CITY OF FRESNO
MITIGATED NEGATIVE DECLARATION
FOR
DEVELOPMENT PERMIT APPLICATION NO. P22-02079

State Clearinghouse Number: _____

City of Fresno
Planning and Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

Prepared by:

Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Attachments:

Notice of Intent to Adopt a Mitigated Negative Declaration
Appendix G/Initial Study for a Mitigated Negative Declaration
Project Specific Mitigation Monitoring Checklist dated March 2023

CITY OF FRESNO

NOTICE OF INTENT TO ADOPT A

MITIGATED NEGATIVE DECLARATION

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

ENVIRONMENTAL ASSESSMENT FOR DEVELOPMENT PERMIT APPLICATION NO. P22-02079

APPLICANT:

Rickardo Gomez
Gomez Architects, Inc.
5940 East Christine Avenue
Fresno, CA. 93727

PROJECT LOCATION:

1625 West Nielsen Avenue; Located on the south side of West Nielsen Avenue between South Hughes and South West Avenues in the City and County of Fresno, California (See Exhibit A - Vicinity Map)

APN: 458-060-04

Site Latitude: 36º44'31.5" N & Site Longitude: 119º49'49.1" W
Mount Diablo Base & Meridian, Township 14 South, Range 20 East, Section 6

The full Initial Study and the Fresno General Plan Program Environmental Impact Report (PEIR) are on file in the Planning and Development Department, Fresno City Hall, 3rd Floor, Room 3043, 2600 Fresno Street, Fresno, CA 93721.

PROJECT DESCRIPTION:

Development Permit Application No. P22-02079 was filed by Rickardo Gomez of Gomez Architects, Inc., on behalf of MM Properties 2106 LLC, and pertains to the ±6.43 acres of property. The applicant proposes a phased project. Phase 1 will construct a ±53,760 square-foot warehouse for storage and distribution and 14 standard parking stalls. Phase 2 will construct a ±50,193 square-foot warehouse, a ±6,271 square-foot building, and additional parking stalls to accommodate the expansion. Full on-site and off-site improvements are also proposed with the project.

The City of Fresno has prepared an Initial Study of the above-described project and proposes to adopt a Mitigated Negative Declaration. The environmental analysis contained in the Initial Study is tiered from the PEIR State Clearinghouse No. 2019050005 prepared for the Fresno General Plan pursuant to CEQA Guidelines § 15152 and incorporates the PEIR by reference pursuant to CEQA Guidelines § 15150.

Pursuant to the California Public Resources Code (PRC) §§ 21093 and 21094 and California Environmental Quality Act (CEQA) Guidelines §§ 15070 to 15075, 15150, and 15152, this project has been evaluated with respect to each item on the attached Appendix G/Initial Study Checklist to determine whether this project may cause any additional significant effect on the environment, which was not previously examined in the PEIR. After conducting a review of the adequacy of the PEIR pursuant to PRC § 21157.6(b)(1) and CEQA Guidelines §§ 15151 and 15179(b), the Planning and Development Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the PEIR was certified and that no new information, which was not known and could not have been known at the time that the PEIR was certified as complete, has become available.

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

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

With mitigation imposed under the PEIR and project specific mitigation, there is no substantial evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the PEIR. The Planning and Development Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the PEIR was certified and that no new information, which was not known and could not have been known at the time that the PEIR was certified as complete has become available.

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

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

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

Additional information on the proposed project, including the PEIR, proposed environmental finding of a Mitigated Negative Declaration and the Initial Study may be obtained from the Planning and Development Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor, Room 3043, Fresno, California 93721 3604. Please contact Erik Young at (559) 621-8009 or via email at Erik.Young@fresno.gov for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commentor's name and address; (2) the commentor's interest in, or relationship to, the project; (3) the environmental determination being commented upon; and (4) the specific reason(s) why the proposed environmental determination should or should not be made. Any comments may be submitted at any time between the publication date of this notice and close of business on April 24, 2023. Please direct comments to Erik Young, Planner III, City of Fresno Planning and Development Department, City Hall, 2600 Fresno Street, Room 3043, Fresno, California, 93721-3604; or by email to Erik.Young@fresno.gov.

INITIAL STUDY PREPARED BY: Erik Young, Planner III	SUBMITTED BY: *Ralph Kachadourian* Ralph Kachadourian, Supervising Planner CITY OF FRESNO PLANING AND DEVELOPMENT DEPARTMENT
DATE: April 3, 2023	
Attachments: Exhibit A – Vicinity Map	

Exhibit A: Vicinity Map

Legend

Subject Property

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Tables

1 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of City of Fresno (City) to address the environmental effects of the proposed appliance storage and distribution warehouse for Ventura TV ("Project" or "proposed Project"). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. The City of Fresno is the Lead Agency for this proposed Project. The site and the proposed Project are described in detail in SECTION 2 ENVIRONMENTAL CHECKLIST FORM.

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 five chapters plus appendices:

SECTION 1 INTRODUCTION provides bases of the IS/MND's regulatory information and an overview of the proposed Project.

SECTION 2 ENVIRONMENTAL CHECKLIST FORM provides a detailed description of proposed Project components.

SECTION 3 DETERMINATION concludes that the Initial Study is a mitigated negative declaration, identifies the environmental factors potentially affected based on the analyses contained in this IS, and includes with the Lead Agency's determination based upon those analyses.

SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS presents the CEQA checklist and environmental analyses for all impact areas and the mandatory findings of significance. A brief discussion of the reasons why the Project impact is anticipated to be potentially significant, less than significant with mitigation incorporated, less than significant, or why no impacts are expected is included.

SECTION 5 MITIGATION MONITORING AND REPORTING PROGRAM presents the mitigation measures recommended in the IS/MND for the Project.

The Air Quality/Greenhouse Gas Analysis Technical Memorandum, Biological Technical Memorandum, and CHRIS Record Search are provided as Appendix A, Appendix B, and Appendix C respectively, at the end of this document.

2 ENVIRONMENTAL CHECKLIST FORM

This section describes the components of the proposed Project in more detail, including project location, project objectives, and required project approvals.

2.1 Project Title

Ventura TV Appliance Storage and Distribution Warehouse (Development Permit No. P22-02079)

2.2 Lead Agency Name and Address

City of Fresno
Planning and Development Department
2600 Fresno Street
Fresno, CA 93721

2.3 Contact Person and Phone Number

Lead Agency

Erik Young, Planner
City of Fresno
Planning and Development Department
(559) 621-8009

Applicant

Gomez Architects
Rick Gomez, Principal Architect
(559) 226-0115

2.4 Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721
(559) 449-4500

2.5 Project Location

The Project site is located on the southside of West Nielsen Avenue between South Hughes Avenue and South West Avenue at 1625 W Nielsen Ave, Fresno, CA 93706, approximately 0.18 miles north of State Route (SR)-180 and 0.57 miles east of SR-99 (Figure 2-1 and Figure 2-2). The site consists of one (1) parcel identified by Fresno County Assessor as Assessor's Parcel Number (APN) 458-060-04 totaling approximately 6.43 acres. The site is a portion of Section 6, Township 14 South, Range 20 East, Mount Diablo Base and Meridian.Error! Reference source not found.

2.6 Latitude and Longitude

The centroid of the Project area is 36.74215688693549, -119.83028090636304.

2.7 General Plan Designation

The Project site has a Fresno General Plan land use designation of Employment – Light Industrial (Figure 2-3). According to the Fresno General Plan, the Employment – Light Industrial land use designation is intended to accommodate a diverse range of light industrial uses, including manufacturing and processing, research and development, fabrication, utility equipment and service yards, warehousing, distribution activities, small-scale retail, etc. These areas may serve as buffers for heavy industrial and are generally located in areas with good transportation access. The Project proposes a storage and distribution warehouse for appliances, which is consistent with the planned land use designation for the Project site. No change in land use is proposed by the Project.

2.8 Zoning

The Project site is in the IL – Light Industrial Zone District (Figure 2-4). According to the Fresno Municipal Code, the purpose of the IL Zone District is to provide a diverse range of light industrial uses, including limited manufacturing and processing, research and development, fabrication, utility equipment and service yards, wholesaling, warehousing, and distribution activities. Small-scale retail and ancillary office uses are also permitted. Light Industrial areas may serve as buffers between Heavy Industrial Districts and other land uses and otherwise are generally located in areas with good transportation access, such as along railroads and freeways. The Project proposes a storage and distribution warehouse for appliances, which is consistent with the zoning designation for the Project site. No change in zoning is proposed by the Project.

