some areas in Fresno County have experienced subsidence due to groundwater overdraft, the City of Parlier's elevation has remained unaffected. Soils onsite represent a low risk of subsidence.

3.8.1.5 Dam and Levee Failure

According to the California Dam Breach Inundation Map[13] the Project area is not at risk of flooding due to a dam or levee failure.

3.8.2 Impact Assessment

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a-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.

a-ii) Strong seismic ground shaking?

Less than Significant Impact. Ground shaking intensity is largely a function of distance from the earthquake epicenter and underlying geology. The City of Parlier is not in the immediate vicinity of an active fault zone but could experience ground shaking during a large earthquake. The most common impact associated with strong ground shaking is damage to structures. The (California Building Code) CBC establishes minimum standards

[12] (California Department of Conservation, 2015)
[13] (California Department of Water Resources, 2022)

for structures located in regions subject to ground shaking hazard areas. Structures constructed on-site would be required by State law and City ordinances to be constructed in accordance with the CBC and to adhere to all current earthquake construction requirements. The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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. No known faults with evidence of historic activity cut through the valley soils in the Project area. Due to the geology of the Project area and its distance from active faults, the potential for loss of life, property damage, ground settlement, or liquefaction to occur in the Project area is considered minimal. Therefore, impacts would be less than significant.

a-iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Liquefaction describes a phenomenon in which a saturated soil loses strength during an earthquake as a result of induced shearing strains. Lateral and vertical movement of the soil mass combined with loss of bearing usually results. Loose sand, high groundwater conditions (where the water table is less than 30 feet below the surface), higher intensity earthquakes, and particularly long duration of ground shaking are the requisite conditions for liquefaction. Therefore, impacts would be less than significant.

a-iv) Landslides?

No Impact. The Project site is generally flat. Due to the flat and level topography, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, there would be no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Earthmoving activities associated with the Project would include demolition, excavation, trenching, grading, and construction. These activities could expose soils to erosion processes however, the extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. Developers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, and construction of linear underground or overhead facilities associated with trail construction, but does not include regular maintenance activities performed to restore the original lines, grade, or capacity of the overhead or underground facilities. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. The Project would disturb more than one acre of soil; however, since the Project site has relatively flat terrain with a low potential for soil erosion and would comply with the State Water Resources Control Board (SWRCB) requirements, the Project's impacts would be reduced. Therefore, impacts would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. The Project would not be located in an area 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. The DOC has not identified the Project site as being in an area that would be at risk of lateral

spreading, and liquefaction or collapse.[14] In addition, the United States Geologic Survey has not identified the Project area as a location that is likely to experience soil subsidence.[15] Like most of California, the Project site would experience seismic activity to a varying degree, however, the site has not been identified as a location that would present potential impacts due to seismic occurrences. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and would not create substantial direct or indirect risks to life or property. The Project soil type consists of Delhi Sand, Tujunga loamy sand 0-3 percent slope, and Tujunga loamy sand 3-9 percent slope. Therefore, impacts would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project would not require the construction or use septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Less than Significant Impact. There are no known unique paleontological resources or geological features on the Project site; however, during construction unique paleontological or geological resources could be unearthed. The General Plan EIR, as outlined in **Section 3.6 Cultural Resources,** requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeologic, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce the potential impacts. Therefore, impacts would be less than significant.

[14] (California Department of Conservation, 2022)
[15] (United States Geological Survey, 2022)

3.9 Greenhouse Gas Emissions

Table 3-11. Greenhouse Gas Emissions Impacts

Greenhouse Gas Emissions Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

3.9.1 Environmental Setting and Baseline Conditions

The Earth's climate has been warming for the past century. Experts believe this warming trend is related to the release of certain gases into the atmosphere. GHGs absorb infrared energy that would otherwise escape from the Earth. As the infrared energy is absorbed, the air surrounding the Earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past 35 years, with 16 of the 17 warmest years on record occurring since 2001. Not only was 2016 the warmest year on record, but eight of the 12 months that make up the year—from January through September, with the exception of June—were the warmest on record for those respective months. October, November, and December of 2016 were the second warmest of those months on record—in all three cases, behind records set in 2015.[16] Human activities have been attributed to an increase in the atmospheric abundance of greenhouse gases. The following is a brief description of the most commonly recognized GHGs.

3.9.1.1 Greenhouse Gases

Commonly identified GHG emissions and sources include the following:

Carbon dioxide (CO_2) is an odorless, colorless natural greenhouse gas. CO_2 is emitted from natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources include the burning of coal, oil, natural gas, and wood.

Methane (CH_4) is a flammable greenhouse gas. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and ruminants such as cattle.

Nitrous oxide (N_2O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load.

Water vapor is the most abundant, and variable greenhouse gas. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life.

Ozone (O_3) is known as a photochemical pollutant and is a greenhouse gas; however, unlike other greenhouse gases, ozone in the troposphere is relatively short-lived and, therefore, is not global in

[16] (National Aeronautics and Space Administration, 2017)

nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Chlorofluorocarbons (CFCs) are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. CFCs destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol in 1987.

Hydrofluorocarbons (HFCs) are synthetic chemicals that are used as a substitute for CFCs. Of all the greenhouse gases, HFCs are one of three groups (the other two are perfluorocarbons and sulfur hexafluoride) with the highest global warming potential. HFCs are human-made for applications such as air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere; therefore, PFCs have long atmospheric lifetimes, between 10,000 and 50,000 years. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It has the highest global warming potential of any gas evaluated. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth, and what the effects of clouds will be in determining the rate at which the mean temperature will increase. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy.

Emissions of GHGs contributing to global climate change are largely attributable to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. About three-quarters of human emissions of CO_2 to the global atmosphere during the past 20 years are due to fossil fuel burning. Atmospheric concentrations of CO_2, CH_4, and N_2O have increased 31 percent, 151 percent, and 17 percent respectively since the year 1750 (CEC 2008). GHG emissions are typically expressed in carbon dioxide-equivalents (CO_2e), based on the GHG's Global Warming Potential (GWP). The GWP is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, one ton of CH_4 has the same contribution to the greenhouse effect as approximately 21 tons of CO_2. Therefore, CH_4 is a much more potent GHG than CO_2.

An Air Quality and Greenhouse Gas Emissions Evaluation Report was prepared in December 2022, and is contained in **Appendix A**. The essential conclusions of this Report are as follows:

3.9.1.2 Short-Term Construction-Generated Emissions

Short term construction related emissions were calculated using the CalEEMod Version 2020.4.0. emissions modeling software and was assumed to end in July 2024. Other assumptions were made on the default parameters in the model. The modeling output can be found in **Appendix A**.

3.9.1.3 Long-Term Operational Emissions

Long-term operational related emissions were also calculated using the CalEEMod Version 2020.4.0. emissions modeling software and was assumed to start after construction finishes in July 2024. Operational emissions are viewed on a per year basis. Some assumptions were made on the default parameters in the model. The modeling output can be found in **Appendix A**.

3.9.1.4 Effects of Climate Change

The sections below detail the methodology of the report and its conclusions.

3.9.2 Impact Assessment

3.9.2.1 Thresholds of Significance

CEQA Guidelines Amendments became effective March 18, 2010. Included in the Amendments are revisions to the Appendix G Initial Study Checklist. In accordance with these Amendments, a project would be considered to have a significant impact to climate change if it would:

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

In accordance with SJVAPCD's *CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects,*[17] proposed projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. The SJVAPCD does not have an adopted threshold for GHGs; however, the Sacramento Metropolitan Air Quality Management District has set a threshold of 1,100 $MTCO_2e$ and has developed BPS and mitigation for the reduction of GHGs emitted from projects exceeding 1,100 $MTCO_2e$.[18] This threshold has been applied to this Project. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact.

Short-Term Construction-Generated Emissions

Estimated construction-generated emissions are summarized in **Table 3-12**.

Table 3-12. Short-Term Construction-Generated GHG Emissions

Year	Emissions (MT CO_2e)(1)
Sacramento Metropolitan Air Quality Management District Threshold	*1,100*
Maximum Annual Project Emissions	*316.2790*
Exceed Threshold?	*No*

1. *Emissions were quantified using the CalEEMod, Version 2020.4.0. Refer to* ***Appendix A*** *for modeling results and assumptions. Totals may not sum due to rounding.*

[17] (San Joaquin Valley Air Pollution Control District, 2009)
[18] (Sacramento Metropolitan Air Quality Management District, 2021)

Long-Term Operational Emissions

Estimated long-term operational emissions are summarized in **Table 3-13**.