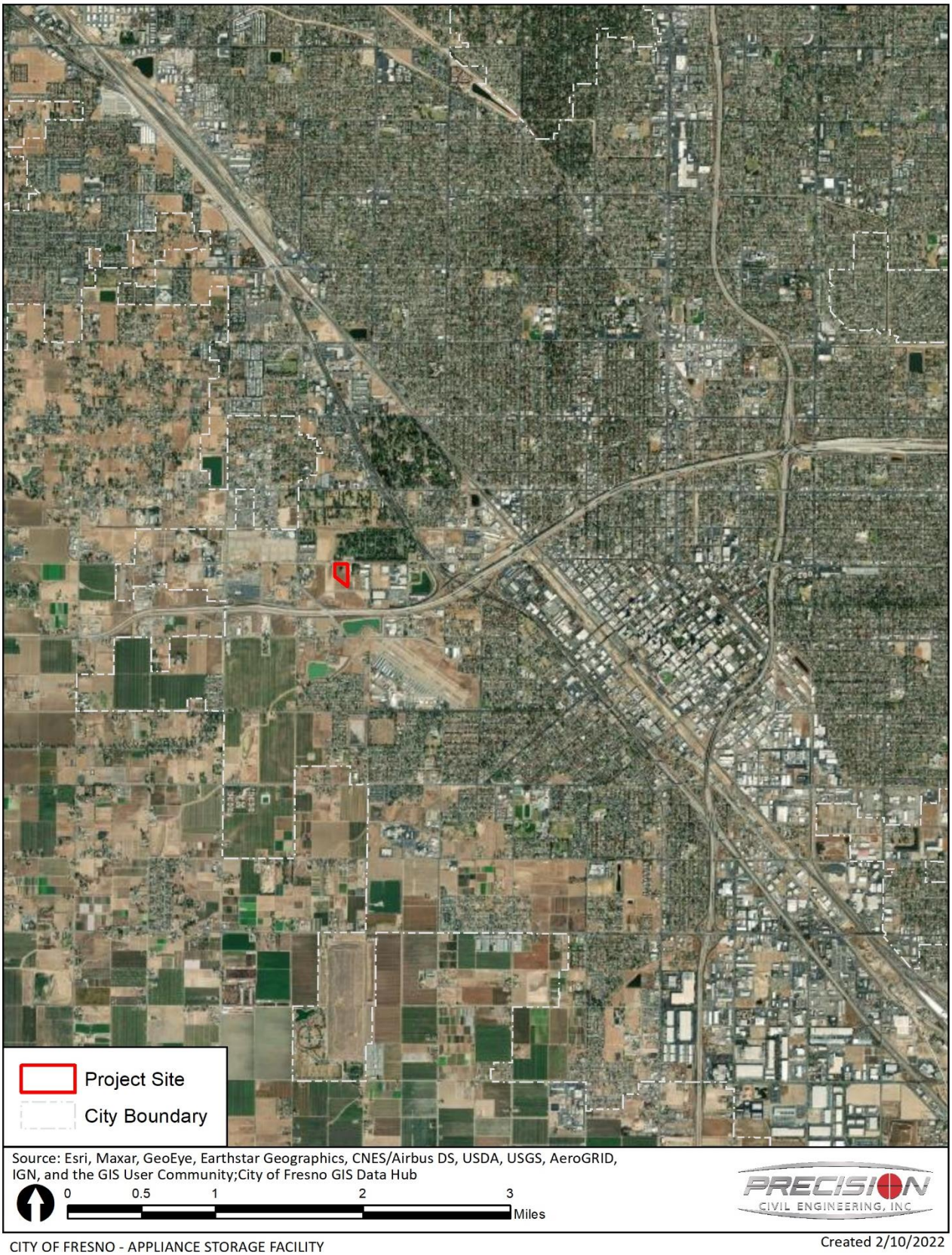

Figure 2-1 Regional Location Map

CITY OF FRESNO - APPLIANCE STORAGE FACILITY
INITIAL STUDY

Figure 2-2 Project Vicinity Map

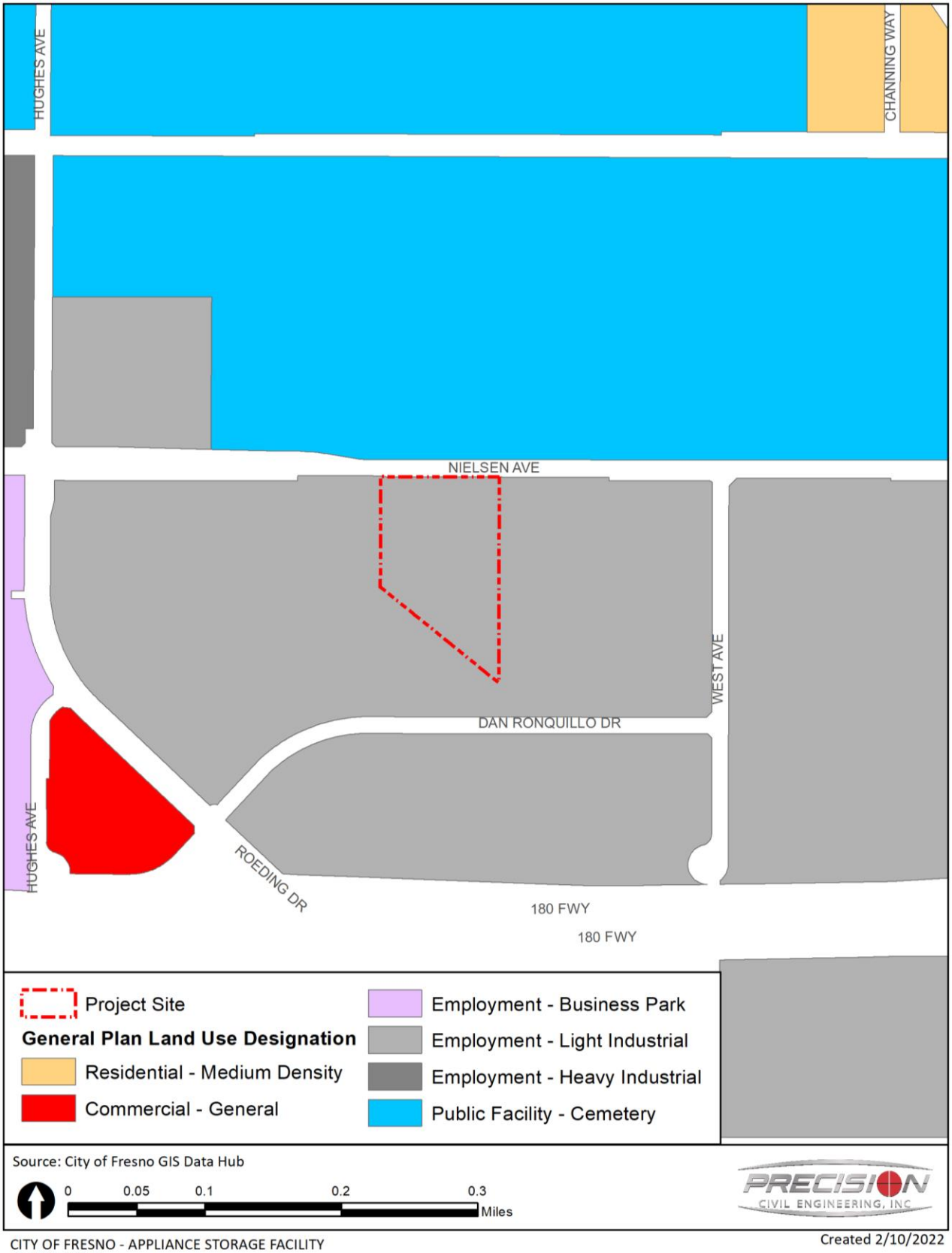

Figure 2-3 City of Fresno General Plan Land Use Designation Map

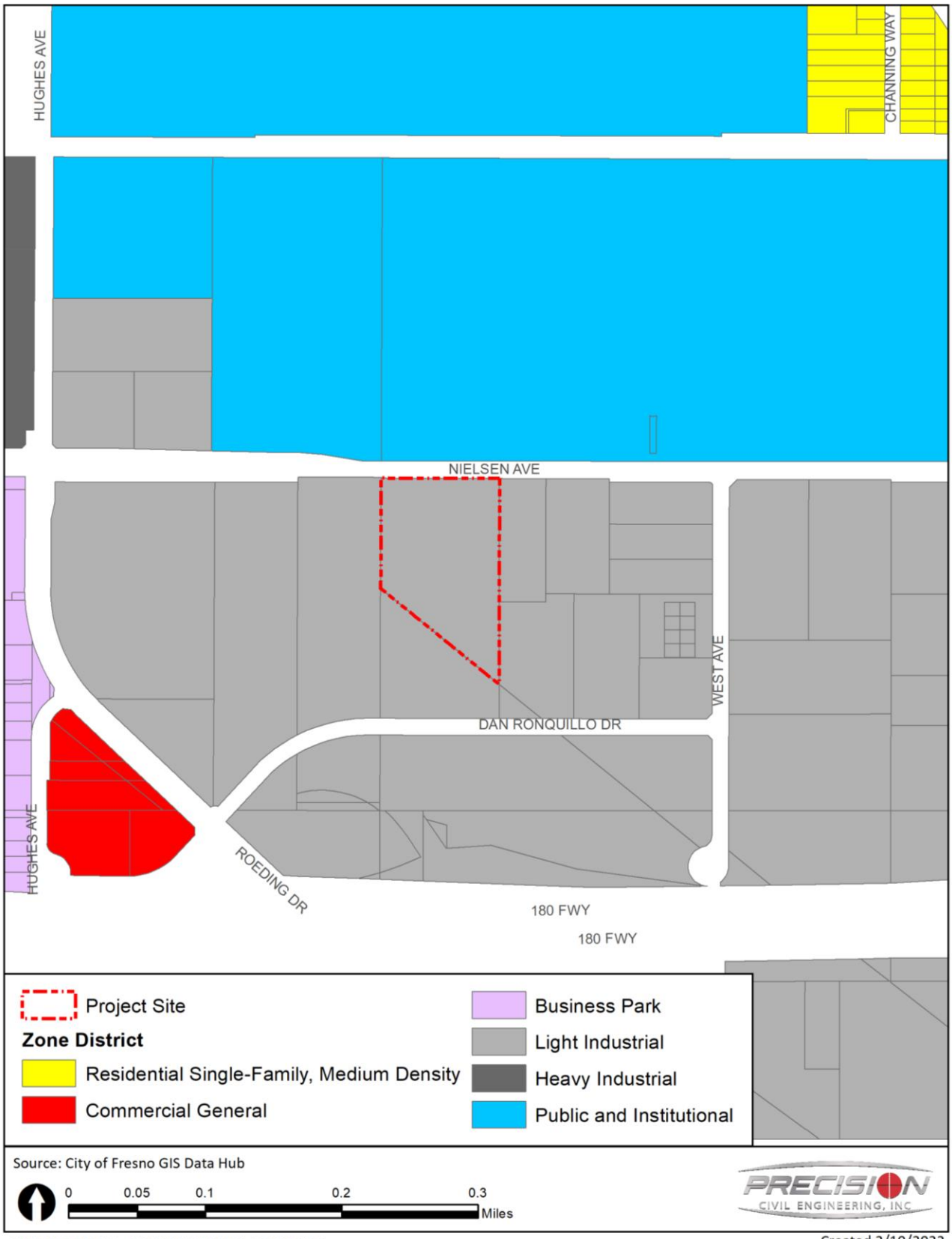

Figure 2-4 City of Fresno Zone District Map

2.9 Description of Project

Development Permit No. P22-02079 was filed by Gomez Architects, Inc. (Applicant) on behalf of MM Properties 2106, LLC. (Property Owner) and proposes the development of a 103,953-square feet (sf.). storage and distribution warehouse and a 6,271-sf. detached building for a total of 110,224 sf. of total building area to be constructed in two phases. The distribution warehouse and detached building would occupy one parcel that totals 6.43 acres located on the southside of West Nielsen Avenue between South Hughes Avenue and South West Avenue at 1625 West Nielsen Avenue, Fresno, CA 93706 (APN 458-060-04). The project also includes two loading docks with space for 14 trucks, and 53 total parking stalls.

Phase 1 involves the construction of an approximately 53,760-sf. warehouse building, including a loading dock for 8 trucks and an automobile parking lot with 19 stalls. The proposed storage and distribution warehouse constructed under Phase 1 would be leased by Ventura TV Appliance Center, Inc. and store and distribute home appliances and electronics. Construction of the storage and distribution would allow Ventura TV Appliance Center, Inc. to consolidate operations among four separate buildings into one building. Current operations are located at 1902 W. Hedges Avenue, Fresno, CA 93728, 3619 E. Ventura Avenue, Fresno, CA 93702, 2797 S. Orange Avenue, Fresno, CA 96725, and 2902 Ventura Street, Fresno, CA 93721 as shown in Figure 2-5.

Phase 2 would include the expansion of the warehouse building by approximately 50,193-sf. in addition to a loading dock for six trucks and an automobile parking lot with 34 stalls. Phase 2 would also include the development of an approximately 6,271-sf. detached building on the southern portion of the Project site. Expansion under Phase 2 would be leasable space.

Hours of Operation

The storage and distribution warehouse would operate seven days per week, Monday through Sunday, from 7 am to 6 pm.

Employment

Approximately 9 to 12 employees are projected to work at the storage and distribution warehouse during Phase 1, with single shift operations taking place from 7 am to 6 pm, daily. Projected employees for Phase 2 are unknown at this time but are expected to be similar to Phase 1.

Products

The storage and distribution warehouse constructed under Phase 1 would store and distribute home appliances and electronics. No products would be sold or produced on site. Tenants for Phase 2 are unknown at this time but are expected to be similar to Phase 1.

Figure 2-5 Current Operations Locations

Truck Traffic

During Phase 1, there would be approximately six to eight deliveries of merchandise to the site per week via 53-foot. trailers. Approximately five box-trucks will leave the facility for customer deliveries starting at 7 am and returning by 6 pm on a daily basis. Shipping and deliveries for Phase 2 expansion would be determined by future tenants. However, the truck loading dock constructed under Phase 2 would be limited to space for six trucks. No trailer parking is proposed.

2.10 Project Setting and Surrounding Land Uses

Project Setting

Historically, the Project site has been operated as agricultural land for orchard production with a single-family residence as recently as 2018. Today, the site is vacant with no onsite improvements or structures. Street frontage improvements including curb, gutter, street trees, overhead utilities, and drive approach are located on West Nielsen Avenue. Topography of the site is generally flat with natural drainage to the south of the site.

The existing biotic conditions of the Project site can be defined as fallow agricultural land that has undergone significant disturbance. There are no trees or shrubs within the interior of the site. There are street trees along the northern edge of the site along West Nielsen Avenue that include several landscape varieties, cedar, and ash. Forbs and grasses that are periodically mowed are located along the edges of the site.

West Nielsen Avenue, a two-lane, east-west collector forms the northerly site boundary. West Dan Ronquillo Drive, a local street, is approximately 130-ft. south of the southern site boundary.

Surrounding Land Uses

The Project site is generally surrounded by a mix of commercial (east), rural residential/agricultural (west, south), and cemetery (north) uses. As referenced in Table 2-1, surrounding properties are predominately planned and zoned for industrial (east, south, west) and public facility (north) uses. Several light industrial uses including storage and distribution warehouses are located within a ½-mile vicinity of the Project site.

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

Direction from the Project site	Existing Use	General Plan Designation	Zone District
North	Cemetery (Belmont Memorial Park)	Public Facility – Cemetery	PI – Public and Institutional
East	Commercial (Fashion Wheel Tire Shop)	Employment – Light Industrial	IL – Light Industrial
South	Vacant	Employment – Light Industrial	IL – Light Industrial
West	Vacant	Employment – Light Industrial	IL – Light Industrial

2.11 Site Preparation

The Project site is vacant with no existing structures. Site preparation would include typical grading activities to ensure an adequately graded site for drainage purposes. Site preparation would also include minor excavation for the installation of utility infrastructure, for conveyance of water, sewer, stormwater,

and irrigation. All utility plans would be required to be reviewed and approved by the appropriate agency and/or department to ensure that installation occurs to pertinent codes and regulations. At least two trees on the permiter of the site along the West Nielsen Avenue frontage would be removed for construction of a new drive approach; these trees include cedar, landscape varieties, and ash. Other tree locations would be evaluated for condition and determined whether replacement is necessary. No demolition of structures is required.

2.12 Project Construction and Phasing

The storage and distribution warehouse would be constructed in two phases. The expected phasing is shown in Table 2-2. Construction of Phase 1 is expected to begin in August 2023 and conclude in June August 2024.[1] The earliest anticipated operational start date for the portion of the site constructed under Phase I is September 2024. Construction of Phase 2 is expected to begin in February 2026 and conclude in February 2027. The earliest anticipated operational start date for the portion of the site construction under Phase II is March 2027.

Table 2-2: Proposed Project Construction and Phasing

Phase	Building/Structure	Size	Schedule
Phase 1	Storage and Distribution Warehouse	53,760 sf.	August 2023 – August 2024
	Truck Loading Dock	8 trucks	
	Automobile Parking	+/- 19 stalls	
Phase 2	Storage and Distribution Warehouse (Expansion)	50,193 sf.	February 2026 – February 2027
	Detached Building	6,271 sf.	
	Truck Loading Dock	6 trucks	
	Automobile Parking	+/- 34 stalls	

At build out, there would be 110,224 square feet (sf.) of total building area, two loading docks with space for 14 total trucks, and 53 total automobile parking stalls. In addition, construction would include two trash enclosures, parking signage, landscaping, directional arrows striping, bike parking, perimeter fencing (chain link and wrought iron), wrought iron sliding gates, two drive approaches, , and a 1,480-sf. solar canopy. In addition, overhead utilities would be undergrounded. Other on-site infrastructure would include fire hydrants as required by the City of Fresno Fire Department. Lastly, off-site improvements to be constructed would include a concrete sidewalk, sidewalk drains, and streetlights to be installed per City of Fresno's Public Works Standards, Specifications, and approved street plans.

2.13 Project Components

This section describes the overall components of the Project, such as the proposed buildings, landscape, vehicle and pedestrian circulation, and utilities.

[1] The original construction date for Phase 1 was anticipated to begin in February 2023 and conclude in February 2024, with operations anticipated to begin in March 2024. This anticipated date has been updated to August 2023 (as of March 2023) based on the entitlement review and approval processing timeline. The construction timeline (12 months) and earliest anticipated operational year (2024) have not been modified.

Site Layout and Elevations

As shown in Figure 2-6, the Project proposes the construction of an approximately 103,953-sf. storage and distribution warehouse and a 6,271-sf. detached building to occupy the 6.43-acre site and would be constructed in two phases. The total building area at Project build out would account for 39 percent of the site. The preliminary floor plan is shown in Figure 2-7. Conceptual elevations are shown in Figure 2-8. The building would be constructed using tilt-up concrete with metal trusses for roof structure support and would reach a maximum height of 40 feet (ft). Texture patterns would be added to the exterior finish of the tilt-up concrete for accenting.

Site Circulation and Parking

The site would be accessible via two points of ingress/egress on West Nielsen Avenue. Each ingress/egress will be 35-ft. wide. An emergency vehicle path of travel is proposed from West Nielsen Avenue. Automobile parking is proposed to the east of the proposed storage and distribution warehouse. Total build out of the Project would result in approximately 53 total automobile parking stalls, with approximately 19 stalls constructed during Phase 1 and 34 stalls constructed during Phase 2. Four EV capable stalls would be provided under Phase 1 and eight EV capable stalls would be provided under Phase 2 accounting for 17% of total parking spaces. Bike stalls are proposed per City of Fresno standards. Total buildout of the Project would result in two loading docks with space for 14 total trucks. The loading dock constructed during Phase 1 would accommodate eight trucks. The loading dock constructed during Phase 2 would accommodate six trucks. No trailer parking would be provided. In addition, the Project would result in public street improvements including a concrete sidewalk, sidewalk drainage, and streetlights.

Landscaping

Proposed landscaping is depicted in Figure 2-6. The Project would include a dry scape design along the eastern and western site boundaries. Street trees along the West Nielsen Avenue frontage would be evaluated for condition and determined whether replacement is necessary. No demolition of structures is required. At least two street trees would be removed for construction of a new drive approach; these trees include cedar, landscape varieties, and ash..

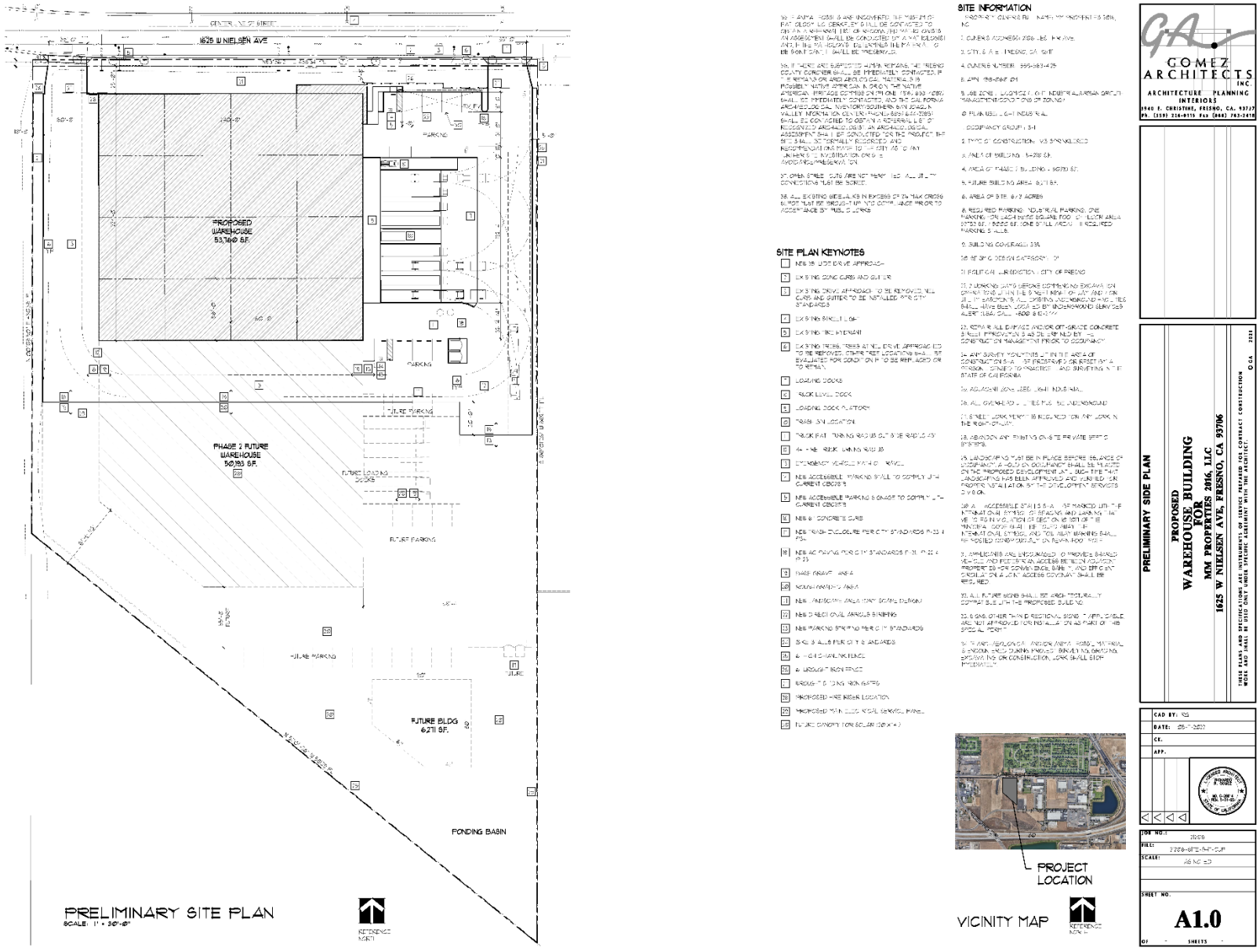

Figure 2-6 Site Plan

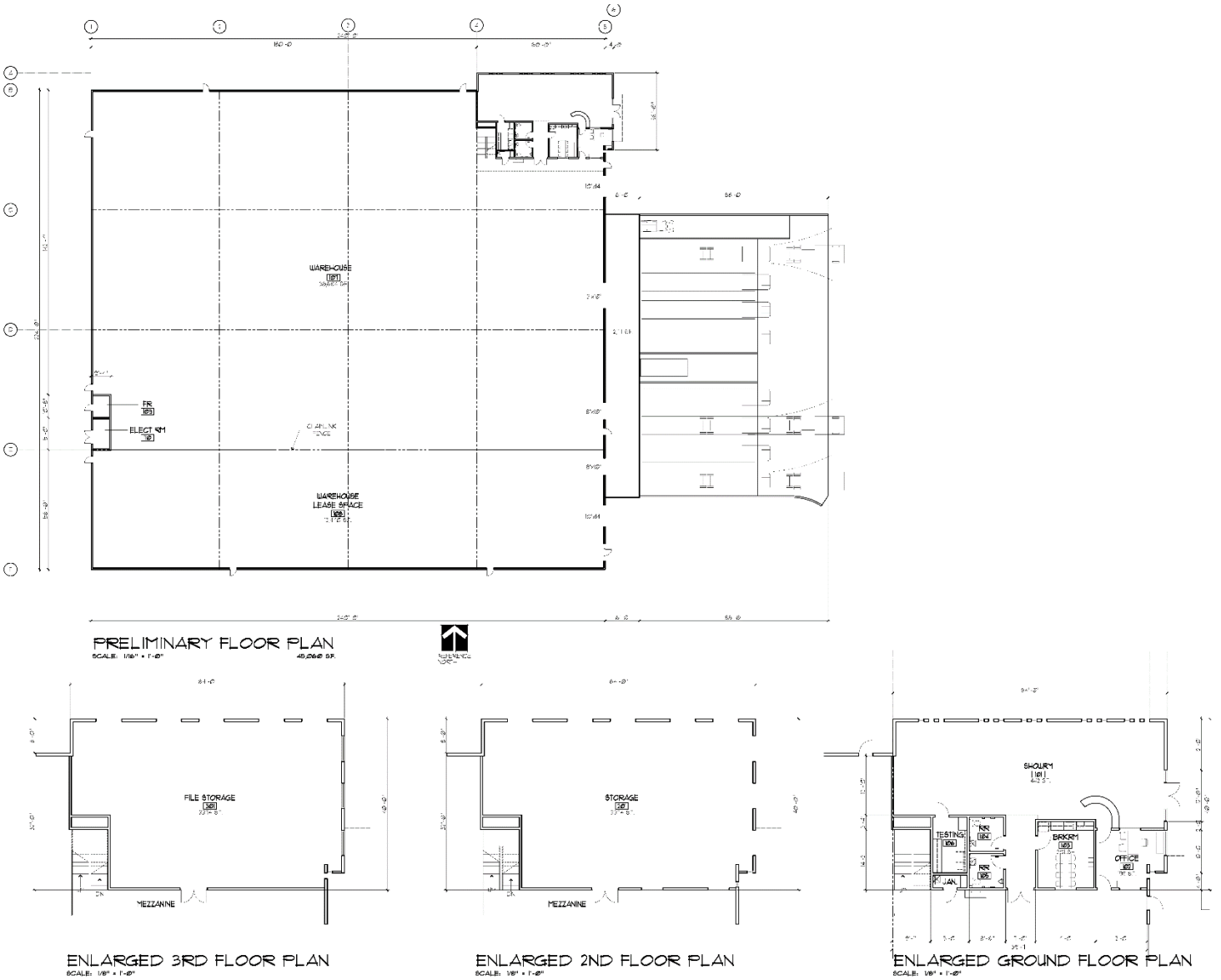

Figure 2-7 Preliminary Floor Plan

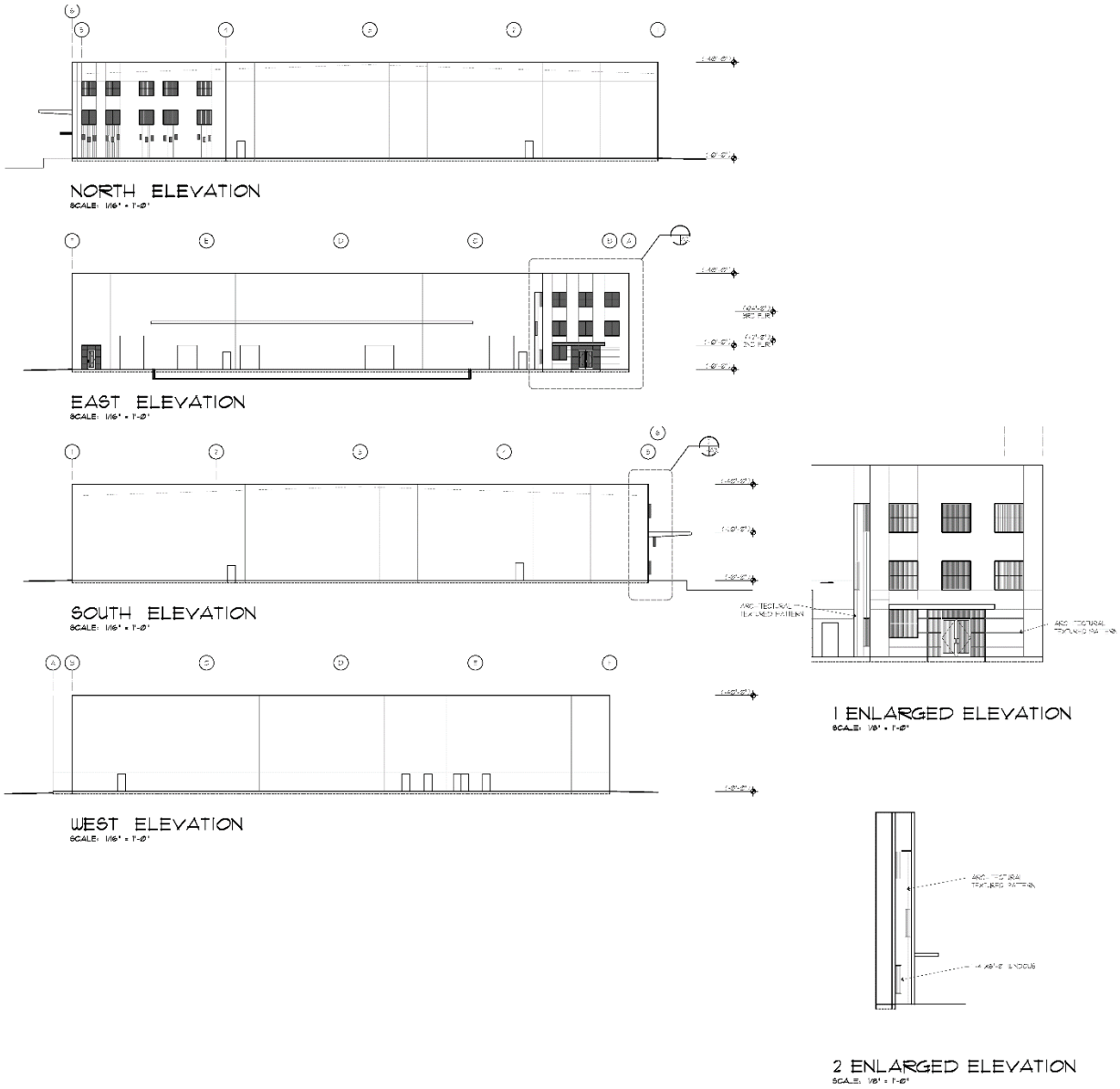

Figure 2-8 Conceptual Elevation

Public Services and Utilities

The Project site is within city limits and thus, would be required to connect to water, wastewater, and stormwater services. Natural gas, electricity, telecommunications, and solid waste services are provided by private companies.

- ***Water.*** *The City of Fresno Water Division manages and operates the City of Fresno's water system. There are three (3) water lines in West Nielsen Avenue: one (1) one-inch and two (2) eight-inch lines. The Project would be subject to a Water Connection Charge and Water Capacity Fee pursuant to Fresno Municipal Code Section 6-513.*
- ***Sewer.*** *The City of Fresno Wastewater Management Division (WMD) is responsible for the collection, conveyance, treatment, and reclamation of wastewater generated in the Fresno-Clovis metropolitan area. The nearest sanitary sewer main to serve the proposed Project is an eight (8)-inch sewer main located in West Nielsen Avenue. There are two (2) six-inch sewer lines to be connected to the site. The Project would be subject to Sewer Connection Charges pursuant to Fresno Municipal Code Section 6-304 and 6-305.*
- ***Stormwater.*** *The natural slope of the Project site is toward West Dan Ronquillo Drive to the south of the site. Permanent drainage service is available for the portion of the site that drains to Nielsen Avenue. A drainage covenant shall be required to receive permanent drainage service for the portion of the site that drains to West Dan Ronquillo Avenue. If the covenant is not obtained, then temporary onsite facilities will be required to capture onsite runoff. A temporary ponding basin is shown on the Project site plan. If temporary onsite facilities are required, then the size and capacity of the basin would be determined, reviewed, and approved by the FMFCD.*
- ***Natural Gas and Electricity.*** *PG&E, the natural gas and electric service provider for the area, incrementally expands and updates its service system as needed to serve its users. PG&E has existing overhead electric distribution facilities currently servicing the Project site. All overhead utilities on site would be undergrounded.*
- ***Telecommunications.*** *Accordingly, telecommunications providers in the area incrementally expand and update their service systems in response to usage and demand. Upon request, the site would be connected to existing broadband infrastructure and subject to applicable connection and service fees.*
- ***Solid Waste.*** *The Project site would be served by a Commercial Solid Waste Franchisee, Mid Valley Disposal. According to the use and size of the proposed Project, the amount of solid waste and recycled waste generated would be approximately 18.82 cubic yards per week. Based on these amounts, three (3) trash enclosures are required with a service frequency of twice a week. A 44-foot (ft.). centerline turning radius at all corners and a T-turnaround (or hammerhead) area would be required for access by the solid waste vehicle.*

In addition, the Project would be subject to fees for the construction, acquisition, and improvements for public services including but not limited to: Fire Protection Services, Police Protection Services, and Schools.

2.14 Required Project Approvals

The City of Fresno requires the following review, permits, and/or approvals for the proposed Project. Other approvals not listed below may be required as identified through the entitlement process.

- Development Permit
- Building Permit
- Grading Permit
- Encroachment Permit
- Site Utilities Permit
- Signage Permit

In addition, other agencies may have the authority to issue permits prior to implementation of the Project as listed below.

- Fresno County Department of Public Health
- San Joaquin Valley Air Pollution Control District
- California Regional Water Quality Control Board

2.15 Technical Studies

The analysis of the Project throughout this Initial Study relied in part on the technical studies listed below prepared for the Project, as well as other sources, including, but not limited to, Fresno General Plan Program Environmental Impact Report (PEIR) SCH No. 2019050005 prepared for the City of Fresno General Plan and Development Code Update in 2020.

- Appendix A: Air Quality/Greenhouse Gas Analysis Technical Memorandum
- Appendix B: Biological Technical Memorandum
- Appendix C: CHRIS Record Search Results

2.16 Consultation with California Native American Tribes

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Fresno County has a number of Rancherias such as Table Mountain Rancheria, Millerton Rancheria, Big Sandy Rancheria, Cold Springs Rancheria, and Squaw Valley Rancheria. These Rancherias are not located within the city limits.

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

Currently, the Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe have requested to be notified pursuant to Assembly Bill 52 (AB 52). A certified letter was mailed to the above-mentioned tribes on September 27, 2022. The 30-day comment period ended on October 27, 2022. No comments were received.

3 DETERMINATION

3.1 Environmental Factors Potentially Affected

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

- ☒ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal and Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire

For purposes of this Initial Study, the following answers have the corresponding meanings:

"No Impact" means the specific impact category does not apply to the project, or that the record sufficiently demonstrates that project specific factors or general standards applicable to the project will result in no impact for the threshold under consideration.