Table 3-13. Long-Term Operational GHG Emissions

	Emissions (MT CO_2e)[1]
Sacramento Metropolitan Air Quality Management District Threshold	*1,100*
Maximum Annual Project Emissions	*2,307.4065*
Exceed Threshold?	*Yes*

*1. Emissions were quantified using the CalEEMod, Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions. Totals may not sum due to rounding.*

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

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

a&b) Less than Significant Impact with Mitigation Incorporated. Operation of the Project would result in levels of $MTCO_2e$ produced that would exceed the applicable thresholds. The Project would emit 2,307.4065 $MTCO_2e$. The Air District has not set a threshold for GHG emissions; however, the Sacramento Metropolitan Air Quality Management District has set a GHG threshold of 1,100 $MTCO_2e$.[19] This threshold has been applied to the Project. The Sacramento Metropolitan Air Quality Management District has also developed mitigation measures for projects that exceed 1,100 $MTCO_2e$ per year. Because the Project would exceed 1,100 $MTCO_2e$, this would result in a conflict with the SJVAPCD policies regarding emissions standards and would result in a significant impact for the surrounding environment. In order to mitigate for the exceedance of GHG emissions, the Project would be required to implement Mitigation Measure **GHG-1** and **GHG-2**, which have been developed by the Sacramento Metropolitan Air Quality Management District and are discussed further below. Additional mitigation would be warranted for projects that have an impact on VMT within the region, however due to the Project being less than 50,000 SF in size and being consider locally serving retail, the Project has been screened out of VMT analysis under County and State guidelines. **GHG-3** is shown in the event the developer wishes to use fossil fuel-powered cooking equipment. With implementation Mitigation Measure **GHG-1, GHG-2**, and **GHG-3** the Project's impacts would be reduced to a less than significant level.

- **GHG-1 - No Natural Gas:** The Project shall be designed and constructed without natural gas infrastructure.
- **GHG-2 – Electric Vehicle Ready:** The Project shall meet the current CalGreen Tier 2 standards, except all Electric Vehicle capable spaces shall instead be Electric Vehicle ready.
- **GHG-3 – GHG Credits for Cooking Equipment.** If the developer elects to use fossil fuel-powered cooking equipment, prior to issuance of final inspection of the Project, the developer shall demonstrate to the City that the developer has funded project(s) that reduce 157.19 metric tons of CO2-equivalent greenhouse gas emissions. Projects may include, but are not limited to, purchasing GHG credits, funding City infrastructure projects (i.e. solar, energy efficiency projects), or other projects that are real, permanent, quantifiable, verifiable, and enforceable.

[19] (Sacramento Metropolitan Air Quality Management District, 2021)

3.10 Hazards and Hazardous Materials

Table 3-14. Hazards and Hazardous Materials Impacts

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

3.10.1 Environmental Setting and Baseline Conditions

3.10.1.1 Hazardous Materials

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's EnviroStor database provides DTSC's component of Cortese List data (DTSC, 2010). In addition to the EnviroStor database, the SWRCB Geotracker database provides information on regulated hazardous waste facilities in California, including underground storage tank (UST) cases and non-

UST cleanup programs, including Spills-Leaks-Investigations-Cleanups sites, Department of Defense sites, and Land Disposal program. A search of the DTSC EnviroStor[20] database and the SWRCB Geotracker[21] performed on December 5, 2022, determined that there are no known active hazardous waste generators or hazardous material spill sites within the Project site or immediate surrounding vicinity. Historically, there have been two previous hazardous spills near the Manning Avenue and S Mendocino Avenue Intersection, but both cases have been cleaned up and closed.

3.10.1.2 Airports

The Project site is located approximately 6 miles northeast of the Selma Airport and approximately 7 miles southwest of the Reedley Airport. The Project site is not located inside an Airport Land Use Compatibility Plan (ALUCP) for either of the mentioned airports.

3.10.1.3 Emergency Response Plan

While the City of Parlier does not have an adopted Emergency Response Plan (ERP),[22] the County of Fresno has a plan that was adopted in 2017. The plan lays out the planned procedures that the County would follow in the event of an emergency. The proposed project would not be in conflict with the County of Fresno's adopted ERP.

3.10.1.4 Sensitive Receptors

Sensitive Receptors are groups that would be more affected by air, noise, and light pollution, pesticides, and other toxic chemicals than others. This includes infants, children under 16, elderly over 65, athletes, and people with cardiovascular and respiratory diseases. High concentrations of these groups would include, daycares, residential areas, hospitals, elder care facilities, schools and parks. Because the Project site is located within an urbanized setting, there would be sensitive receptor areas near the site. Sensitive receptors near the site would include rural residential homes to the west, the Parlier Migrant Center to the north, and residential homes and apartments to the northeast.

3.10.2 Impact Assessment

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

Less than Significant Impact. The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Potential impacts during construction of the Project include potential spills associated with the use of fuels and lubricants in construction equipment. These potential impacts would be short-term in nature and would be reduced to less than significant levels through compliance with applicable local, State, and federal regulations, as well as the use of standard equipment operating practices. In order to limit any hazardous material exposure that construction activities would produce and spread to either the environment or the public through accidental spills during transport or disposal, compliance with all applicable laws and regulations provided by the State would minimize the hazards produced. During operation, gasoline would be transported to the site regularly to serve the gas station's customers and trucks using the diesel fuel canopy area. Potential impacts could arise from gas transporting trucks spilling or leaking. Impacts would be minimized through the compliance with all federal, State, and local laws involving the transport of hazardous materials. In addition, the Project would be required to file and maintain a Hazardous Materials Business Plan with the County of Fresno Environmental Health Department. Therefore, impacts would be less than significant.

[20] (California Department of Toxic Substances Control, 2022)
[21] (California States Water Resources Control Board, 2022)
[22] (Fresno County, 2017)

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

Less than Significant Impact. The Project site would have multiple fuels pumps located on the site that would present the possibility of fuel leaks, spills, and accidents resulting from cars running into the fuel pumps. Gasoline is a highly flammable material and presents a potential impact during an accident situation. The gasoline would be stored in underground storage tanks connected to the fuel pumps that would be routinely refilled. To reduce potential impacts, the Project site would post warning signs, restrict smoking on the premises, require on-site fire extinguishers, have un-obstructed access to a fire hydrant, and follow all federal, state, and local standards and regulations involving safety and handling of hazardous materials. In addition, as mentioned above, the Project would be required to file and maintain a Hazardous Materials Business Plan with the County of Fresno Environmental Health Department. Therefore, impacts would be less than significant.

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

No Impact. The Project would not emit hazardous emissions or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project site is not located within one-quarter mile of an existing or proposed school. Therefore, there would be no impact.

d) Would the project 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?

No Impact. The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5. The Envirostor and GeoTracker databases discussed above show that there are no active hazardous material sites located in the immediate vicinity of the Project site. There are two previous spill sites near the intersection of E. Manning Avenue and S. Mendocino Avenue that have been cleaned up and their cases have been closed. Therefore, there would be no impact.

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

No Impact. The Project would not result in a safety hazard or excessive noise for people residing or working in the project area, when the Project is located within two miles of an airstrip or airport or within an airport land use plan. The Project is not located within two miles of an existing airstrip or airport and is not located within any airport land use plan. Therefore, there would be no impact.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would be in accordance with the County of Fresno Emergency Response Plan. Therefore, impacts would be less than significant.

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

No Impact. The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. As discussed more thoroughly in the **Wildfire Section 3.21**, the Project site is not located in an area designated as being a State Responsibility Area (SRA) or in a very high fire hazard severity area. The Project site is located in an urbanized area inside the City of Parlier, where wildland fires are unlikely to occur. Therefore, there would be no impact.

3.11 Hydrology and Water Quality

Table 3-15. Hydrology and Water Quality Impacts

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

3.11.1 Environmental Setting and Baseline Conditions

The Project site is located in the San Joaquin Valley Kings Subbasin[23] and the City of Parlier is a part of the South Kings Groundwater Sustainability Agency.[24] The City of Parlier is the water provider for the Project site. The Kings River winds southward from the Sierra Nevada Mountains and passes approximately four miles northeast and five miles east of the Project site. The river starts at Helen Lake near John Muir Pass at an elevation of nearly 12,000 feet and runs southwest to Stratford near Lemoore Naval Station. The river is primarily fed by snowfall that accumulates in the winter months and flow into the river when melted. There are

[23] (California Department of Water Resources, 2019)
[24] (South Kings Groundwater Sustainabilty Agency, 2022)

multiple floodways located in Parlier. The nearest floodplain is approximately 1.1 miles to the northeast of the Project site.[25]

FEMA FIRM Panel No. 06019C26604 (effective 9/26/2008) indicate that the Project site is located within Zone X (unshaded). Zone X unshaded designated areas on FEMA maps represent areas with minimal flooding risk.

3.11.2 Impact Assessment

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Construction activities may result in a potential impact through the erosion of soils and the build-up of silt and debris in runoff areas, however under California General Construction Permit 2009-0009-DWQ (GCP) guidelines implementing a SWPPP, performed and approved by a qualified sediment practitioner (QSP) or a qualified sediment developer (QSD), would be required prior to construction, handling, and transportation of hazardous materials within the Project site area. In addition, construction activities could result in accidental spills of fuels, paints, and other hazardous materials entering storm drains and other runoff areas. Through a SWPPP carried out by the contractor and a QSP/QSD, the Project would design and utilize best management practices in order to stabilize any sedimentation and erosion from leaving the Project site. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Wash water would be recycled. The Project would not result in the increase of population in the area that would cause a substantial increase in the demand and usage of groundwater resources. Therefore, impacts would be less than significant.

c) Would the project 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:

c-i) result in substantial erosion or siltation on- or off-site;

Less than Significant Impact. The Project site does not contain any waterways and therefore implementation of the Project would not alter the course of a stream or river. However, the Project would require grading and soil exposure during construction. If not controlled, the transport of these materials via local stormwater systems into local waterways could temporarily increase sediment concentrations. To minimize this impact, the proposed Project would be required to comply with all of the requirements of the state GCP, including preparation of Permit Registration Documents and submittal of a SWPPP to the SWRCB prior to start of construction activities. Compliance with all state regulations regarding erosion and siltation would be mandatory. Therefore, impacts would be less than significant.

c-ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than Significant Impact. The Project would substantially increase the amount of impervious surface area on the Project site with the construction of buildings, parking lots, and driveways. However, the requirement to construct curb and gutters, and to direct drainage to specified drainage basins will ensure flooding on or off site is unlikely. Therefore, impacts would be less than significant.