"Less Than Significant Impact" means there is an impact related to the threshold under consideration, but that impact is less than significant.

"Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration, however, with the mitigation incorporated into the project, the impact is less than significant. For purposes of this Initial Study "mitigation incorporated into the project" means mitigation originally described in the GP PEIR and applied to an individual project, as well as mitigation developed specifically for an individual project.

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant related to the threshold under consideration.

3.2 Determination

The environmental analysis contained in the Initial Study and Mitigated Negative Declaration is tiered from Program Environmental Impact Report (EIR) SCH No. 2019050005 prepared for the Fresno General Plan and Development Code Update (PEIR). A copy of the PEIR may be reviewed in the City of Fresno, Planning and Development Department as noted above (See Lead Agency). The Project has been determined to be a subsequent project that is not fully within the scope of PEIR SCH No. 2019050005 prepared for the Fresno General Plan.

Pursuant to Public Resources Code Section 21094 and California Environmental Quality Act (CEQA) Guidelines Section 15168(d), this Project has been evaluated with respect to each item on the attached environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the PEIR.

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

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

Based upon the evaluation guided by the environmental checklist form, it was determined that there are no foreseeable substantial impacts from the Project that are additional to those identified in the Fresno General Plan PEIR, after the incorporation of project-specific mitigation measures in the Mitigation Monitoring and Reporting Program. The completed environmental checklist form indicates whether an impact is potentially significant, less than significant with mitigation, less than significant, or no impact.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the Project or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an EIR and have been mitigated to the extent feasible. With the Project-specific mitigation imposed, there is no substantial evidence in the record that this Project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the Fresno General Plan PEIR. Both the PEIR Mitigation Monitoring and Reporting Program and the Project-specific Mitigation Monitoring and Reporting Program will be imposed on this Project.

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

On the basis of this initial evaluation (to be completed by the Lead Agency):

☐ 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 (EIR) is required.

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

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

Approved By:

Erik Young

April 3, 2023

Erik Young, Planner
City of Fresno, Planning and Development Department

Date

4 EVALUATION OF ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

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

4.1.1 Environmental Setting

The city of Fresno is located within Fresno County in the San Joaquin Valley in central California. The Project site is in the southwestern area of the city of Fresno, situated south of West Nielsen Avenue between South Hughes Avenue South West Avenue and at 1625 W Nielsen Ave, Fresno, CA 93706, approximately 0.18 miles north of SR-180 and 0.57 miles east of SR-99. The Project area (i.e., within ½-mile radius of the Project site) generally comprises a mix of existing land uses including commercial, industrial, public open space (i.e., four (4) cemeteries north of the site), and vacant land.

Fresno General Plan

The Fresno General Plan Update PEIR recognizes "scenic resources," "scenic vistas," and "scenic corridors" within the Fresno city limits, Sphere of Influence, and area north of the city's most northeasterly portion of the city. Each resource is defined as follows.

- *Scenic resources within the Planning Area include landscaped open space areas including parks and golf courses; areas along the San Joaquin River due to varying topography; and the river bluffs,*

which provide a unique geological feature in the San Joaquin Valley. Man-made scenic resources include historic buildings in Downtown Fresno, which provide a unique skyline.

- *The approved General Plan does not identify or designate scenic vistas within the Planning Area. Although no scenic vista has been designated, the City's approved General Plan identifies six locations along the San Joaquin River bluffs as designated vista points from which views should be maintained. Scenic vistas within the Planning Area could provide distant views of features such as the San Joaquin River to the north and the foothills of the Sierra Nevada Mountains to the east. Additionally, there are several locations throughout the eastern portion of the Planning Area that provide distant views of the Sierra Nevada foothills.*
- *Scenic corridors analyzed under CEQA typically include State-designated scenic highways.According to the California Department of Transportation (Caltrans) State Scenic Highway Mapping System, there are no eligible or officially-designated State Scenic Highways within the Planning Area. However, Fresno County has three eligible State Scenic Highways; the nearest eligible highways include a portion of SR 180 (approximately seven miles east of the Planning Area)*

Fresno Municipal Code

Fresno Municipal Code (FMC) ***Section 15-2015*** includes requirements for outdoor lighting and illumination that are applicable to the proposed Project for the purpose of minimizing outdoor artificial light that may have a detrimental effect on the environment, astronomical research, amateur astronomy, and enjoyment of the night sky. These provisions are also intended to reduce the unnecessary illumination of adjacent properties and the use of energy.

Section 15-2015 – Outdoor Lighting and Illumination

B. Control and Illumination of Outdoor Artificial Light

2. General Standards

d. Non-Residential Buildings. All exterior doors, during the hours of darkness, shall be illuminated with a minimum of 0.5 foot-candle of light.

f. Parking Lots and Garages. All parking lots and garages shall be illuminated with a minimum of 0.5 foot-candle of light.

3. Maximum Height. Lighting fixtures shall not exceed the maximum heights specified in the following table (Table 15-2015-B.3: Maximum Height of Lighting Fixtures).

Employment Districts: 25 ft. within 100 ft. of any street frontage; 30 in any other location

5. Prohibited Lighting. The following types of exterior lighting are prohibited:

a. Drop-down lenses;

b. Mercury vapor lights; and

c. Searchlights, laser lights, or any other lighting that flashses, blinks, alternates, or moves.

6. Fixture Types. All lighting fixtures shall be shielded so as not to produce obtrusive glare onto the public right-of-way or adjoining properties. All luminaries shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Cut Off" or "Full Cut Off" luminaries.

7. Glaire. No use shall be operated such that significant, direct glare, incidental to the operation of the use is visible beyond the boundaries of the property where the use is located.

8. Light Trespass. Lights shall be placed to deflect the light away from adjacent properties and public streets, and to prevent adverse interference with the normal operation or enjoyment of surrounding properties.

a. Direct or sky-reflected glare from floodlights shall not be directed into any other property or street.

b. No light or combination of lights, or activity shall cast light exceed one foot candle onto a public street, with the illumination level measured at the centerline of the street.

c. No light, combination of lights, or activity shall cast light exceeded 0.5 foot candle onto a residentially zoned property, or any property containing residential uses.

Additional performance standards related to lighting and glare are provided in FMC ***Section 15-2508***.

FMC Section 15-2508 – Lighting and Glare

Activities, processes, and uses shall be operated in compliance with the following provisions:

B. Lighting. Lights shall be placed to deflect light away from adjacent properties and public streets, and to prevent adverse interference with the normal operation or enjoyment of surrounding properties. Direct or sky-reflected glare from floodlights shall not be directed into any other property or street. Except for public street lights and stadium lights, no light, combination of lights, or activity shall cast light onto a residentially zoned property, or any property containing residential uses, exceeding one-half foot-candle.

C. Glare

1. No use shall be operated such that significant, direct glare, incidental to the operation of the use is visible beyond the boundaries of the lot where the use is located.

2. Windows shall not cause glare that may disrupt adjoining properties, traffic on adjacent streets, etc.

3. Glare or heat reflected from building materials shall be mitigated so as to not disrupt surrounding properties.

Lastly, FMC ***Section 15-2614*** provides specific lighting requirements related to signage:

FMC Section 15-2614 – Electronic Copy

B. Light Intensity. The intensity of the sign lighting shall not exceed 100 foot Lamberts (FT-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal footcandles and shall not exceed 500 FT-L when adjacent to streets which have an average light intensity of 2.0 horizontal footcandles or greater. No change of lighting intensity may occur during a display or between displays except to respond to a change in ambient lighting conditions.

4.1.2 Impact Assessment

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

No Impact. The Project site does not contain nor is it near any scenic resources, scenic vistas, or scenic corridors. As described in the Environmental Setting above, scenic resources in the Planning Area include parks, golf courses, areas along the San Joaquin River, and historic buildings in Downtown Fresno; designated vista points in the Planning Area are along the San Joaquin River bluffs and throughout the eastern portion of the Planning Area; and, the nearest eligible State Scenic Highway (i.e., "scenic corridor" pursuant to CEQA) is a portion of SR 180 that is outside the Planning Area. The Project site is not in proximity to parks, golf courses, the San Joaquin River or bluffs, historic buildings in Downtown Fresno, or the nearest eligible portion of SR 180. Thus, given the distance from the Project site to scenic resources, vista points, and scenic corridors, it can be determined that the Project would have no impact.

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

No Impact. According to the California State Scenic Highway Program, there are no officially designated State Scenic Highways within the city of Fresno. The nearest eligible scenic highway, SR-168, is approximately 8.4 miles from the Project site in the neighboring city of Clovis and the nearest officially designated state scenic highway, SR-180, is 21.3 miles east of the Project site between the Jesse Morrow Mountain and Campbell Mountain. As such, given this distance, it can be determined that the proposed Project would have no impact on scenic resources 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?

Less than Significant Impact. The Project site is within an urbanized area surrounded by industrial, commercial, and public facility uses. The Project proposes a storage and distribution warehouse, which is a permitted use within the IL – Light Industrial Zone District. The visual character of the proposed Project is generally compatible with existing industrial and commercial development in the vicinity of the Project site. The Project proposes the construction of a tilt-up concrete storage and warehouse distribution facility that would reach a maximum height of 40 ft. The design and height of the building is consistent with the provisions of the FMC. Therefore, the Project would not substantially degrade the existing visual character due to its size and character. Further, through the entitlement review process, the Project is subject to consistency with the General Plan and compliance with the applicable regulations governing scenic quality

as implemented through the FMC and California Building Code. Consistency and compliance would ensure that the Project would not conflict with regulations governing scenic quality. For these reasons, the Project would have a less than significant impact.

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

Less than Significant with Mitigation Incorporated. Generally, lighting impacts are associated with artificial lighting in evening hours either through interior lighting from windows or exterior lighting (e.g., street lighting, parking lot lighting, landscape lighting, cars, and trucks). Development of the Project site would incrementally increase the amount of light from streetlights, exterior lighting, and vehicular headlights. Such sources could create adverse effects on day or nighttime views in the area.

Project construction would also introduce light and glare resulting from construction activities that could adversely affect day or nighttime views. Although construction activities are anticipated to occur primarily during daylight hours, it is possible that some activities could occur during dusk or early evening hours (*Section 10-109* of the FMC permits construction work to take place between 7:00 am and 10:00 pm on any day except Sunday, for work that is accomplished pursuant to a building permit). Construction during these time periods could result in light and glare from construction vehicles or equipment. However, construction would occur primarily during daylight hours and would be temporary in nature. Once construction is completed, any light and glare from these activities would cease to occur.

Once developed, the Project would be required to comply with the FMC, which contains specific, enforceable requirements and/or restrictions intended to prevent light and glare impacts (e.g., *FMC Section 15-2015, 15-2508, and 15-2614*). Further, compliance with Title 24 lighting requirements as verified through the Building Permit process would reduce impacts related to nighttime light. The lighting requirements cover outdoor spaces including regulations for mounted luminaires (i.e., high efficacy, motion sensor controlled, time clocks, energy management control systems, etc.). In addition, there are mitigation measures that would apply to this project that are established as part of the General Plan PEIR that reduce the project's impacts in regard to light or glare. As such, conditions imposed on the Project by the City pursuant to the FMC and Title 24, and compliance with Mitigation Measures established by the General Plan Update PEIR, listed below as *AES-1, AES-2, AES-3, and AES-4,* would reduce light and glare impacts to a less than significant impact with mitigation incorporated.

> *Mitigation Measure AES-1: Lighting for Street and Parking Areas. Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences. (PEIR Mitigation Measure AES-4.1)*
>
> *Mitigation Measure AES-2: Lighting for Non-Residential Uses. Lighting systems for non-residential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low intensity light fixtures shall also be used if excessive spillover light onto adjacent properties will occur. (PEIR Mitigation Measure AES-4.3)*
>
> *Mitigation Measure AES-3: Signage Lighting. Lighting systems for freestanding signs shall not exceed 100-foot Lamberts (FT-L) when adjacent to streets which have an average light intensity of*

less than 2.0 horizontal footcandles and shall not exceed 500 FT-L when adjacent to streets that have an average light intensity of 2.0 horizontal footcandles or greater. (PEIR Mitigation Measure AES-4.4)

Mitigation Measure AES-4: *Use of Non-Reflective Materials. Materials used on building façades shall be non-reflective. (PEIR Mitigation Measure AES-4.5)*

As a result of the incorporation of these mitigation measures, the Project would have a less than significant impact. Therefore, a less than significant impact with mitigation incorporated would occur.

4.1.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the aesthetic related mitigation measures, *AES-1, AES-2, AES-3, and AES-4* as identified in the attached Project Specific Mitigation Monitoring Checklist dated March 2023.

4.2 AGRICULTURE AND FORESTRY RESOURCES

	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 (Farm-land), as shown on the maps prepared pursuant to the Farmland Mapping and Monito-ring Program of the California Resources Agency, to non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

4.2.1 Environmental Setting

The Project site is located within the city limits of Fresno and is planned for industrial uses. Historically, the Project site has been operated as agricultural land for orchard production with a single-family residence as recently as 2018. Currently, the site is vacant with no onsite improvements or structures. The existing biotic conditions of the Project site can be defined as fallow agricultural land that has undergone significant disturbance. There are no trees or shrubs within the interior of the site; no orchards or agricultural uses remain. There are street trees along the northern edge of the site along West Nielsen Avenue that include several landscape varieties, cedar and ash. Forbs and grasses that are periodically mowed are located along the edges of the site. No forestry resources are present on the site.

Farmland Monitoring and Mapping Program

The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP) that provides maps and data for analyzing land use impacts to farmland. The FMMP produces the Important Farmland Finder as a resource map that shows quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status, in addition to many other physical and chemical characteristics. Maps are updated every two years.

The highest quality land is called "Prime Farmland" which is defined by the FMMP as *"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."*[2] According to the FMMP, Important Farmland Finder, the Project site is categorized as "Farmland of Local Importance" and "Urban and Built-Up Land."[3] Figure 4-1 shows the farmland categories on the site.

[2] California Department of Conservation. Important Farmland Categories. Accessed on February 28, 2022, https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx

[3] California Department of Conservation. (2018). California Important Farmland Finder. Accessed on February 28, 2022, https://maps.conservation.ca.gov/DLRP/CIFF/

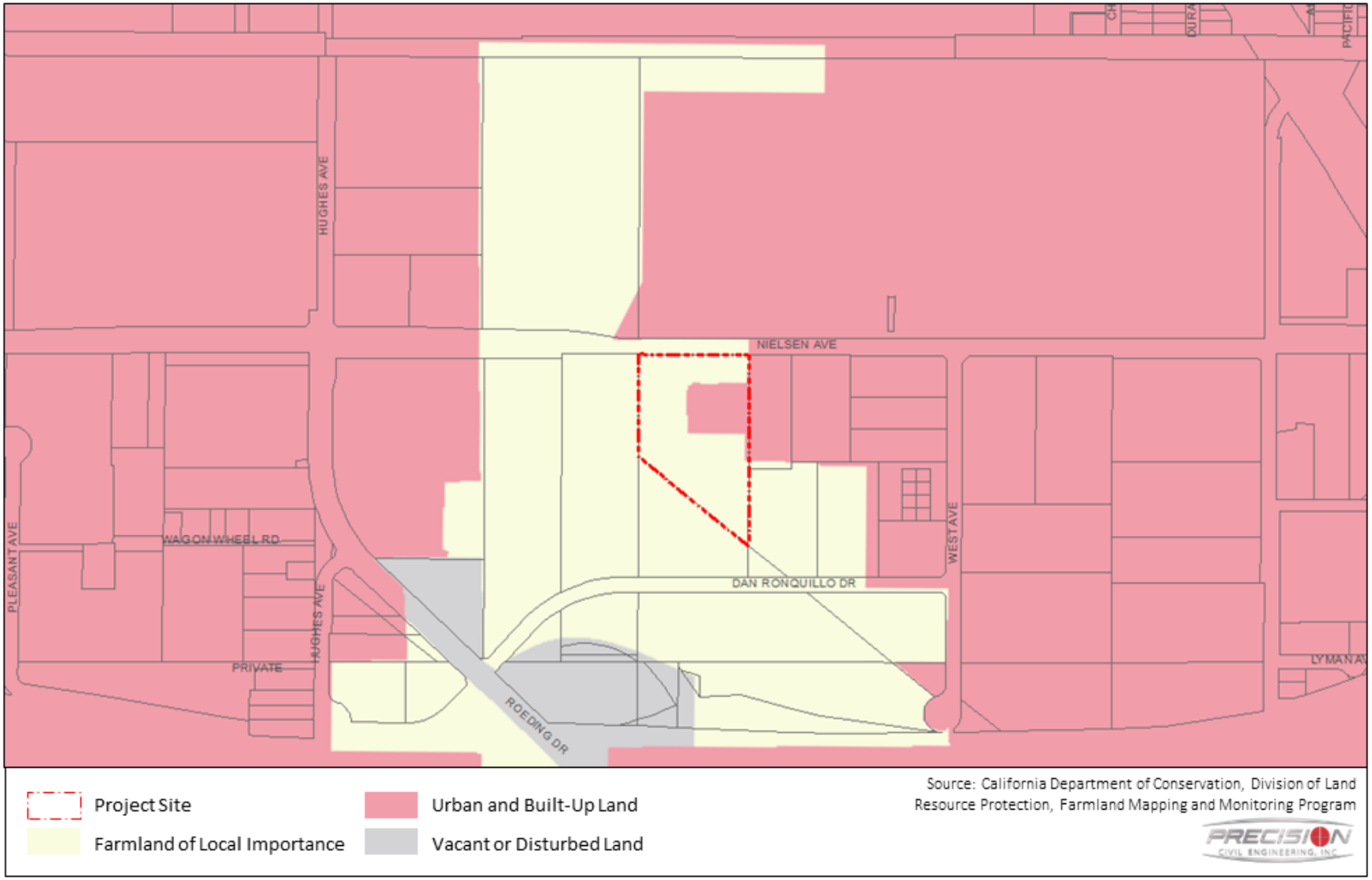

Figure 4-1 Farmland Type Map

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter contracts with private landowners to restrict parcels of land agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The minimum length of a Williamson Act contract is 10 years and automatically renews upon its anniversary date; as such, the contract length is essentially indefinite. The Project site nor the surrounding properties are enrolled in the Williamson Act Program.

4.2.2 Impact Assessment

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

No Impact. The Project site is not located on lands designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance" pursuant to the FMMP. For this reason, the Project would not convert Prime Farmland or Farmland of Statewide Importance to non-agricultural use and no impact would occur because of the Project.

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

No Impact. The Project site is not zoned for agricultural uses nor is it under Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract and no impact would occur.

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

No Impact. The Project site is not zoned for forest land (as defined in PRC Section 12220(g)), timberland (as defined in PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). In addition, parcels within a ½-mile radius are also not zoned for forest land, timberland, or timberland zoned Timberland Production. As a result, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, forest land, timberland, or timberland zoned Timberland Production and no impact would occur.

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

No Impact. The Project site does not contain forest land. Therefore, implementation of the Project would not result in the loss or conversion of forest land to non-forest use and no impact would occur.

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

No Impact. The Project site is located within the city limits of Fresno and is planned for industrial uses. The Project site is generally surrounded by a mix of commercial (east), rural residential/agricultural (west, south), and cemetery (north) uses. Surrounding properties are predominately planned and zoned for industrial (east, south, west) and public facility (north) uses. Several light industrial uses including storage

and distribution warehouses are located within a ½-mile vicinity of the Project site. No agricultural or forestry resources are present on the site or surrounding properties. Development of the site would not involve other changes in the existing environment that could result in conversion of farmland to non-agricultural uses or conversion of forest land to non-forest use. For these reasons, no impact would occur.

4.2.3 Mitigation Measures

None required.

4.3 AIR QUALITY

	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 (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c)	Expose sensitive receptors to substantial pollutant concentrations?			X	
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

4.3.1 Environmental Setting

Johnson Johnson and Miller Air Quality Consulting Services conducted an Air Quality/Greenhouse Gas Analysis and prepared a Technical Memorandum dated September 15, 2022 (revised January 27, 2023). The analysis is incorporated herein. The full Technical Memorandum is provided in Appendix A.

Criteria Pollutants Assessed

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG),[4] oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Note that the proposed project would emit ozone precursors ROG and NO_X. However, the proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

Toxic Air Contaminants Assessed

Toxic Air Contaminants

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

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

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

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

DPM

For purposes of this study, diesel particulate matter (DPM) exhaust emissions are represented as PM_{10}.

The project would generate passenger vehicle and truck trips from workers and visitors traveling to and from the project site. Notably, the project would be served by trucks. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

Asbestos

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

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

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

use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present.

Model Selection

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors are the emission rate of a pollutant given the activity over time; for example, grams of NOX per horsepower-hour. CARB has published emission factors for on-road mobile vehicles/trucks in the EMFAC mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The project is located in the City of Fresno and is within the SJVAB. The modeling follows SJVAPCD guidance where applicable from its GAMAQI. The models used in this analysis are summarized as follows:

- *Construction emissions: CalEEMod, version 2020.4.0*
- *Operational emissions: CalEEMod, version 2020.4.0*
- *Emission FACtor 2017 (selected as emission factors from this version of EMFAC are used in CalEEMod, version 2020.4.0)*
- *American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), version 21112*

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

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

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

CalEEMod version CalEEMod2020.4.0 was used to estimate construction and operational impacts of the proposed Project. CalEEMod version 2020.4.0 was the most recent version of CalEEMod at the time emissions were estimated (August 2022 and September 2022). Furthermore, the SJVAPCD is currently accepting the use of CalEEMod version 2020.4.0 at the time the latest revisions to the memorandum were

completed (January 2023). Construction modeling assumptions specific to the Project are provided in Appendix A.

Health Risk Assumptions (HRAs) were completed to evaluate potential health risks associated with the generation of TACs during construction and operational activities associated with the proposed Project. Assumptions used in the HRAs are summarized in Appendix A. The air dispersion model applied in the construction and operational assessments for the HRA was the United States Environmental Protection Agency (EPA) AERMOD (version 21112) air dispersion model. Specifically, AERMOD was used to estimate levels of air emissions at sensitive receptor locations from potential sources of project-generated TACs. The use of AERMOD provides a refined methodology for estimating construction impacts by utilizing long-term, measured representative meteorological data for the Project site and a representative construction schedule. The model is further described in Appendix A.

4.3.2 Impact Assessment

a) Would the project conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?

Less than Significant Impact. Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin[7] can reach attainment for the ambient air quality standards. The proposed Project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures.

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable AQP. For the SJVAB, the applicable AQP is the GAMAQI. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds identified in the GAMAQI would not conflict with or obstruct the applicable AQP.

As shown above in Table 4-1 and Table 4-2, the Project's construction and operational regional emissions would not exceed SJVAPCD's regional criteria pollutant emissions quantitative thresholds. Therefore, the proposed Project would not be considered to obstruct implementation of the applicable AQP or be in conflict with the applicable AQP and a less than significant impact would occur.

Table 4-1: Summary of Construction-Generated Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source	Emissions (Tons/Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$

[7] According the CARB, "*air basin boundaries are defined along political boundary lines and include both the source and receptor areas.*" In this case, the Project is located in the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD)/San Joaquin Valley Air Basin (SJVAB).

Phase 1 (2023)	0.21	1.92	2.08	0.00	0.23	0.14
Phase 1 (2024)	0.18	0.32	0.39	0.00	0.03	0.02
Phase 2 (2026)	0.18	1.58	2.04	0.00	0.15	0.08
Phase 2 (2027)	0.16	0.13	0.17	0.00	0.01	0.01
Project Total	**0.73**	**3.94**	**4.68**	**0.01**	**0.41**	**0.24**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM_{10} Prohibitions.
Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).
Totals may not appear to sum exactly due to rounding.
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

Table 4-2: Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Source	Emissions (tons/year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.47	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	0.01	0.10	0.08	<0.01	0.01	0.01
Passenger Vehicles	0.03	0.03	0.37	<0.01	0.13	0.04
Trucks	0.04	3.14	0.46	0.02	0.56	0.18
Annual Total	**0.55**	**3.27**	**0.91**	**0.02**	**0.70**	**0.22**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Annual totals were calculated using unrounded results; totals may not appear to sum exactly due to rounding.
***Source**: CalEEMod Output and Additional Supporting Information (Attachment A).*

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

Less than Significant Impact. To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The primary pollutants of concern during Project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM_{10}, and $PM_{2.5}$. Air pollutant emissions have both regional and localized effects. As shown in Table 4-3 and Table 4-4, the Project's emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds. As a result, the Project would not result in a

cumulatively considerable net increase of any criteria pollutant under applicable ambient air quality standards.

Table 4-3: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Construction

Source	On-site Emissions (pounds per day)				
	ROG	NOx	CO	PM_{10}	$PM_{2.5}$
Phase 1 (2023)	2.70	27.57	18.40	10.12	5.71
Phase 1 (2024)	15.75	15.03	18.67	0.71	0.65
Phase 2 (2026)	1.55	15.36	16.70	3.82	2.12
Phase 2 (2027)	16.47	12.85	16.68	0.56	0.51
Maximum Daily On-site Emissions	**16.47**	**27.57**	**18.67**	**10.12**	**5.71**
Significance Thresholds	—	**100**	**100**	**100**	**100**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**

Note: Overlap of construction activities is based on the construction schedule shown in Appendix A and Attachment A.
Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

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

Source	On-site Emissions (pounds per day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	2.57	0.00	0.01	<0.01	<0.01
Energy	0.06	0.53	0.45	0.04	0.04
Passenger Vehicles	0.20	0.07	0.86	0.05	0.01
Trucks	0.07	1.25	0.93	0.03	0.01
Total	**2.90**	**1.86**	**2.25**	**0.12**	**0.06**
Significance Thresholds	—	**100**	**100**	**100**	**100**
Exceed Significance Thresholds?	—	**No**	**No**	**No**	**No**

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ were highest in the Winter scenario, while maximum daily emissions of ROG were highest in the Summer scenario.
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Emissions occurring at or near the Project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. The nearest sensitive receptors

to the Project site are Pathway Elementary School/Community Day School approximately 2,200 feet east and single-family residences approximately 2,200 feet northeast of the site.

The SJVAPCD's GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures would require additional analysis to determine if the preparation of an ambient air quality analysis is needed. The criteria pollutants of concern for localized impact in the SJVAB are PM_{10}, $PM_{2.5}$, NO_X, and CO. There is no localized emission standard for ROG.

As shown in Table 4-3, the Project would not exceed the emission screening thresholds during Project construction. Therefore, the Project's localized criteria pollutant impacts from construction of the project would be less than significant.

As shown in Table 4-4, the Project would not exceed SJVAPCD screening thresholds during Project operations. Therefore, the Project's localized criteria pollutant impacts from long-term operations would be less than significant.

Toxic Air Contaminants

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million).

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

The estimated health and hazard impacts at the Maximally Exposed Receptor (MER) from the Project's construction emissions are provided in Table 4-5.

Table 4-5: Summary of the Health Impacts from Unmitigated Project Construction

Exposure Scenario	**Maximum Cancer Risk** (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Hazards at the MER			
Risks and Hazards at the MER (Phase 1)	9.64	0.010	0.000
Risks and Hazards at the MER (Phase 2)	5.80	0.007	0.000
Risks and Hazards at the MER From Project Construction	**15.44**	**0.017**	0.000
Significance Threshold	**20**	**1**	**1**
Threshold Exceeded in Any Scenario?	**No**	**No**	**No**

Notes:
MER = Maximally Exposed Receptor

DPM = Diesel Particulate Matter
1625 W Nielsen Avenue Project Unmitigated Construction MER UTM: 247466.28, 4069966.53 (Receptor #72)
***Source**: Attachment B.*

As shown in Table 4-5, the estimated health risk metrics resulting from the proposed Project's construction DPM emissions would not exceed the cancer risk significance threshold or non-cancer hazard index significance threshold at the MIR. Therefore, the proposed Project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

For reasons previously discussed (see Modeling Parameters and Assumptions in Appendix A), an analysis of TACs (including DPM) for operations was performed using the EPA-approved AERMOD model, which is an air dispersion model accepted by the SJVAPCD for preparing HRAs. AERMOD version 21112 and HARP2 were used for this analysis. Consistent with SJVAPCD guidance, the health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. Results of the HRA are summarized in Table 4-6. The complete HRA prepared for the proposed Project, including calculations and AERMOD output data, are included in Attachment B of Appendix A.

Table 4-6: Summary of the Health Impacts from Operations of the Proposed Project (70-year Scenario)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acuate Non-Cancer Hazard Index
70-Year Exposure at the DPM MER (from DPM)	0.29	0.0001	0.0000
Applicable Threshold of Significance	**20**	**1**	**1**
Threshold Exceeded?	**No**	**No**	**No**

Notes:
MER = Maximally Exposed Receptor
Project Operational Total DPM MER UTM: 247368.64, 4070142.11 (Receptor # 18)
***Source**: Attachment B.*

As shown in Table 4-6, emissions from operations of the Project would not cause an exceedance of the cancer risk, chronic risk, or acute risk threshold levels. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the Project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the Project's potential to expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Valley Fever

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

The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per

100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions. [8] California experienced 6,490 new cases of Valley fever in 2020. A total of 466 Valley fever cases were reported in Fresno County in 2020.[9]

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

Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)

1. *Old (prehistoric) Indian campsites near fire pits*
2. *Areas with sparse vegetation and alkaline soils*
3. *Areas with high salinity soils*
4. *Areas adjacent to arroyos (where residual moisture may be available)*
5. *Packrat middens*
6. *Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils*
7. *Sandy, well-aerated soil with relatively high water-holding capacities*

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

1. *Cultivated fields*
2. *Heavily vegetated areas (e.g., grassy lawns)*
3. *Higher elevations (above 7,000 feet)*
4. *Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied*
5. *Areas that are continually wet*
6. *Paved (asphalt or concrete) or oiled areas*
7. *Soils containing abundant microorganisms*
8. *Heavily urbanized areas where there is little undisturbed virgin soil.* [10]

[8] Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed August 2022.