[25] (Federal Emergency Management Agency, 2021)

c-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

Less than Significant Impact. Project related runoff would flow to the City owned Industrial Basin drainage basin. The Project would be required to comply with the City's Master Plan, ordinances, and standard practices for stormwater drainage. Therefore, impacts would be less than significant.

c-iv) impede or redirect flood flows?

Less than Significant Impact. All Project-related storm flows and runoff would be captured on-site and percolated in the existing soil base or conveyed to Industrial Basin to the southeast of the Project site. Therefore, Impacts would be less than significant.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundations?

No Impact. The Project would not be located in a flood hazard, tsunami, or seiche zones, or risk the release of pollutants due to Project inundations. Therefore, there would be no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project would not be in conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The Project would follow the standards and goals set forth by the South Kings Groundwater Sustainability Agency in their Groundwater Sustainability Plan. Therefore, impacts would be less than significant.

Figure 3-3 FEMA Map

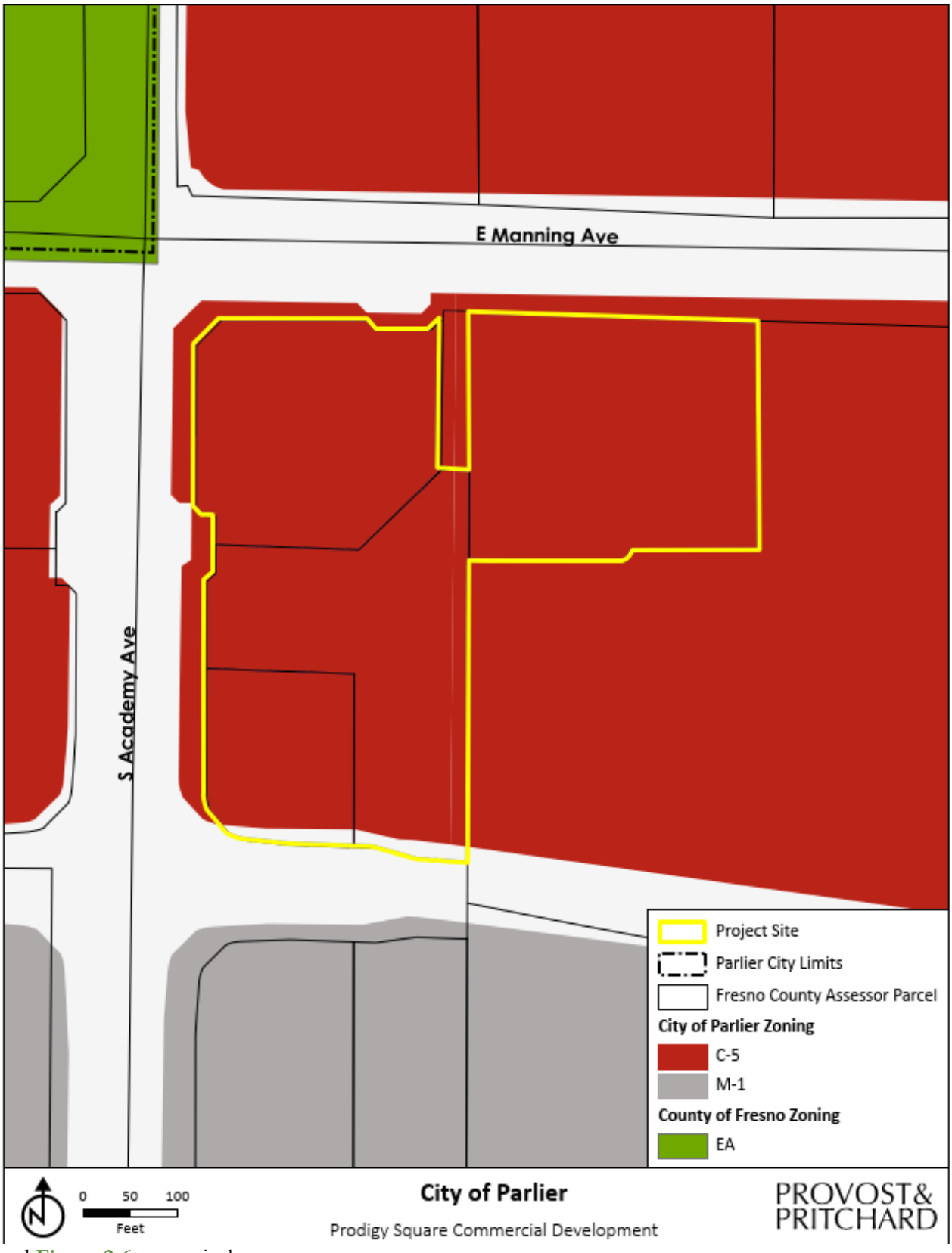
3.12 Land Use and Planning

Table 3-16. Land Use and Planning Impacts

Land Use and Planning Impacts					
	Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.12.1 **Environmental Setting and Baseline Conditions**

The Project site is currently designated as General Commercial on the City's land use diagram and is zoned as C-5 See **Figure 2-5**



and **Figure 2-6**, respectively.

3.12.2 **Impact Assessment**

a) Would the project physically divide an established community?

No Impact. The Project would not physically divide an established community. The Project site is primarily vacant, with an abandoned house located on APN 358-390-25. The development of this Project would be done in an area planned and zoned for commercial use. Therefore, there would be no impact.

b) Would the project cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project would not cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project would developed accordingly with the intent of the General Commercial land use and the C-5 General Commercial zone. Therefore, there would be no impact.

3.13 Mineral Resources

Table 3-16. Mineral Resources Impacts

Mineral Resources Impacts					
	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

3.13.1 Environmental Setting and Baseline Conditions

The California Geological Survey (CGS) is responsible for the classification and designation of areas within California containing or potentially containing significant mineral resources[26]. The CGS classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geologic Board, as mandated by the Surface Mining and Reclamation Act of 1975. These MRZs identify whether known or inferred significant mineral resources are presented in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the state into their general plans.[27] While the CGS lists aggregate minerals being located near Parlier, the Parlier General Plan and the Fresno County General Plan[28] do not identify any mineral resource being located in the area of the Project site.

3.13.2 Impact Assessment

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

No Impact. The Project would 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. The Parlier General Plan and the Fresno County General plan do not designate the Project site as being home to any mineral resource that would be of importance to the region or the residents of the state. Therefore, there would be no impact.

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

No Impact. The Project would not 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 Parlier General Plan and the Fresno County General Plan do not designate the Project site as being a mineral resource recovery site. Therefore, there would be no impact.

[26] (California Department of Conservation, 2022)
[27] Public Resources Code, Section 2762(a)(1).
[28] (Fresno County, 2000).

3.14 Noise

Table 3-17. Noise Impacts

Noise Impacts					
	Would the project result in:	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?	☐	☐	☒	☐
b)	Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.14.1 Environmental Setting and Baseline Conditions

The Project site is located in an urbanized area at the southeast corner of Manning Avenue and Academy Avenue. The surrounding area is made up of a mix of rural residences, businesses, and single-family neighborhoods. Construction activities needed to complete the Project would cause temporary noise that exceed the allowed noise within the City. However, the City provides an exemption for an exceedance of noise levels when the source is from construction activities, as long as activities do not take place before 7 am and after 7 pm Monday through Friday, and before 9 am and after 5 pm on Saturday and Sunday. Noise and vibrations created by construction activities diminish six decibels with each doubling of distance from the source.[29] In addition, the Project site is not located within any ALUCP that would cause the Project site to experience excessive noise levels. **Table 3-18** below shows the dBA (A-weighted decibels) emission levels for commonly used construction equipment, including those that would be used for this Project.

[29] (Laborers' Health and Safety Fund of North America, 2022)

Table 3-18. Construction Equipment Noise Emissions Levels[30]

Equipment	Typical Noise Levels 50 from Source (dBA)
Pile Driver (Impact)	101
Rock Drill	98
Pile Driver (Sonic)	96
Paver	89
Scraper	101
Crane, Derrick	98
Jack Hammer	96
Truck	89
Concrete Mixer	89
Dozer	88
Grader	88
Impact Wrench	88
Loader	85
Pneumatic Tool	85
Crane, Mobile	83
Compactor	82
Concrete Pump	82
Shovel	82
Air Compressor	81
Generator	81
Backhoe	80
Concrete Vibrator	76
Pump	76
Saw	76
Roller	74

3.14.2 Impact Assessment

a) Would the project result in 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?