[9] California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCAProvisionalMonthlyReport.pdf. Accessed August 2022.

[10] United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed August 2022.

The Project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Therefore, implementation of the proposed Project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Although conditions are not favorable, construction activities could generate fugitive dust that contain *C. immitis* spores. The Project would minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small, because trucks and other vehicles would travel on paved areas. This condition would lessen the possibility of the Project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the Project area. Therefore, development of the Project is not anticipated to expose receptors to naturally occurring asbestos.[11] Impacts would be less than significant.

In summary, the Project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The Project is not a significant source of TAC emissions during construction or operation. The Project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Considering all information, the Project would not result in significant impacts to sensitive receptors.

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

Less than Significant Impact. Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The proposed Project is of the first type only since it involves a potential odor source and would not locate any new sensitive receptors.

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

For projects involving new receptors locating near an existing odor source where there is currently no nearby development and for new odor sources locating near existing receptors, the SJVAPCD recommends that the analysis should be based on a review of odor complaints for similar facilities. In assessing potential odor impacts, consideration also should be given to local meteorological conditions, particularly the intensity and direction of prevailing winds.

[11] U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed August 2022.

Lead Agencies can also make a determination of significance based on a review of SJVAPCD complaint records. For a project locating near an existing source of odors, the impact is potentially significant when the project site is at least as close as any other site that has already experienced significant odor problems related to the odor source.

Significant odor problems are defined by the SJVAPCD as:

- *More than one confirmed complaint per year averaged over a three-year period, or*
- *Three unconfirmed complaints per year averaged over a three-year period.*

An unconfirmed complaint means that either the odor/air contaminant release could not be detected, or the source/facility cannot be determined. Because of the subjective nature of odor impacts and the lack of quantitative or formulaic methodologies, the significance determination of potential odor impacts should be considered on a case-by-case basis.

The screening levels for these land use types are shown in Table 4-7.

Table 4-7: Screening Levels for Potential Odor Sources

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

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

Construction

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

Operations

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

odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 4-7. The proposed Project would not engage in any of these activities. Minor sources of odors that would be associated with uses typical of warehouse distribution and storage facilities, such as exhaust from mobile sources (including diesel-fueled heavy trucks), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed Project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed Project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be less than significant.

4.3.3 Mitigation Measures

None required.

4.4 BIOLOGICAL RESOURCES

	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?			X	
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f)	Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.				X

4.4.1 Environmental Setting

The following impact analysis incorporates findings from the biological resource assessment conducted by Argonaut Ecological Consulting, Inc. The Biological Technical Memorandum dated April 15, 2022, is provided in Appendix B. A summary of the findings are as follows.

- *Location and Topography: the Project site is relatively flat.*
- *Land Use: historically the property was used for agricultural production and had a rural residence on the property. At one time, the property was in orchard production. Around 2018, the residence was removed. The property is surrounded by a mixture of commercial (east), rural residential/agricultural on the north, west, and south boundary.*
- *Potential Waters/Wetlands: A review of the National Wetland Inventory Map (NWI) and other databases do not show any drainages or wetlands in or near the site.*
- *Habitat: the site is fallow agricultural land that has undergone significant disturbance. The residence has been removed, and the site is being used to stockpile dirt. There are no trees on the site. There are perimeter trees of landscape varieties, cedar, and ash. There are no raptor nests in any of these trees. The vegetation along the edge of the site is forbs and grasses that are periodically mowed.*
- *Special Status Species: A review of the California Natural Diversity Database (CNDDB) indicates potential presence of species within the region. However, there are no known records of special status species within or near the site. The field review confirmed the site to be highly disturbed and not suitable to support habitat of special status species.*

4.4.2 Impact Assessment

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less than Significant Impact. Historically, the Project site has been operated as agricultural land for orchard production with a single-family residence as recently as 2018. Currently, the site is vacant with no onsite improvements or structures. The existing biotic conditions of the Project site can be defined as fallow agricultural land that has undergone significant disturbance and not suitable to support habitat of special status species. There are no trees or shrubs within the interior of the site. There are street trees along the northern edge of the site along West Nielsen Avenue that include several landscape varieties, including cedar, and ash. Forbs and grasses that are periodically mowed are located along the edges of the site. There are also no water features present. Further, there are no recorded occurrences of special-status or critical habitats on the Project site or within the immediate vicinity of the Project. Therefore, the Project would not result in a substantial adverse effect on any candidate, sensitive, or special status species. As a result, a less than significant impact would occur.

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

Less than Significant Impact. According to the Fresno General Plan, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and biological assessment prepared for the site, there are no known riparian habitats or other sensitive natural communities identified on the Project site or within the immediate vicinity. Further, the site is heavily impacted with very little vegetation which would not provide essential habitat. For these reasons, the Project would not result in substantial effect on any riparian habitat or other sensitive natural community and a less than significant impact would occur.

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

No Impact. A search of the National Wetlands Inventory shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on or immediately adjacent to the Project site. Typically, the primary wetland indicators include hydrophytic vegetation, hydric soils, and surface hydrology. The on-site topography consists of vacant land with no water features, including ponds or standing water. The site comprises the following soil types, which are subject to low frequency of flooding and ponding: *GsA* – Greenfield course sandy loam (no flooding, no ponding) and *Rc* – Romona sandy loam (no flooding, no ponding). [12] Lastly, the site is designated as Zone X on the most recent FEMA Flood Insurance Rate Map (FIRM) No. 06019C2105H dated 2/18/2009.[13] Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). Therefore ,the Project would not result in a substantial effect on state or federally protected wetlands. No impact would occur.

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. Wildlife movement corridors are linear habitats that function to connect two (2) or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors).

Wildlife corridors typically include vegetation and topography that facilitate the movements of wildlife from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

[12] United States Department of Agriculture Natural Resources Conservation Service. Web Soil Survey. Accessed on June 14, 2022, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[13] FEMA. FEMA Flood Map Service Center. Accessed July 5, 2022, https://msc.fema.gov/portal/home

As previously mentioned, the Project site does not contain habitat that could support wildlife species in nesting, foraging, or escaping from predators due to the site's heavy alteration and lack of cover, vegetation, or water features. Therefore, the Project would not interfere with wildlife movement and no impact would occur.

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

No Impact. While the Fresno General Plan calls for the protection of biological resources, the Project site does not indicate the presence of any sensitive habitat or wildlife features. In addition, the Fresno Municipal Code identifies tree protection policies. Through the entitlement process, the Public Works Department reviews the development for compliance with the City's tree protection policies and issues conditions of the Project for approval. Through required compliance, it can be determined that the Project would not conflict with any local policies or ordinances protecting biological resources. Thus, the Project would have no impact.

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

No Impact. The Project site is within the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). The HCP covers PG&E's routine operations and maintenance activities and minor new construction, on any PG&E gas and electrical transmission and distribution facilities, easements, private access routes, or lands owned by PG&E. The Project would not conflict or interfere with HCP because the site does not contain any PG&E gas and electrical transmission and distribution facilities, easements, private access routes, or lands owned by PG&E. The Project is also located in the planning area of the Recovery Plan for Upland Species of the San Joaquin Valley, which addresses recovery goals for several species. The Project would not conflict with the plan since the site does not provide appropriate habitat for the upland species identified in the Recovery Plan. In addition, the City, County, and Regional Planning Agency do not have any adopted or approved plans for habitat or natural community conservation. Therefore, the Project would not conflict with the provisions of habitat conservation plan. No impact would occur.

4.4.3 Mitigation Measures

None required.

4.5 CULTURAL RESOURCES

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

4.5.1 Environmental Setting

Generally, the term 'cultural resources' describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, historical resources include sites, structures, objects, or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance.

The City of Fresno has one (1) National Historical Landmark and 31 individual properties listed on the National Register of Historic Places as of 2019, including the Fresno Memorial Auditorium, Old Fresno Water Tower, Thomas R. Meux Home, Tower Theatre, etc., There are 31 properties listed in the California Register of Historic Resources.

The City of Fresno adopted the Historic Preservation Ordinance in 1979 and maintains a Local Register of Historic Resources that includes places in the National Register, buildings, structures, objects, sites, and districts that have sufficient integrity and are significant in Fresno's history. There are currently 277 individual properties listed on the Local Register of Historic Resources, including Fresno Buddhist Temple, Fresno Memorial Auditorium, and Helm Building.[14] In addition, Fresno also designates four (4) official local historic districts: the Porter Tract, the Wilson Island, Chandler Airfield/Fresno Municipal Airport, and Huntington Boulevard. There are also six (6) districts in Downtown and four (4) districts in the Tower District that have been proposed as historic districts.[15]

Tribal Consultation

[14] City of Fresno. Historic Preservation Database. Accessed on September 6, 2022, https://cityoffresno.maps.arcgis.com/apps/webappviewer/index.html?id=80d8d181234a46a6a102460db2e9a57a

[15] City of Fresno. A Guide to Historic Architecture in Fresno, California. Accessed on February 1, 2022, http://www.historicfresno.org/districts/index.htm

Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe have requested to be notified pursuant to Assembly Bill 52 (AB 52). A certified letter was mailed to the above-mentioned tribes on September 27, 2022. The 30-day comment period ended on October 27, 2022. No comments were received.

Record Search

The Southern San Joaquin Information Center (SSJIC) was requested to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding "Project Area" area (i.e., 1/2-mile radius from perimeter of Project site). Results of the CHRIS Record Search were provided on February 21, 2022 (Record Search File Number 22-061). Full results are provided in Appendix C.

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

(1) There have been three previous cultural resource studies in the project area, FR-00249, 00250, and 02232. There have been eight studies conducted within the one-half mile radius.

(2) There are no recorded resources within the project area. There are 24 recorded resources within the one-half mile radius. These resources consist of historic railroads, canals, and historic property resources.

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

Further, the SJJIC provided the following comments and recommendations:

(1) Because the previous studies within the project area are greater than five years old and the propensity for landforms to change over time, prior to ground disturbance activities we recommend a qualified, professional consultant conduct a field study to determine if cultural resources are present.

(2) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

4.5.2 Impact Assessment

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

Less than Significant with Mitigation Incorporated. Based on the CHRIS Records Search conducted on February 21, 2022, there are no known local, state, or federal designated historical resources on the Project site or within the Project area. However, while there is no evidence that historical resources exist on the Project site, there is some possibility that hidden and buried resources may exist on the Project site with no surface evidence which would be potentially significant. Thus, to further assure construction activities do not result in significant impacts to any potential cultural resources discovered below ground surface, the Project shall incorporate *Mitigation Measure CUL-1*. Thus, if such resources were discovered, implementation of the required mitigation measure would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

> ***Mitigation Measure CUL-1:*** *If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.*
>
> *No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study. (PEIR Mitigation Measure CUL-1.1)*

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

Less than Significant Impact with Mitigation Incorporated. Based on the CHRIS Records Search conducted on February 21, 2022, there is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the Project site. Nevertheless, there is some possibility that a non-visible, buried archeological resource may exist and may be uncovered during ground disturbing construction activities which would be potentially significant. To mitigate the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, the Project incorporates *Mitigation Measure CUL-1* to reduce any potentially significant impacts to a less than significant impact.

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

Less than Significant Impact with Mitigation Incorporated. There is no evidence that human remains exist on the Project site. Nevertheless, there is some possibility that a non-visible buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. If any human remains are discovered during construction, CCR Section 15064.5(e), PRC Section 5097.98, and California Health and Safety Code Section 7050.5 will mitigate for the impacts. To further assure future construction activities do not result in significant impacts to any potential resources or human remains discovered below ground surface, the Project shall incorporate *Mitigation Measure CUL-2*. Therefore, if any human remains were discovered, implementation of this mitigation and referenced regulations would reduce the Project's impact to less than significant.

> *Mitigation Measure CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. (General Plan PEIR Mitigation Measures CUL-3)*

4.5.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the cultural resources related mitigation measures, *CUL-1 and CUL-2* as identified in the attached Project Specific Mitigation Monitoring Checklist dated March 2023.

4.6 ENERGY

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

4.6.1 Environmental Setting

The California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in effort to reduce the state's energy consumption. They apply for new construction of, and additions and alterations to, residential and nonresidential buildings and relate to various energy efficiencies including but not limited to ventilation, air conditioning, and lighting.[16] The California Green Building Standards Code (CALGreen), Part 11, Title 24, California Code of Regulations, was developed in 2007 to meet the state goals for reducing Greenhouse Gas emissions pursuant to AB32. CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.[17] The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. Additionally, the CARB oversees air pollution control efforts, regulations, and programs that contribute to reduction of energy consumption. Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources.

California Energy Action Plan

The Energy Action Plan (EAP) for California was approved in 2003 by the California Public Utilities Commission (PUC). The EAP established goals and next steps to integrate and coordinate energy efficiency demand and response programs and actions.[18]

[16] California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed on September 7, 2022, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency

[17] California Department of General Services. (2020). 2019 California Green Building Standards Code. Accessed on September 7, 2022, https://codes.iccsafe.org/content/CGBC2019P3

[18] State of California. (2008). Energy Action Plan 2008 Update. Accessed on September 7, 2022, https://docs.cpuc.ca.gov/word_pdf/REPORT/28715.pdf

Fresno General Plan

Energy resources and conservation are discussed in the Resource Conservation and Resilience Section of the Fresno General Plan. The following objectives and policies of the Fresno General Plan relate to energy resources and conservation of development in order to reduce community-wide energy consumption:

Policy RC-2 *Promote land uses that conserve resources.*

> ***Policy RC-2-a Link Land Use to Transportation.*** *Promote mixed-use, higher density infill development in multi-modal corridors. Support land use patterns that make more efficient use of the transportation system and plan future transportation investments in areas of higher-intensity development. Discourage investment in infrastructure that would not meet these criteria.*
>
> ***Policy RC-2-b Provide Infrastructure for Mixed-Use and Infill.*** *Promote investment in the public infrastructure needed to allow mixed-use and denser infill development to occur in targeted locations, such as expanded water and wastewater conveyance systems, complete streetscapes, parks and open space amenities, and trails. Discourage investment in infrastructure that would not meet these criteria.*

Objective RC-8 *Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources.*

> ***Policy RC-8-a Existing Standards and Programs.*** *Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.*
>
> ***Policy RC-8-b Energy Reduction Targets.*** *Strive to reduce per capita residential electricity use to 1,800 kWh per year and non-residential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings.*

4.6.2 Impact Assessment

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

Less than Significant Impact. The Project proposes the development of a 103,953-sf. storage and distribution warehouse and a 6,271-sf. detached building to be constructed in two phases. At build out, there would be 110,224 square feet (sf.) of total building area, 2 loading docks with space for 14 trucks, and 53 total parking stalls. The proposed storage and distribution warehouse constructed under Phase 1 would be leased by Ventura TV Appliance Center, Inc. and store and distribute home appliances and electronics.

Energy would be consumed through Project construction and operations. Construction activities include typical site preparation, grading, paving, and architectural coating. Demolition would not be required because there are no existing structures. The primary sources of energy for construction activities are diesel and gasoline from the transportation of building materials and equipment and construction worker trips. Operations would involve heating, cooling, equipment, and vehicle trips. Energy consumption related to operations would be associated with natural gas, electricity, and fuel.

All construction equipment and operational activities shall conform to current emissions standards and related fuel efficiencies, including applicable CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards that include a broad set of energy conservation requirements (e.g., Lighting Power Density requirements). Compliance with such regulations would ensure that the short-term, temporary construction activities and long-term operational activities do not result in wasteful, inefficient, or unnecessary consumption of energy resources. There are no unusual characteristics or design of the Project that would require increased energy consumption that would cause the Project construction and operations to be less energy efficient than comparable construction sites and industrial operations in the region or other parts of the state.

Energy outputs for short-term construction and long-term operations were estimated using CalEEMod (Appendix A). Traffic impacts related to vehicle trips were considered through a Vehicle Miles Traveled (VMT) analysis contained in Section 4.17. Results are summarized as follows.

The Project site would be served by PG&E for both electricity and natural gas. Fresno County consumed approximately 8,018 GWh of electricity, or 2.9 percent of electricity generated in California in 2020 (279,510 GWh) and approximately 32,591,526 MMBtu, or 0.009 percent of natural gas generated in California in 2020 (361,315,229,767)[19] [20]

Table 4-8 shows the estimated electricity and natural gas consumption for the Project based on output from CalEEMod. Development of the Project would consume less than one percent of the total electricity use and natural gas use in Fresno County in 2020. Energy use is expected to decrease over time as a result of compliance with California Building Code and Title 24 energy conservation requirements. Regarding energy consumed through vehicle trips, development of the Project site would generate approximately 188 daily trips as described under Section 4.17. Annual energy use related to vehicles is expected to decrease over time as a result of vehicle fuel efficiency standards.

Table 4-8 Project Energy Consumption

Energy Consumption	Electricity (GWh per year)	Natural Gas (MMBtu per year)
Project	1	1,974
Fresno County	8,018	32,591,526
Project Percentage (%)	**0.012**	**0.006**

Overall, energy consumption for the Project would be limited to the greatest extent feasible through compliance with policies and regulations related to energy conservation including CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards. .As a result, the proposed Project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. For these reasons, the Project would result in a less than significant impact.

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

[19] California Energy Commission. "Electricity Consumption by County." Accessed on September 7, 2022, http://ecdms.energy.ca.gov/elecbycounty.aspx

[20] California Energy Commission. "Natural Gas Consumption by County." Accessed on September 7, 2022, http://www.ecdms.energy.ca.gov/gasbycounty.aspx

Less than Significant Impact. As discussed under criterion a), the construction and operations of the Project would be subject to compliance with applicable energy efficiency regulations. As shown in Table 4-9, the Project is consistent with the applicable General Plan policies related to energy resources and conservation. Thus, applicable state and local regulations and programs would be implemented to reduce energy waste from construction and operations. Therefore, through compliance, the Project would not conflict with or obstruct any state or local plan for energy efficiency and a less than significant impact would occur because of the Project.

Table 4-9. Project Consistency with the General Plan

General Plan Policy	Project Consistency
Policy RC-2-a Link Land Use to Transportation. Promote mixed-use, higher density infill development in multi-modal corridors. Support land use patterns that make more efficient use of the transportation system and plan future transportation investments in areas of higher-intensity development. Discourage investment in infrastructure that would not meet these criteria.	**Consistent.** The proposed Project would develop a vacant, infill site with a storage and distribution warehouse building in an area that is planned and zoned for industrial uses and contains existing roadway infrastructure. Construction of the Project would allow Ventura TV Appliance Center, Inc. to consolidate operations among four separate buildings located throughout Fresno into one building located less than a half-mile from both SR-180 and SR-99. The consolidation and proximity to existing infrastructure would make a more efficient use of the transportation system, reducing the number of vehicle trips otherwise needed between the separate buildings throughout Fresno, consistent with the policy.
Policy RC-2-b Provide Infrastructure for Mixed-Use and Infill. Promote investment in the public infrastructure needed to allow mixed-use and denser infill development to occur in targeted locations, such as expanded water and wastewater conveyance systems, complete streetscapes, parks and open space amenities, and trails. Discourage investment in infrastructure that would not meet these criteria.	**Consistent.** The proposed Project would develop a vacant, infill site with a storage and distribution warehouse building in an area that is planned and zoned for industrial uses. The Project Area contains existing utility infrastructure including water, sewer, natural gas, and electricity. Therefore, the Project would not necessitate the expansion of infrastructure including water and wastewater conveyance systems. The Project Area also contains existing roadway infrastructure and would not require additional lanes. The Project would result in public street improvements including an eight-ft. concrete sidewalk constructed to Public Works Standard P-5 as well as a required four-ft. accessible path of travel and/or a pedestrian easement behind all driveway approaches. The Project would also install landscaping along the site's perimeter. Therefore, the Project would enhance the streetscape consistent with the policy.
Policy RC-8-a Existing Standards and Programs. Continue existing beneficial energy conservation	**Consistent.** The Project site is vacant and therefore development of the site would constitute new

programs, including adhering to the California Energy Code in new construction and major renovations.	construction that would be subject to adhering to the California Energy Code, Title 24 Energy Efficiency Standards. Title 24 includes mandatory requirements for various building components including but not limited to: ventilation and indoor air quality, space-conditioning systems, pipe insulation, air distribution system, lighting systems and equipment, etc. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code. Compliance with the 2022 Energy Code would be ensured through the Building Permit process. Therefore, development of the site would continue energy conservation programs that adhere to the California Energy Code and would be consistent with the policy.
Policy RC-8-b Energy Reduction Targets. Strive to reduce per capita residential electricity use to 1,800 kWh per year and non-residential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings.	**Consistent.** The Project would develop a vacant, infill site with a storage and distribution center that is expected to generate 9-12 employees per phase (2 phases total). Estimated electricity was estimated for buildout of the Project using CalEEMod. It is estimated that the Project would lead to consumption of 1 GWh of electricity per year which is less than one percent of energy consumption for the County of Fresno Further, energy use would be limited to the greatest extent feasible through compliance with energy conservation policies and regulations including the California Building Code and Title 24. Through compliance, it is expected that annual energy use would decrease over time.

4.6.3 Mitigation Measures

None required.

4.7 GEOLOGY AND SOILS

	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.*				X
	ii. Strong seismic ground shaking?			X	
	iii. Seismic-related ground failure, including liquefaction?			X	
	iv. Landslides?				X
b)	Result in substantial soil erosion or the loss of topsoil?			X	
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

4.7.1 Environmental Setting

The Project site is in the San Joaquin Valley which is one of the two large valleys comprising the Great Valley Geomorphic Province. The San Joaquin Valley is surrounded by Sierra Nevada (east), Coast Ranges (west), Tehachapi (south), and the Sacramento Valley (north). The Fresno area is set on gently southwest-sloping alluvial fans and plans formed by the San Joaquin and Kings Rivers. A brief discussion of the likelihood of seismic activities to occur in or affect Fresno is provided below.

Faulting

There are no active faults mapped within the City of Fresno. The Project site is not located in an Alquist-Priolo Earthquake Fault Zone as established by the Alquist-Priolo Fault Zoning Act (Section 2622 of Chapter 7.5, Division 2 of the California Public Resources Code). The nearest fault to the Project site is the Clovis Fault, which is approximately 13.5 miles northeast of the site, which is a non-active fault.[21] The nearest active faults include Nunez Fault (approximately 51 miles southwest), San Andreas Fault (approximately 66 miles southwest), the Sierra Nevada Fault Zone (approximately 83 miles to the east), and the Owens Valley Fault Zone (approximately 91 miles east).[22]

Subsurface Soils

According to the Geologic Hazards Investigation for the 2025 Fresno General Plan, the uppermost soils in the Fresno area (i.e., 6-12 inches) comprise very loose silty sand, silty sand with trace clay, sandy silt, clayey sand, or clayey gravel. These soils are disturbed, have low strength, and are highly compressible when saturated. Area soils between two (2) to four (4) feet below ground surface (bgs) range from loose/soft to very dense/hard clays, silts, sands, and gravels with the characteristics of moderately strong and moderately compressible. Three (3) to five (5) feet bgs soils are clays, silts, sands, and gravels that are moderately strong and slightly compressible. A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the following soils comprise the Project site:[23]

> ***GsA:*** *Greenfield course sandy loam, 0 to 3 percent slopes, well drained, very low runoff, with no potential of flooding or ponding. The depth to water table is more than 80 inches. The GsA soils account for 40.5% of the Project site.*
>
> ***Rb:*** *Ramona sandy loam, hard substratum, 0 to 2 percent slopes, well drained, low runoff, with no potential of flooding or ponding. The depth to water table is more than 80 inches. The Rb soils accounted for 59.5% of the Project site.*

Strong Ground Shaking

[21] California Department of Conservation. Fault Activity Map of California. Accessed on June 14, 2022, https://maps.conservation.ca.gov/cgs/fam/

[22] California Department of Conservation. Fault Activity Map of California. Accessed on February 28, 2022, https://maps.conservation.ca.gov/cgs/fam/

[23] United States Department of Agriculture Natural Resources Conservation Service. "Web Soil Survey." Accessed on February 28, 2022, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

The Fresno area is subject to low to moderate ground shaking. The Owens Valley Earthquake of 1872 and the Coalinga Earthquake of 1982 generated ground shaking of intensity VII of the 12-point Modified Mercalli Intensity (MMI) scale. Intensity VII earthquakes result in negligible damage to buildings, slight to moderate in well-built structures, considerable damage in poorly built or badly designed structures, and some broken chimneys

Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. The potential for liquefaction in the city of Fresno is low to moderate, per the Fresno County Multi-Hazard Mitigation Plan. There has been no observed liquefaction from any historic earthquake. Additionally, ground shaking, seismic settlement, and lateral spreading are not considered to be significant hazards due to the stable area soils as observed in the Geologic Hazards Investigation for the Fresno General Plan.

Erosion

Wind and flowing water are the primary agents of erosion in the San Joaquin Valley. Two (2) types of areas with moderate to high erosion potential are identified by the Fresno County Multi-Hazard Mitigation Plan: soils in the Sierra Nevada and foothills on slopes over 30 percent and soils in the western San Joaquin Valley and Coast Ranges. According to the Fresno General Plan, the City of Fresno is not susceptible to soil erosion except for land within 300 feet of the toe of the San Joaquin River bluffs. However, the Project site is not a bluff area and is therefore not subject to the potential for moderate to high erosion.

Figure 4-2 Soil Distribution Map

Source: *United States Department of Agriculture Natural Resources Conservation Service. "Web Soil Survey." Accessed on February 28, 2022*

Ground Subsidence

Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. While the County of Fresno identifies a significant hazard significance for subsidence due to heavy groundwater withdrawal, the City of Fresno it not known to be subject to subsidence hazards. Areas with potential for subsidence hazards are in western Fresno County over 25 miles southwest from the Project site, as mapped in the Fresno County Multi-Hazard Mitigation Plan.

Fresno General Plan

Geology and soils are discussed in the Noise and Safety Chapter of the Fresno General Plan. The following relevant policies of the Fresno General Plan:

Policy NS-2 *Minimize risks of property damage and personal injury posed by geologic and seismic risks.*

> ***Policy NS-2-a Seismic Protection.*** *Ensure seismic protection is incorporated into new and existing construction, consistent with the Fresno Municipal Code.*
>
> ***Policy NS-2-b Soil Analysis Requirement.*** *Identify areas with potential geologic and/or soils hazards, and require development in these areas to conduct a soil analysis and mitigation plan by a registered civil engineer (or engineering geologist specializing in soil geology) prior to allowing on-site drainage or disposal for wastewater, stormwater runoff, or swimming pool/spa water.*

4.7.2 Impact Assessment

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. There are no known active earthquake faults in Fresno (inclusive of the Project site), nor is Fresno within an Alquist-Priolo earthquake fault zone as established by the Alquist-Priolo Fault Zoning Act. Thus, the Project would not cause rupture of a known earthquake fault and therefore, would have no impact.

ii. Strong seismic ground shaking?

Less than Significant Impact. There are no known active earthquake faults in Fresno and Fresno has historically been subject to low to moderate ground shaking. In addition, the Fresno area is classified by the State as being in a moderate seismic risk zone, Category "C" or "D," depending on the soils underlying the specific location being categorized and that location's proximity to the nearest known fault lines. The Project site is relatively flat and has stable, native soils and is not in proximity to any fault lines. In addition, the Project would be required to conform to current seismic protection standards in the California Building Code (CBC), which are intended to minimize potential risks. Therefore, because of the Project's stable soils

and distance from active fault lines, and because of the Project's conformance to CBC seismic safety standards, the Project would have a less than significant impact.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. As previously discussed, Fresno has a low to moderate potential for seismic activities. There are also no geologic hazards or unstable soil conditions known to exist on the Project site. The site is relatively flat with stable soils and no apparent unique or significant landforms. For this reason, liquefaction or seismically induced settlement or bearing loss is considered unlikely, even if there should be a substantial increase in ground water level. Further, development of the site would require compliance with the City's grading and drainage standards. In addition, the Project does not have any component that could result in seismic-related ground failure, including liquefaction. For these reasons, the Project would have a less than significant impact.

iv. Landslides?

No Impact. The topography of the Project site is relatively flat with stable, native soils, and the site is not susceptible to seismic activities, geologic instability, or landslides. Furthermore, the site is not in the immediate vicinity of rivers or creeks that would be more susceptible to landslides. In addition, the Project does not have any aspect that could result in landslide. Therefore, the Project would have no impact.

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

Less Than Significant Impact. Development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts would be addressed through compliance with regulations set by the State Water Resources Control Board (SWRCB). Namely, because the site is greater than one-acre in size, the Applicant is required to prepare a SWPPP in compliance with the National Pollution Discharge Elimination System (NPDES) stormwater program. The SWPPP estimates the sediment risk associated with construction activities and includes BMPs to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil and impacts would be less than significant.