Less than Significant Impact. The Project may result from a temporary increase in ambient noise levels in the vicinity of the Project in excess of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The construction required for the completion of this Project would temporarily increase noise levels above what is allowed by the City's Noise Ordinance; however, construction activities are allowed between 7 am – 7 pm during the week and between 9 am – 5 pm on the weekends. This would allow for noise levels to exceed the normally accepted levels while being compliant with the applicable regulations. In addition, noise diminishes from its source by six dBA with each doubling of distance from origin. As a result, any noise generated from the Project site would have a diminished effect when heard from people in the surrounding area. Therefore, impacts would be less than significant.

b) Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. Construction activities can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low

[30] Federal Transit Administration, April 1995.

rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Given the type of construction, it is not anticipated the Project would generate excessive ground-borne vibration or ground-borne noise levels. In addition, vibration levels subside with increased distance from the source, diminishing the effect the Project would have. Therefore, impacts would be less than significant.

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?

No Impact. The Project is not located in the vicinity of a private airstrip or within an airport land use plan. The nearest airports or airstrips to the Project site are Selma airport approximately 6.5 miles southwest of the Project site and Reedley airport approximately seven miles northeast of the Project site. Therefore, there would be no impact.

3.15 Population and Housing

Table 3-19. Population and Housing Impacts

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

3.15.1 Environmental Setting and Baseline Conditions

The Project site is located in Parlier, California. The population of Parlier is approximately 14,691, while the County of Fresno currently has a population of 1,013,581 based on United States Census data.[31] Construction and operation of the Project would not result in a substantial rise in population.

3.15.2 Impact Assessment

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

No Impact. The Project would not induce substantial unplanned population growth in an area, either directly or indirectly. The Project would not introduce any new form of housing and would not introduce a business large enough to induce substantial population growth for the City of Parlier. Therefore, there would be no impact.

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

No Impact. The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. The Project site contains an abandoned house that would be demolished during construction of the Project. The Project would add a commercial use to a property planned and zoned commercially. Therefore, there would be no impact.

[31] (United States Census Bureau, 2022)

3.16 Public Services

Table 3-20. Public Services Impacts

Public Services Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐

3.16.1 Environmental Setting and Baseline Conditions

- The nearest Fire Station serving the Project area is the Fresno County Fire Protection District Parlier Station 71, located approximately a mile northeast of the Project site.
- The nearest Police Station serving the Project area is the City of Parlier Police Department, located approximately 2600 feet northeast of the Project site.
- Parlier has multiple schools within the City. There are three schools located within 1.2 miles of the Project site. John C Martinez Elementary School is located approximately 2800 feet northeast of the Project site, S Ben Benavidez Elementary School is located approximately 4100 feet northeast of the Project site, and Parlier Junior High School is located approximately one mile northeast of the Project site.
- There are three parks located in Parlier. The combined Veterans and Veterans Memorial Park is located approximately 4800 feet northeast of the Project site, Heritage Park is located approximately 1.5 miles northeast of the Project site, and Earl Ruth Park is located approximately 1.6 miles northeast of the Project site.
- Parlier, and the Project site, is served by the American Avenue Landfill located south of Kerman, approximately 32 miles to the northwest.

3.16.2 Impact Assessment

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

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection: Less than significant impact. The Project would result in the creation of several new businesses that would require fire protection. This would expand the amount of responsibility for the existing fire station within the City and could result in the expansion of staff. The Project would be required to be reviewed and approved by the Fire Chief. Therefore, impacts would be less than significant.

Police Protection: Less than significant impact. The Project would result in the introduction of several new businesses that would require police protection. This would expand the responsibility of the existing staff and could result in an expansion of staff. The Project would be required to be reviewed and approved by the Police Chief. Therefore, impacts would be less than significant.

Schools: No Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain school classroom ratios within the community. It would not result in an increase of population that would require an increase in the number of classrooms, schools, or school staff and services. Therefore, there would be no impact.

Parks: No Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain park to resident ratios within the community. It would not result in an increase of population that would require an increase in park and green areas to serve a growth in population, nor will it require the hiring of additional staff to maintain current parks. Therefore, there would be no impact.

Landfills: Less than Significant Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain landfill facilities within the community. During construction of the new facilities located on the Project site waste would be generated and sent to the American Avenue Landfill located south of Kerman, approximately 32 miles to the northwest. The landfill is expected to reach capacity in the year 2031 according to the City of Fresno Department of Public Utilities.[32] Therefore, impacts would be less than significant

[32] (City of Fresno, 2022)

3.17 Recreation

Table 3-21. Recreation Impacts

Recreation Impacts					
	Would the project:	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.17.1 Environmental Setting and Baseline Conditions

The Project site is located on the southeast intersection of Manning Avenue and Academy Avenue. The nearest parks to the Project site are the combined Veterans Park and Veterans Memorial Park approximately 4800 feet to the northeast, Heritage Park approximately 1.5 miles to the northeast, and Earl Ruth Park approximately 1.6 miles northeast of the Project site. There are also three schools within the vicinity of the Project site that could be used for recreational purposes. John C Martinez Elementary School is located approximately 2800 feet northeast of the Project site, S Ben Benavidez Elementary School is located approximately 4100 feet northeast of the Project site, and Parlier Junior High School is located approximately 1.2 miles northeast of the Project site.

3.17.2 Impact Assessment

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

No Impact. The Project would not 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. The Project proposes commercial development that would not directly affect recreational facilities within the City. The development of these facilities would not result in the increase of population in the area that would in return increase stress on the surrounding recreational facilities. Therefore, there would be no impact.

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?

No Impact. The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As discussed in Impact A, the Project would not result in any new recreational facilities. Moreover, due to a lack in a rise in population as a result of the Project, there would be no need for new recreational facilities to be created or require the expansion or modification of existing facilities. Therefore, there would be no impact.

3.18 Transportation

Table 3-22. Transportation Impacts

Transportation Impacts					
	Would the project:	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?	☐	☐	☒	☐
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

3.18.1 Environmental Settings and Baseline Conditions

The Project site is located on the southeast intersection of Manning Avenue and Academy Avenue. This intersection is relatively busy compared to others within Parlier. The Parlier General Plan designates both Manning Avenue and Academy Avenue as Arterial Streets. Arterial streets are major roadways that connect to other cities in the region. Manning Avenue provides direct access to the City of Reedley to the east and State Route 99 to the west. State Route 99 provides access to much of the state and runs north through Sacramento, ending in Red Bluff, while it runs south to Bakersfield.

3.18.2 Impact Assessment

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

Less than Significant Impact. The Project would not conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project would not be in conflict with the standards and goals set forth in the City of Parlier General Plan Circulation Element. In addition, work for the Project would primarily be completed outside of transit, roadway, bicycle and pedestrian facilities. Large trucks for the hauling of materials would come and go from the Project site, but they would not substantially disrupt the flow of traffic within the area. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Project is not likely to generate substantial vehicle miles traveled as it is intended primarily to attract vehicles that are already utilizing the adjacent major transportation corridors. E. Manning Avenue and Academy Avenue are the primary east-west and north-south corridors, respectively, for vehicles and goods movement in central Fresno County. Additionally, the Project would be considered locally serving retail and would not exceed 50,000 SF of retail use, thus being screened out of VMT analysis according to County and State guidelines. Therefore, there impact is less than significant.

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

Less than Significant Impact. The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Access points to the Project site would be in three locations: Manning Avenue to the north, Academy Avenue to the west, and Progress Drive to the south. The Engineering Department has conditioned the Project to ensure that curve radii, driveway widths and transitions conform to safety standards, and to ensure that street signalization appropriately addresses traffic generated by the Project and traffic patterns in the area. Compliance would be confirmed during review and approval of the required improvement plans by the City Engineer. Therefore, impacts would be less than significant.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The Project would not result in inadequate emergency access. Construction activities will cause impediments such as truck deliveries, hauling materials, and construction crews. The City Engineer will impose a condition of approval that the Project developer provide a construction route and traffic control plan for review and approval by the City Engineer. The Project has been reviewed by the Engineering Department and the Fire Department to ensure that the Project once constructed would not result in inadequate emergency access. Therefore, impacts would be less than significant.

3.19 Tribal Cultural Resources

Table 3-23. Tribal Cultural Resources Impacts

Tribal Cultural Resources Impacts				
Would the project:	**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 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 the 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

3.19.1 Environmental Setting and Baseline Conditions

Public Resources Code Section 21080.3.1, et seq. (codification of Assembly Bill 52, (2013-14)) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made.

The Santa Rosa Rancheria Tachi Yokut Tribe received notification of the Project on December 14, 2022. The Tribe notified the City on January 9, 2023 that it would defer comment on the Project.

3.19.2 Impact Assessment

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:

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

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

Less than Significant Impacts. The Santa Rosa Rancheria Tachi Yokut Tribe notified the City that due to the Project location, it would defer to other Tribes that were more local. No other Tribe has requested notification under AB 52.. While the Parlier General Plan and EIR have not identified any tribal cultural resources on the Project site, one may be uncovered during construction. In the event that a resource is discovered during construction, construction activities would cease and tribes within the area would be notified. Therefore, impacts would be less than significant.

3.20 Utilities and Service Systems

Table 3-24. Utilities and Service Systems Impacts

Utilities and Service Systems Impacts					
	Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.20.1 Environmental Setting and Baseline Conditions

The Project site is located in the San Joaquin Valley Kings Subbasin and the City of Parlier is a part of the South Kings Groundwater Sustainability Agency. Declines in groundwater basin storage from groundwater overdraft are recurring problems in the Central Valley. Measures to ensure groundwater conservation in the city are being employed in order to help recharge the groundwater availability for the area.

3.20.1.1 Water Supply

The Project site would be connected to the City's water system.

3.20.1.2 Wastewater Collection and Treatment

The Project site is served by the Parlier Wastewater Treatment Plant located approximately 0.8 miles to the southwest of the Project site. According to the California Regional Water Quality Control Board Central Valley Region the Parlier Wastewater Treatment Plant has a capacity of 2.0 mgd (million gallons per day). The Project would not put enough stress on the plant to exceed this level. Wastewater created by the operation of the car wash would be recycled completely on site and would not require the transportation of this wastewater.

3.20.1.3 Landfills

The landfill serving the Project site is the American Avenue Landfill located 32 miles northwest just south of Kerman. The landfill is expected to reach capacity by the year 2031.

3.20.2 Impact Assessment

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

Less than Significant Impact. The Project would not 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. New facilities constructed as a part of this Project would connect to existing utilities. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. The Project would be located within the City of Parlier, and the City would be the water service provider for the site. The Project would not result in an increase in population either directly or indirectly that would cause the demand for water supply to substantially increase. Review and approval by the City Engineer would ensure that the Project would not have a substantial impact on water availability within the City. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Project would not result in a determination by the wastewater treatment provider that the Project's projected demand would exceed the capacity of the treatment facility in excess of the treatment facility's existing commitments. The Project would be served by the City of Parlier Wastewater Treatment Plant located approximately 0.8 miles southwest of the Project site. The treatment facility has a capacity of 2.0 mgd, which would not be exceeded with the completion and operation of this Project. Therefore, impacts would be less than significant.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The Project would not 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. The Project site is served by the American Avenue Landfill located approximately 32 miles northwest of the Project site south of Kerman. The landfill is owned and operated by the City of Fresno Department of Public Utilities and is not expected to reach its capacity until the year 2031. Therefore, impacts would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Project would be required to comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, impacts would be less than significant.

3.21 Wildfire

Table 3-25. Wildfire Impacts

Wildfire Impacts					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.21.1 Environmental Setting and Baseline Conditions

The Project site is not located in an area that is designated as being in a very high hazard severity zone as shown by the California Fire Hazard Severity Zone Viewer.[33] The Project site is also not located in an area designated as being an SRA.[34] The Project area is served by local firefighters from the Fresno County Fire Protection District Parlier Station 71, located approximately a mile northeast of the Project site. The Project site is relatively flat and located in an urbanized setting.

3.21.2 Impact Assessment

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

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

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

[33] (CALFIRE, 2022)
[34] (CALFIRE, 2022)

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?

a-d) No Impact. The Project is not located in an area that is designated as an SRA, nor is it designated as being an area that is a very-high fire hazard severity zone. The Project site is located within the City of Parlier and is served by local firefighters. Therefore, there would be no impact.

3.22 CEQA Mandatory Findings of Significance

Table 3-26. Mandatory Findings of Significance Impacts

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

3.22.1 Environmental Settings and Baseline Conditions

3.22.2 Impact Assessment

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

Less than Significant Impact with Mitigation Incorporated. The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the Project, with incorporation of mitigation measures, would have a less than significant effect on the environment. The potential for impacts to greenhouse gases from the implementation of the proposed Project would be less than significant with the incorporation of the mitigation measures identified in this analysis. Accordingly, the proposed Project would involve no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. CEQA Guidelines Section 15064(i) States that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. The Project involves the construction of a new commercial development within the City of Parlier, the effects of which would not result in significant cumulatively considerable impacts. Implementation of the proposed Project would not result in significant cumulative impacts and all potential impacts would be less than significant through the implementation of basic regulatory requirements and Project design.

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

Less than Significant Impact. Construction of the Project would result in a new commercial development in the southwest section of the City of Parlier. The analysis conducted in this Initial Study results in a determination that the Project would have less than a significant adverse effect on human beings, both directly and indirectly.

3.23 Determination:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

January 13, 2021
Date

Jeffrey O'Neal, AICP / City Planner
Printed Name/Position

Chapter 4 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Prodigy Square Revised CUP (Project) in the City of Parlier (City). The MMRP lists mitigation measures recommended in the IS/MND for the Project and identifies monitoring and reporting requirements.

Table 4-1 presents the mitigation measures identified for the proposed Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, AIR-2 would be the second mitigation measure identified in the Air Quality analysis of the IS/MND.

The first column of **Table 4-1** identifies the mitigation measure. The second column, entitled "When Monitoring is to Occur," identifies the time the mitigation measure should be initiated. The third column, "Frequency of Monitoring," identifies the frequency of the monitoring of the mitigation measure. The fourth column, "Agency Responsible for Monitoring," names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last two columns will be used respectively by the City to verify the method utilized to confirm or implement compliance with mitigation measures and identify the individual(s) responsible to confirm mitigation measures have been complied with and monitored.

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Greenhouse Gases					
Mitigation Measure GHG-1: No Natural Gas					
The Project shall be designed and constructed without natural gas infrastructure	Plan Check	Once	City of Parlier	Verification of no natural gas infrastructure	
Mitigation Measure GHG-2: Electric Vehicle Ready					
The Project shall meet the current CalGreen Tier 2 standards, except all Electric Vehicle capable spaces shall be installed as Electric Vehicle ready.	Prior to Occupancy	Once	City of Parlier	Verification that applicable number of Electric Vehicle ready spaces have been provided	
Mitigation Measure GHG-3: GHG Credits for Cooking Equipment					
If the developer elects to use fossil fuel-powered cooking equipment, prior to issuance of final inspection of the Project, the developer shall demonstrate to the City that the developer has funded project(s) that reduce 157.19 metric tons of CO2-equivalent greenhouse gas emissions. Projects may include, but are not limited to, purchasing GHG credits, funding City infrastructure projects (i.e. solar, energy efficiency projects), or other projects that are real, permanent, quantifiable, verifiable, and enforceable.	Prior to issuance of final inspection	Once	City of Parlier	Verification that credits have been purchased if cooking equipment is used.	

Chapter 5 Bibliography

CALFIRE. (2022). *California State Responsibility Areas*. Retrieved from ArcGIS: https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=5ac1dae3cb2544629a845d9a19e83991

CALFIRE. (2022). *Is Your Home in a Fire Hazard Severity Zone?* Retrieved from ArcGis: https://www.arcgis.com/apps/Styler/index.html?appid=5e96315793d445419b6c96f89ce5d153

California Department of Conservation. (2015). *Fault Activity Map of California*. Retrieved from California Geological Survey: https://maps.conservation.ca.gov/cgs/fam/

California Department of Conservation. (2022). *CGS Information Warehouse: Mineral Land Classificiation* . Retrieved from California Geological Survey: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

California Department of Conservation. (2022). *DOC Maps: Agriculture*. Retrieved from Importand Farmland Time Series: https://maps.conservation.ca.gov/agriculture/

California Department of Conservation. (2022). *Earthquake Zones of Required Investigation*. Retrieved from California Geological Survey: https://maps.conservation.ca.gov/cgs/EQZApp/app/

California Department of Fish and Wildlife. (2022). *Timberland Conservation and Fire Resiliency Program*. Retrieved from Background: https://wildlife.ca.gov/Conservation/Timber

California Department of Toxic Substances Control. (2022, December 5). *Project Search Results*. Retrieved from Envirostor: https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Parlier&zip=&county=&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=Tr

California Department of Transportation. (2018). *California State Scenic Highway System Map*. Retrieved from ArcGIS: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

California Department of Water Resources. (2019). Retrieved from Groundwater Basin Boundary Assessment Tool: https://gis.water.ca.gov/app/bbat/

California Department of Water Resources. (2022). *Dam Breach Inundation Map Web Publisher*. Retrieved from California Department of Water Resources: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2

California States Water Resources Control Board. (2022, December 5). *GeoTracker Map*. Retrieved from GeoTracker: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento

City of Fresno. (2022). *Trash Disposal and Recycling*. Retrieved from Department of Public Utilities: https://www.fresno.gov/publicutilities/trash-disposal-recycling/

City of Parlier. (2009). *City of Parlier Draft Environmental Impact Report.*

City of Parlier. (2010). *City of Parlier General Plan.*

Federal Emergency Management Agency. (2021). *FEMA's National Flood Hazard Layer (NFHL) Viewer*. Retrieved from ArcGIS: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd

Fresno County. (2000). *Fresno County General Plan Background Report.* Fresno County.

Fresno County. (2017). *Master Emergency Services Plan.* Fresno County.

Laborers' Health and Safety Fund of North America. (2022). *Home*. Retrieved from https://www.lhsfna.org/

National Aeronautics and Space Administration. (2017). *NASA, NOAA Data Show 2016 Warmest Year on Record Globally*. Retrieved from Climate: https://www.nasa.gov/press-release/nasa-noaa-data-show-2016-warmest-year-on-record-globally

Sacramento Metropolitan Air Quality Management District. (2021). *CEQA Guide*. Sacmetro.