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

Less than Significant Impact. The site is relatively flat with stable soils and no apparent unique or significant landforms. Furthermore, the Project site is in an area of infrequent and low historic seismic activity of nearby faults. Such factors minimize the potential for other geologic hazards such as landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, any development on the native, stable soils is unlikely to become unstable and result in geologic hazards. In addition, the Project does not have any aspect that could result in a landslide, lateral spreading, subsidence, liquefaction, or collapse. As such, the Project would have a less than significant impact.

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

No Impact. The Project site is relatively flat and stable, native soils of the GsA, Greenfield course sandy loam and Rb, Ramona sandy loam. Sandy loam soils are not classified as expansive soil, as defined in Table 18-1-B of the Uniform Building Code and would not create substantial direct or indirect risks to life or property. Thus, no impact would occur because of the Project.

e) 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 site is within city limits and thus, will be required to connect to City wastewater services. Thus, no septic tanks or alternative wastewater disposal systems would be installed, and no impact would occur.

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

Less than Significant Impact with Mitigation Incorporated. There are no known paleontological resources or unique geological features known to the City on this site. In addition, the Project site is previously disturbed with agricultural operations and single-family residence. Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. To further assure future development does not result in significant impacts to any potential resources, the Project shall incorporate *Mitigation Measure CUL-1*as described in Section 4.5 to mitigate for potential paleontological resources or unique geological features that might be discovered during ground-disturbing activities. Therefore, if any paleontological resources or geologic features were discovered, implementation of *Mitigation Measure CUL-1* would reduce the Project's impact to less than significant.

4.7.3 Mitigation Measures

The proposed project shall implement and incorporate, as applicable, the geology and soils related resources related mitigation measure, *CUL-1,* as identified in the attached Project Specific Mitigation Monitoring Checklist dated March 2023.

4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Environmental Setting

The following impact analysis is conducted by Johnson Johnson and Miller Air Quality Consulting Services. The Air Quality/Greenhouse Gas Analysis Technical Memorandum dated September 15, 2022 (revised January 27, 2023), is provided in Appendix A, and summarized below.

Section 15064.4(b) of the CEQA Guidelines' amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- *Consideration #1: The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.*
- *Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.*
- *Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an Environmental Impact Report (EIR) must be prepared for the project.*

Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA presents a tiered approach to analyzing project significance with respect to GHG emissions. Project GHG emissions are considered less than significant if they can meet any of the following conditions, evaluated in the order presented:

- *Project is exempt from CEQA requirements;*
- *Project complies with an approved GHG emission reduction plan or GHG mitigation program;*

- *Project implements Best Performance Standards (BPS); or*
- *Project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29 percent compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period.* [24]

This level of GHG reduction is based on the target established by CARB's Assembly Bill (AB) 32. AB 32 requires CARB to develop regulations to reduce the state's GHG emissions to their 1990 levels by 2020. AB 32 resulted in the AB 32 Scoping Plan, first approved in 2008. The 2017 Scoping Plan is the second update, reflecting targets established by Executive Order B-30-15 and codified in Senate Bill (SB) 32. SB 32 codifies reduction targets of at least 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. CARB adopted the 2022 Scoping Plan on December 16, 2022 that addresses long-term GHG goals set forth by AB 1279.[25] The 2022 Scoping Plan outlines the State's pathway to achieve carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045. In the 2022 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5.

City of Fresno GHG Reduction Plan

The City of Fresno adopted its first GHG Reduction Plan (GHG Plan) in 2014, which established a target of reducing per capita GHG emissions by 21.7 percent below 2020 BAU levels by 2020. Since adoption of the 2014 GHG Plan, SB 2 was signed into law setting a statewide goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. Additionally, on November 30, 2015, the California Supreme Court published its decision on the Newhall Ranch Specific Plan invalidating the EIR for a variety of reasons, including the use of a percent reduction below BAU as a threshold to determine significance of GHG emissions under CEQA without any supporting evidence.

The City of Fresno adopted its GHG Reduction Plan Update (GHG Plan Update) in 2021 to assess the previous GHG reduction targets and propose new targets that are consistent with state policies and the mandates of the California Supreme Court in the Newhall Ranch case (See Below). [26] New goals and supporting measures are proposed to reflect and ensure compliance with changes in the local and State policies and regulations such as SB 32, and CARB's 2017 Scoping Plan. It should be noted that the GHG Plan Update was adopted prior to AB 1279 and the 2022 Scoping Plan.

The GHG Reduction Plan Update was designed to be a "Qualified Plan," according to CEQA Guidelines Section 15183.5.2. As noted response to comments on Recirculated Draft Program EIR (Final Program EIR dated July 2021), the City of Fresno provides substantial evidence that the GHG Plan Update meets the requirements provided in CEQA Guidelines Section 15183.5, which allows for the GHG Plan Update to be

[24] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." Website: http://www.valleyair.org/programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf. December 2009. Accessed August 2022.

[25] The Final 2022 Scoping Plan was released on November 16, 2022 and adopted by ARB on December 16, 2022.

[26] City of Fresno. 2021. Plan and Projects Under Review: Program Environmental Impact Report for the City of Fresno General Plan Amendment No. P19-04226. Accessed August 2, 2022.

used to evaluate GHG impacts at the project-level for individual development projects within the City. The proposed Project's consistency with the GHG Plan Update is assessed and is used to make a significance determination related to GHG impacts.

The GHG Plan Update provides the City's primary strategy for reducing GHG emissions. The intent of the GHG Plan Update is to achieve compliance with State GHG reduction mandates by focusing on feasible actions the City can take to minimize the adverse impacts of growth and development on climate change. The GHG Plan Update provides the following guidance to determine project-level impacts when the project does not require a general plan amendment.

1. *Review the GHG Reduction Plan Project Update CEQA Consistency Checklist that lists the local GHG reduction strategies identified in the GHG Reduction Plan Update to determine applicability to the project.*
2. *Incorporate design features or mitigation measures into the project as needed to demonstrate consistency.*
3. *Implement project design features suitable for the development type and location.*

Proposed development projects that are consistent with the GHG Plan Update as determined through the use GHG Plan Update CEQA Consistency Checklist may rely on the GHG Plan Update for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the GHG Plan Update must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and apply appropriate GHG reduction mitigation measures based on the GHG reduction strategies identified in the GHG Reduction Plan Update and listed in the checklist.

Newhall Ranch

The California Supreme Court decision in the *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (62 Cal.4th 204 [2015], and known as the Newhall Ranch decision), confirmed that the use of BAU analysis (e.g., 29 percent below BAU), a performance-based approach, would be satisfactory. However, for a project-level analysis that uses CARB's statewide BAU targets, substantial evidence must be presented to support the use of those targets for a particular project at a specific location. The Court noted that this may require examination of the data behind the statewide model and adjustment to the levels of reduction from BAU used for project evaluation. To date, neither CARB nor any lead agencies have provided any guidance on how to adjust AB 32's statewide BAU target for use at the project level.

In the Newhall case, the Supreme Court was concerned that new development may need to reduce GHG emissions more than existing development to demonstrate it is meeting its fair share of reductions. New development does more than its fair share through compliance with enhanced regulations, particularly with respect to motor vehicles, energy efficiency, and electricity generation. If no additional reductions are required from an individual project beyond that achieved by regulations, then the amount needed to reach the 2020 target is the amount of GHG emissions a project must reduce to comply with Statewide goals.

4.8.2 Impact Assessment

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

Less than Significant Impact. To determine significance, the analysis first quantifies Project-related GHG emissions under a business-as-usual scenario, and then compare these emissions with those emissions that would occur when all Project-related design features are accounted for, and when compliance with applicable regulatory measures is assumed. The standards and methodology are explained in further detail below.

Construction

GHG emissions generated during all phases of construction were combined and are shown in Table 4-10. The SJVAPCD does not have a recommendation for assessing the significance of construction related emissions, however, other jurisdictions such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. The SMAQMD has established quantitative significance thresholds of 1,100 MT CO_2e per year for the construction phases of land use Projects. As such, annual construction emissions below the 1,100 MT CO_2e would have a less than significant cumulative impact on GHGs. As shown in Table 4-10, the Project would result in annual construction emissions of 841 MT CO_2e and construction impacts would be less than significant.

Table 4-10: Summary of Construction-Generated Greenhouse Gas Emissions

Emissions Source	MT CO_{2e} per Year
Phase 1 Annual Construction Emissions (2023)	381
Phase 1 Annual Construction Emissions (2024)	69
Phase 2 Annual Construction Emissions (2026)	362
Phase 2 Annual Construction Emissions (2027)	29
Project Construction Total	**841**
Significance Threshold	1,100
Threshold Exceeded?	No

Notes:
MT CO2e = metric tons of carbon dioxide equivalent
Totals summed using unrounded numbers; totals may not appear to sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Operations

Operational or long-term emissions occur over the life of the Project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities. Operational GHG emissions associated with the proposed Project were estimated using CalEEMod 2020.4.0. Please see the "Assumptions" sections In Appendix A for details regarding assumptions and methodology used to estimate emissions. Complete CalEEMod output files and additional supporting information are also included in Appendix A.

Business-as-Usual Operational Emissions

Modeling assumptions for the year 2005 were used to represent business as usual conditions (without the benefit of regulations adopted to reduce GHG emissions). CARB and SJVAPCD guidance recommend using regulatory conditions in 2002-2004 in the baseline scenario to represent conditions as if regulations had not been adopted to allow the effect of projected growth on achieving reduction targets to be clearly defined. CalEEMod defaults were used for Project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping).

Buildout Year and 2030 Operational Emissions

Operational emissions for Project buildout in the earliest operational year (2024) and a scenario for the 2030 operational year were modeled using CalEEMod. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies, as described in the CalEEMod User's Guide. [27]

The reductions obtained from each regulation and the source of the reduction amount used in the analysis are described below.

The following regulations are incorporated into the CalEEMod emission factors:

- *Pavley I and Pavley II (LEV III) motor vehicle emission standards*
- *CARB Medium and Heavy-Duty Vehicle Regulation*
- *2005, 2008, 2013, 2016, and 2019 Title 24 Energy Efficiency Standards*

The following regulations have not been incorporated into the CalEEMod emission factors and require alternative methods to account for emission reductions provided by the regulations:

- *Renewables Portfolio Standard (RPS) requirements for year 2030*
- *Green Building Code Standards (indoor water use)*
- *California Model Water Efficient Landscape Ordinance (outdoor water)*
- *CalRecycle 75 Percent Initiative (solid waste)*

Title 24 reductions for 2013 and 2016 updates were added to CalEEMod 2016.3.2 and were carried into CalEEMod 2020.4.0. Title 24 reductions for 2019 were added to CalEEMod 2020.4.0.

RPS is not accounted for in CalEEMod 2020.4.0. Reductions from RPS for operational years 2030 and beyond are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility RPS rate forecast for 2030. The utilities will be required by SB 100 to increase the use of renewable energy sources to 60 percent by 2030. The latest power content label for PG&E was used to estimate a revised CO_2 intensity factor for use in the modeling.

[27] California Air Pollution Control Officers Association (CAPCOA). 2021. California Emission Estimator Model (CalEEMod) Version 2020.4.0 User's Guide. Website: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf?sfvrsn=6. Accessed September 10, 2022.

Reductions in emissions from solid waste are based on the provider (in this case, the City of Fresno) achieving the CalRecycle 75 Percent Initiative by 2020 compared with a 50 percent baseline for 2005. [28]

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations. [29] Benefits of the water conservation regulations are applied in the CalEEMod mitigation component.

GHG reductions from some design features and compliance with regulations that are not otherwise accounted for can be quantified in CalEEMod. Note that CalEEMod nominally treats these design elements and conditions as "mitigation measures," despite their inclusion in the project description. Therefore, reported operational emissions are considered to represent unmitigated project conditions.

Operational GHG emissions by source are shown in Table 4-11. Full buildout of the Project was modeled in the earliest operational year (2024).

Table 4-11: Unmitigated Project Operational GHG Emissions (Earliest Operational Year Scenario)

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	Earliest Year (2024) Total Emissions with Regulations and Design Features (MT CO_2e per year)
Area	0.0023	0.0021
Energy	478	205
Passenger Vehicles	154	106
Trucks	2,146	1,623
Waste	52	39
Water	76	38
Amortized Construction Emissions	28	28
Total	**2,934**	**2,040**
Reduction from BAU		**895**
Percent Reduction		**30.5%**
Significance Threshold		**29%**
Significant Impact?		**No**

MT CO_2e = metric tons of carbon dioxide equivalent.
Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding.
The Project achieves the SJVAPCD 29 percent reduction from BAU threshold, and the 21.7 percent required to show consistency with AB 32 targets.

[28] California Department of Resources Recycling and Recovery (CalRecycle). 2016. California's 75 Percent Initiative: Defining the Future. Website: https://calrecycle.ca.gov/75percent#:~:text=The%20Legislature%20and%20Governor%20Brown,decreasing%20California%E2%80%99s%20reliance%20on%20landfills. Accessed September 1, 2022.

[29] California Department of Water Resources (CDWR). 2013. California Water Plan Update 2013, Chapter 3 Urban Water Use Efficiency.

Source of SJVAPCD Significance Threshold: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.
Source of Business as Usual Emissions: CalEEMod output for the buildout year BAU scenario (see Attachment A).
Source of Buildout Year Emissions: CalEEMod output for the year 2024 (Attachment A).

The 2030 scenario summarized in Table 4-12 was prepared to assess the Project's consistency with the SB 32 2030 target.

Table 4-12: Unmitigated Project Operational GHG Emissions (Year 2030 Scenario)

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	2030 Year Total Emissions with Regulations and Design Features (MT CO_2e per year)
Area	0.0023	0.0021
Energy	478	196
Passenger Vehicles	153	87
Trucks	2,146	1,421
Waste	52	39
Water	76	37
Amortized Construction Emissions	28	28
Total	**2,933**	**1,809**
Reduction from BAU		**1,124**
Percent Reduction		**38.3%**
Significance Threshold		**29%**
Significant Impact?		**No**

MT CO_2e = metric tons of carbon dioxide equivalent.
Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding.
Source of Business-as-Usual Emissions: CalEEMod output for the 2030 BAU Scenario (see Attachment A).
Source of 2030 Emissions: CalEEMod output for the year 2030 (Attachment A).

As shown in Table 4-12, the Project would achieve a 30.5 percent reduction from BAU in the buildout scenario modeled in the earliest operational year with adopted regulations and design features incorporated, as described in the Project Description. This is above the 29 percent reduction required by the SJVAPCD threshold and above the required 21.7 percent average reduction from all GHG emission sources to meet the AB 32 targets. The CARB originally identified a reduction of 29 percent from business as usual as needed to achieve AB 32 targets. The 2008 recession and slower growth in the years since 2008 have reduced the growth forecasted for 2020 and the amount needed to be reduced to achieve 1990 levels as required by AB 32; the target was revised to 21.7 percent.

In the 2030 operational year, the proposed Project would achieve a 38.3 percent reduction from BAU or 16.6 percent above the 21.7 percent reduction necessary to meet the 2020 target. This surplus addresses the Supreme