San Joaquin Valley Air Pollution Control District. (2009). *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. SJVAPCD.

South Kings Groundwater Sustainabilty Agency. (2022). *Home*. Retrieved from South Kings Groundwater Sustainability Agency: http://www.southkingsgsa.org/

United State Fish and Wildlfie Service. (2022). *National Wild and Scenic River System*. Retrieved from California: https://www.rivers.gov/river-app/index.html?state=CA

United States Census Bureau. (2022). *Parlier, Fresno County, United States* . Retrieved from Quickfacts: https://www.census.gov/quickfacts/fact/table/fresnocountycalifornia,parliercitycalifornia,US/PST045221

United States Department of Agriculture. (2022). *Web Soil Survey*. Retrieved from Natural Resources Conservation Service: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

United States Fish and Wildlife Service. (2022). *Wetlands Mapper*. Retrieved from National Wetlandsa Inventory: https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper

United States Forest Service. (2022). *Maps*. Retrieved from United States Department of Agriculture: https://www.fs.usda.gov/visit/maps

United States Geological Survey. (2022). *Areas of Land Subsidence in California*. Retrieved from Land Subsidence in California: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html

Appendix A

Air Quality and Greenhouse Gas Emissions Evaluation Report

Prodigy Square CUP Revisions - Fresno County, Annual

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

Prodigy Square CUP Revisions

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Convenience Market with Gas Pumps	12.00	Pump	0.11	4,980.00	0
General Office Building	2.40	1000sqft	0.06	2,400.00	0
Fast Food Restaurant with Drive Thru	1.13	1000sqft	0.03	1,130.00	0
Fast Food Restaurant with Drive Thru	4.90	1000sqft	0.11	4,904.00	0
Automobile Care Center	2.33	1000sqft	0.05	2,331.00	0
Gasoline/Service Station	4.00	Pump	0.01	564.70	0
Automobile Care Center	3.75	1000sqft	0.09	3,750.00	0
Parking Lot	4.11	Acre	4.11	179,031.60	0
Other Non-Asphalt Surfaces	1.09	Acre	1.09	47,480.40	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Size of C-Store

Construction Off-road Equipment Mitigation -

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

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,694.10	4,980.00
tblLandUse	LotAcreage	0.04	0.11

2.0 Emissions Summary

Prodigy Square CUP Revisions - Fresno County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1750	1.5543	1.6429	3.5200e-003	0.2398	0.0688	0.3085	0.1039	0.0643	0.1682	0.0000	312.2703	312.2703	0.0594	8.4700e-003	316.2790
2024	0.2996	0.9156	1.1641	2.4600e-003	0.0595	0.0383	0.0978	0.0162	0.0360	0.0521	0.0000	218.6871	218.6871	0.0366	6.9400e-003	221.6694
Maximum	**0.2996**	**1.5543**	**1.6429**	**3.5200e-003**	**0.2398**	**0.0688**	**0.3085**	**0.1039**	**0.0643**	**0.1682**	**0.0000**	**312.2703**	**312.2703**	**0.0594**	**8.4700e-003**	**316.2790**

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					
2023	0.1750	1.5543	1.6429	3.5200e-003	0.1366	0.0688	0.2054	0.0522	0.0643	0.1165	0.0000	312.2700	312.2700	0.0594	8.4700e-003	316.2787
2024	0.2996	0.9156	1.1641	2.4600e-003	0.0595	0.0383	0.0978	0.0162	0.0360	0.0521	0.0000	218.6870	218.6870	0.0366	6.9400e-003	221.6692
Maximum	**0.2996**	**1.5543**	**1.6429**	**3.5200e-003**	**0.1366**	**0.0688**	**0.2054**	**0.0522**	**0.0643**	**0.1165**	**0.0000**	**312.2700**	**312.2700**	**0.0594**	**8.4700e-003**	**316.2787**

Prodigy Square CUP Revisions - Fresno County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**34.47**	**0.00**	**25.38**	**43.06**	**0.00**	**23.46**	**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	**5-1-2023**	**7-31-2023**	0.7264	0.7264
2	**8-1-2023**	**10-31-2023**	0.6005	0.6005
3	**11-1-2023**	**1-31-2024**	0.5907	0.5907
4	**2-1-2024**	**4-30-2024**	0.5534	0.5534
5	**5-1-2024**	**7-31-2024**	0.4599	0.4599
		Highest	0.7264	0.7264

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	0.1117	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.4000e-004	6.4000e-004	0.0000	0.0000	6.8000e-004
Energy	8.0300e-003	0.0730	0.0613	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	111.9410	111.9410	6.7800e-003	2.0900e-003	112.7344
Mobile	2.5418	2.5856	14.6181	0.0225	2.0332	0.0210	2.0543	0.5440	0.0197	0.5637	0.0000	2,084.0024	2,084.0024	0.2236	0.1690	2,139.9614
Waste						0.0000	0.0000		0.0000	0.0000	19.7064	0.0000	19.7064	1.1646	0.0000	48.8217
Water						0.0000	0.0000		0.0000	0.0000	0.9541	1.7772	2.7313	0.0983	2.3500e-003	5.8884
Total	**2.6615**	**2.6586**	**14.6797**	**0.0230**	**2.0332**	**0.0266**	**2.0598**	**0.5440**	**0.0252**	**0.5692**	**20.6605**	**2,197.7212**	**2,218.3817**	**1.4933**	**0.1735**	**2,307.4065**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1117	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.4000e-004	6.4000e-004	0.0000	0.0000	6.8000e-004
Energy	8.0300e-003	0.0730	0.0613	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	111.9410	111.9410	6.7800e-003	2.0900e-003	112.7344
Mobile	2.5418	2.5856	14.6181	0.0225	2.0332	0.0210	2.0543	0.5440	0.0197	0.5637	0.0000	2,084.0024	2,084.0024	0.2236	0.1690	2,139.9614
Waste						0.0000	0.0000		0.0000	0.0000	19.7064	0.0000	19.7064	1.1646	0.0000	48.8217
Water						0.0000	0.0000		0.0000	0.0000	0.9541	1.7772	2.7313	0.0983	2.3500e-003	5.8884
Total	**2.6615**	**2.6586**	**14.6797**	**0.0230**	**2.0332**	**0.0266**	**2.0598**	**0.5440**	**0.0252**	**0.5692**	**20.6605**	**2,197.7212**	**2,218.3817**	**1.4933**	**0.1735**	**2,307.4065**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2023	5/26/2023	5	20	
2	Site Preparation	Site Preparation	5/27/2023	6/9/2023	5	10	
3	Grading	Grading	6/10/2023	7/7/2023	5	20	

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

4	Building Construction	Building Construction	7/8/2023	5/24/2024	5	230	
5	Paving	Paving	5/25/2024	6/21/2024	5	20	
6	Architectural Coating	Architectural Coating	6/22/2024	7/19/2024	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 5.2

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 30,090; Non-Residential Outdoor: 10,030; Striped Parking Area: 13,591 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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

Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	102.00	40.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0227	0.2148	0.1964	3.9000e-004		9.9800e-003	9.9800e-003		9.2800e-003	9.2800e-003	0.0000	33.9921	33.9921	9.5200e-003	0.0000	34.2301
Total	**0.0227**	**0.2148**	**0.1964**	**3.9000e-004**		**9.9800e-003**	**9.9800e-003**		**9.2800e-003**	**9.2800e-003**	**0.0000**	**33.9921**	**33.9921**	**9.5200e-003**	**0.0000**	**34.2301**

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.5400e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	3.0000e-005	3.0000e-005	0.9519
Total	**4.6000e-004**	**3.0000e-004**	**3.5400e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**3.0000e-005**	**3.0000e-005**	**0.9519**

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	0.0227	0.2148	0.1964	3.9000e-004		9.9800e-003	9.9800e-003		9.2800e-003	9.2800e-003	0.0000	33.9920	33.9920	9.5200e-003	0.0000	34.2300
Total	**0.0227**	**0.2148**	**0.1964**	**3.9000e-004**		**9.9800e-003**	**9.9800e-003**		**9.2800e-003**	**9.2800e-003**	**0.0000**	**33.9920**	**33.9920**	**9.5200e-003**	**0.0000**	**34.2300**

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

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.5400e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	3.0000e-005	3.0000e-005	0.9519
Total	**4.6000e-004**	**3.0000e-004**	**3.5400e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**3.0000e-005**	**3.0000e-005**	**0.9519**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0983**	**6.3300e-003**	**0.1046**	**0.0505**	**5.8200e-003**	**0.0563**	**0.0000**	**16.7254**	**16.7254**	**5.4100e-003**	**0.0000**	**16.8606**

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

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.8000e-004	2.1200e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5659	0.5659	2.0000e-005	2.0000e-005	0.5712
Total	**2.8000e-004**	**1.8000e-004**	**2.1200e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5659**	**0.5659**	**2.0000e-005**	**2.0000e-005**	**0.5712**

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					0.0383	0.0000	0.0383	0.0197	0.0000	0.0197	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0383**	**6.3300e-003**	**0.0447**	**0.0197**	**5.8200e-003**	**0.0255**	**0.0000**	**16.7253**	**16.7253**	**5.4100e-003**	**0.0000**	**16.8606**

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

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.8000e-004	2.1200e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5659	0.5659	2.0000e-005	2.0000e-005	0.5712
Total	**2.8000e-004**	**1.8000e-004**	**2.1200e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5659**	**0.5659**	**2.0000e-005**	**2.0000e-005**	**0.5712**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	**0.0171**	**0.1794**	**0.1475**	**3.0000e-004**	**0.0708**	**7.7500e-003**	**0.0786**	**0.0343**	**7.1300e-003**	**0.0414**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

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

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.5400e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	3.0000e-005	3.0000e-005	0.9519
Total	**4.6000e-004**	**3.0000e-004**	**3.5400e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**3.0000e-005**	**3.0000e-005**	**0.9519**

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					0.0276	0.0000	0.0276	0.0134	0.0000	0.0134	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	**0.0171**	**0.1794**	**0.1475**	**3.0000e-004**	**0.0276**	**7.7500e-003**	**0.0354**	**0.0134**	**7.1300e-003**	**0.0205**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

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

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.5400e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	3.0000e-005	3.0000e-005	0.9519
Total	**4.6000e-004**	**3.0000e-004**	**3.5400e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**3.0000e-005**	**3.0000e-005**	**0.9519**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0983	0.8991	1.0153	1.6800e-003		0.0437	0.0437		0.0412	0.0412	0.0000	144.8780	144.8780	0.0345	0.0000	145.7396
Total	**0.0983**	**0.8991**	**1.0153**	**1.6800e-003**		**0.0437**	**0.0437**		**0.0412**	**0.0412**	**0.0000**	**144.8780**	**144.8780**	**0.0345**	**0.0000**	**145.7396**

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6900e-003	0.1099	0.0329	5.0000e-004	0.0166	7.0000e-004	0.0173	4.7900e-003	6.7000e-004	5.4600e-003	0.0000	48.0815	48.0815	2.6000e-004	7.2400e-003	50.2447
Worker	0.0197	0.0128	0.1503	4.4000e-004	0.0510	2.5000e-004	0.0512	0.0136	2.3000e-004	0.0138	0.0000	40.0808	40.0808	1.2200e-003	1.1600e-003	40.4577
Total	**0.0224**	**0.1226**	**0.1833**	**9.4000e-004**	**0.0676**	**9.5000e-004**	**0.0685**	**0.0183**	**9.0000e-004**	**0.0192**	**0.0000**	**88.1623**	**88.1623**	**1.4800e-003**	**8.4000e-003**	**90.7024**

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	0.0983	0.8991	1.0153	1.6800e-003		0.0437	0.0437		0.0412	0.0412	0.0000	144.8778	144.8778	0.0345	0.0000	145.7394
Total	**0.0983**	**0.8991**	**1.0153**	**1.6800e-003**		**0.0437**	**0.0437**		**0.0412**	**0.0412**	**0.0000**	**144.8778**	**144.8778**	**0.0345**	**0.0000**	**145.7394**

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6900e-003	0.1099	0.0329	5.0000e-004	0.0166	7.0000e-004	0.0173	4.7900e-003	6.7000e-004	5.4600e-003	0.0000	48.0815	48.0815	2.6000e-004	7.2400e-003	50.2447
Worker	0.0197	0.0128	0.1503	4.4000e-004	0.0510	2.5000e-004	0.0512	0.0136	2.3000e-004	0.0138	0.0000	40.0808	40.0808	1.2200e-003	1.1600e-003	40.4577
Total	**0.0224**	**0.1226**	**0.1833**	**9.4000e-004**	**0.0676**	**9.5000e-004**	**0.0685**	**0.0183**	**9.0000e-004**	**0.0192**	**0.0000**	**88.1623**	**88.1623**	**1.4800e-003**	**8.4000e-003**	**90.7024**

3.5 Building Construction - 2024

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	0.0773	0.7058	0.8488	1.4100e-003		0.0322	0.0322		0.0303	0.0303	0.0000	121.7208	121.7208	0.0288	0.0000	122.4404
Total	**0.0773**	**0.7058**	**0.8488**	**1.4100e-003**		**0.0322**	**0.0322**		**0.0303**	**0.0303**	**0.0000**	**121.7208**	**121.7208**	**0.0288**	**0.0000**	**122.4404**

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

3.5 Building Construction - 2024

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	2.1900e-003	0.0923	0.0270	4.1000e-004	0.0139	6.0000e-004	0.0145	4.0200e-003	5.7000e-004	4.5900e-003	0.0000	39.6991	39.6991	2.1000e-004	5.9800e-003	41.4851
Worker	0.0153	9.4600e-003	0.1164	3.6000e-004	0.0428	2.0000e-004	0.0430	0.0114	1.8000e-004	0.0116	0.0000	32.5594	32.5594	9.2000e-004	9.0000e-004	32.8515
Total	**0.0175**	**0.1017**	**0.1434**	**7.7000e-004**	**0.0567**	**8.0000e-004**	**0.0575**	**0.0154**	**7.5000e-004**	**0.0162**	**0.0000**	**72.2585**	**72.2585**	**1.1300e-003**	**6.8800e-003**	**74.3366**

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	0.0773	0.7058	0.8488	1.4100e-003		0.0322	0.0322		0.0303	0.0303	0.0000	121.7206	121.7206	0.0288	0.0000	122.4402
Total	**0.0773**	**0.7058**	**0.8488**	**1.4100e-003**		**0.0322**	**0.0322**		**0.0303**	**0.0303**	**0.0000**	**121.7206**	**121.7206**	**0.0288**	**0.0000**	**122.4402**

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

3.5 Building Construction - 2024

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	2.1900e-003	0.0923	0.0270	4.1000e-004	0.0139	6.0000e-004	0.0145	4.0200e-003	5.7000e-004	4.5900e-003	0.0000	39.6991	39.6991	2.1000e-004	5.9800e-003	41.4851
Worker	0.0153	9.4600e-003	0.1164	3.6000e-004	0.0428	2.0000e-004	0.0430	0.0114	1.8000e-004	0.0116	0.0000	32.5594	32.5594	9.2000e-004	9.0000e-004	32.8515
Total	**0.0175**	**0.1017**	**0.1434**	**7.7000e-004**	**0.0567**	**8.0000e-004**	**0.0575**	**0.0154**	**7.5000e-004**	**0.0162**	**0.0000**	**72.2585**	**72.2585**	**1.1300e-003**	**6.8800e-003**	**74.3366**

3.6 Paving - 2024

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	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	5.3800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0153**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1885**

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

3.6 Paving - 2024

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	4.3000e-004	2.7000e-004	3.2600e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9120	0.9120	3.0000e-005	3.0000e-005	0.9202
Total	**4.3000e-004**	**2.7000e-004**	**3.2600e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9120**	**0.9120**	**3.0000e-005**	**3.0000e-005**	**0.9202**

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	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	5.3800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0153**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1884**

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

3.6 Paving - 2024

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	4.3000e-004	2.7000e-004	3.2600e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9120	0.9120	3.0000e-005	3.0000e-005	0.9202
Total	**4.3000e-004**	**2.7000e-004**	**3.2600e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9120**	**0.9120**	**3.0000e-005**	**3.0000e-005**	**0.9202**

3.7 Architectural Coating - 2024

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	0.1867					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569
Total	**0.1885**	**0.0122**	**0.0181**	**3.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5569**

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

3.7 Architectural Coating - 2024

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	5.7000e-004	3.5000e-004	4.3500e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2160	1.2160	3.0000e-005	3.0000e-005	1.2269
Total	**5.7000e-004**	**3.5000e-004**	**4.3500e-003**	**1.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.2160**	**1.2160**	**3.0000e-005**	**3.0000e-005**	**1.2269**

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	0.1867					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568
Total	**0.1885**	**0.0122**	**0.0181**	**3.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5568**

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

3.7 Architectural Coating - 2024

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	5.7000e-004	3.5000e-004	4.3500e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2160	1.2160	3.0000e-005	3.0000e-005	1.2269
Total	**5.7000e-004**	**3.5000e-004**	**4.3500e-003**	**1.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.2160**	**1.2160**	**3.0000e-005**	**3.0000e-005**	**1.2269**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.5418	2.5856	14.6181	0.0225	2.0332	0.0210	2.0543	0.5440	0.0197	0.5637	0.0000	2,084.0024	2,084.0024	0.2236	0.1690	2,139.9614
Unmitigated	2.5418	2.5856	14.6181	0.0225	2.0332	0.0210	2.0543	0.5440	0.0197	0.5637	0.0000	2,084.0024	2,084.0024	0.2236	0.1690	2,139.9614

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	55.29	55.29	27.69	51,153	51,153
Automobile Care Center	88.95	88.95	44.55	82,292	82,292
Convenience Market with Gas Pumps	3,870.00	3,870.00	3870.00	2,075,884	2,075,884
Fast Food Restaurant with Drive Thru	532.17	696.22	534.02	519,364	519,364
Fast Food Restaurant with Drive Thru	2,309.54	3,021.45	2317.53	2,253,950	2,253,950
Gasoline/Service Station	688.04	728.68	667.52	398,083	398,083
General Office Building	23.38	5.30	1.68	42,286	42,286
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	7,567.37	8,465.89	7,462.99	5,423,012	5,423,012

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65

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

	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
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00	14	27	59
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975
Convenience Market with Gas Pumps	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975
Fast Food Restaurant with Drive Thru	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975
Gasoline/Service Station	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975
General Office Building	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975
Other Non-Asphalt Surfaces	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975
Parking Lot	0.515888	0.053153	0.175761	0.156529	0.025865	0.006829	0.014141	0.022504	0.000707	0.000289	0.023863	0.001496	0.002975

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Prodigy Square CUP Revisions - Fresno County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	32.4869	32.4869	5.2600e-003	6.4000e-004	32.8081
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	32.4869	32.4869	5.2600e-003	6.4000e-004	32.8081
NaturalGas Mitigated	8.0300e-003	0.0730	0.0613	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.4541	79.4541	1.5200e-003	1.4600e-003	79.9263
NaturalGas Unmitigated	8.0300e-003	0.0730	0.0613	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.4541	79.4541	1.5200e-003	1.4600e-003	79.9263

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	48251.7	2.6000e-004	2.3700e-003	1.9900e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5749	2.5749	5.0000e-005	5.0000e-005	2.5902
Automobile Care Center	77625	4.2000e-004	3.8100e-003	3.2000e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.1424	4.1424	8.0000e-005	8.0000e-005	4.1670
Convenience Market with Gas Pumps	52837.8	2.8000e-004	2.5900e-003	2.1800e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.8196	2.8196	5.0000e-005	5.0000e-005	2.8364
Fast Food Restaurant with Drive Thru	1.03013e+006	5.5500e-003	0.0505	0.0424	3.0000e-004		3.8400e-003	3.8400e-003		3.8400e-003	3.8400e-003	0.0000	54.9719	54.9719	1.0500e-003	1.0100e-003	55.2986
Fast Food Restaurant with Drive Thru	237368	1.2800e-003	0.0116	9.7700e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.6669	12.6669	2.4000e-004	2.3000e-004	12.7421
Gasoline/Service Station	11689.3	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6238	0.6238	1.0000e-005	1.0000e-005	0.6275
General Office Building	31008	1.7000e-004	1.5200e-003	1.2800e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.6547	1.6547	3.0000e-005	3.0000e-005	1.6645
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	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		**8.0200e-003**	**0.0730**	**0.0613**	**4.3000e-004**		**5.5500e-003**	**5.5500e-003**		**5.5500e-003**	**5.5500e-003**	**0.0000**	**79.4541**	**79.4541**	**1.5100e-003**	**1.4600e-003**	**79.9263**

Prodigy Square CUP Revisions - Fresno County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	48251.7	2.6000e-004	2.3700e-003	1.9900e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5749	2.5749	5.0000e-005	5.0000e-005	2.5902
Automobile Care Center	77625	4.2000e-004	3.8100e-003	3.2000e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.1424	4.1424	8.0000e-005	8.0000e-005	4.1670
Convenience Market with Gas Pumps	52837.8	2.8000e-004	2.5900e-003	2.1800e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.8196	2.8196	5.0000e-005	5.0000e-005	2.8364
Fast Food Restaurant with Drive Thru	1.03013e+006	5.5500e-003	0.0505	0.0424	3.0000e-004		3.8400e-003	3.8400e-003		3.8400e-003	3.8400e-003	0.0000	54.9719	54.9719	1.0500e-003	1.0100e-003	55.2986
Fast Food Restaurant with Drive Thru	237368	1.2800e-003	0.0116	9.7700e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.6669	12.6669	2.4000e-004	2.3000e-004	12.7421
Gasoline/Service Station	11689.3	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6238	0.6238	1.0000e-005	1.0000e-005	0.6275
General Office Building	31008	1.7000e-004	1.5200e-003	1.2800e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.6547	1.6547	3.0000e-005	3.0000e-005	1.6645
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	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		**8.0200e-003**	**0.0730**	**0.0613**	**4.3000e-004**		**5.5500e-003**	**5.5500e-003**		**5.5500e-003**	**5.5500e-003**	**0.0000**	**79.4541**	**79.4541**	**1.5100e-003**	**1.4600e-003**	**79.9263**

Prodigy Square CUP Revisions - Fresno County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	20069.9	1.8569	3.0000e-004	4.0000e-005	1.8753
Automobile Care Center	32287.5	2.9874	4.8000e-004	6.0000e-005	3.0169
Convenience Market with Gas Pumps	39441.6	3.6493	5.9000e-004	7.0000e-005	3.6854
Fast Food Restaurant with Drive Thru	138636	12.8271	2.0800e-003	2.5000e-004	12.9540
Fast Food Restaurant with Drive Thru	31945.1	2.9557	4.8000e-004	6.0000e-005	2.9849
Gasoline/Service Station	4862.07	0.4499	7.0000e-005	1.0000e-005	0.4543
General Office Building	21216	1.9630	3.2000e-004	4.0000e-005	1.9824
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	62661.1	5.7976	9.4000e-004	1.1000e-004	5.8550
Total		**32.4869**	**5.2600e-003**	**6.4000e-004**	**32.8081**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	20069.9	1.8569	3.0000e-004	4.0000e-005	1.8753
Automobile Care Center	32287.5	2.9874	4.8000e-004	6.0000e-005	3.0169
Convenience Market with Gas Pumps	39441.6	3.6493	5.9000e-004	7.0000e-005	3.6854
Fast Food Restaurant with Drive Thru	138636	12.8271	2.0800e-003	2.5000e-004	12.9540
Fast Food Restaurant with Drive Thru	31945.1	2.9557	4.8000e-004	6.0000e-005	2.9849
Gasoline/Service Station	4862.07	0.4499	7.0000e-005	1.0000e-005	0.4543
General Office Building	21216	1.9630	3.2000e-004	4.0000e-005	1.9824
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	62661.1	5.7976	9.4000e-004	1.1000e-004	5.8550
Total		**32.4869**	**5.2600e-003**	**6.4000e-004**	**32.8081**

6.0 Area Detail

6.1 Mitigation Measures Area

Prodigy Square CUP Revisions - Fresno County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1117	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.4000e-004	6.4000e-004	0.0000	0.0000	6.8000e-004
Unmitigated	0.1117	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.4000e-004	6.4000e-004	0.0000	0.0000	6.8000e-004

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	0.0187					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.4000e-004	6.4000e-004	0.0000	0.0000	6.8000e-004
Total	**0.1117**	**0.0000**	**3.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.4000e-004**	**6.4000e-004**	**0.0000**	**0.0000**	**6.8000e-004**

Prodigy Square CUP Revisions - Fresno County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0187					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.4000e-004	6.4000e-004	0.0000	0.0000	6.8000e-004
Total	**0.1117**	**0.0000**	**3.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.4000e-004**	**6.4000e-004**	**0.0000**	**0.0000**	**6.8000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Prodigy Square CUP Revisions - Fresno County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.7313	0.0983	2.3500e-003	5.8884
Unmitigated	2.7313	0.0983	2.3500e-003	5.8884

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.572013 / 0.350589	0.5814	0.0187	4.5000e-004	1.1825
Convenience Market with Gas Pumps	0.125486 / 0.0769109	0.1275	4.1000e-003	1.0000e-004	0.2594
Fast Food Restaurant with Drive Thru	1.83031 / 0.116828	1.5348	0.0598	1.4300e-003	3.4550
Gasoline/Service Station	0.0531276 / 0.0325621	0.0540	1.7400e-003	4.0000e-005	0.1098
General Office Building	0.426561 / 0.261441	0.4336	0.0140	3.3000e-004	0.8818
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.7313**	**0.0983**	**2.3500e-003**	**5.8884**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.572013 / 0.350589	0.5814	0.0187	4.5000e-004	1.1825
Convenience Market with Gas Pumps	0.125486 / 0.0769109	0.1275	4.1000e-003	1.0000e-004	0.2594
Fast Food Restaurant with Drive Thru	1.83031 / 0.116828	1.5348	0.0598	1.4300e-003	3.4550
Gasoline/Service Station	0.0531276 / 0.0325621	0.0540	1.7400e-003	4.0000e-005	0.1098
General Office Building	0.426561 / 0.261441	0.4336	0.0140	3.3000e-004	0.8818
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.7313**	**0.0983**	**2.3500e-003**	**5.8884**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Prodigy Square CUP Revisions - Fresno County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.7064	1.1646	0.0000	48.8217
Unmitigated	19.7064	1.1646	0.0000	48.8217

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	23.23	4.7155	0.2787	0.0000	11.6824
Fast Food Restaurant with Drive Thru	69.46	14.0998	0.8333	0.0000	34.9315
Gasoline/Service Station	2.16	0.4385	0.0259	0.0000	1.0863
General Office Building	2.23	0.4527	0.0268	0.0000	1.1215
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.7064**	**1.1646**	**0.0000**	**48.8217**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	23.23	4.7155	0.2787	0.0000	11.6824
Fast Food Restaurant with Drive Thru	69.46	14.0998	0.8333	0.0000	34.9315
Gasoline/Service Station	2.16	0.4385	0.0259	0.0000	1.0863
General Office Building	2.23	0.4527	0.0268	0.0000	1.1215
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**19.7064**	**1.1646**	**0.0000**	**48.8217**

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

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

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation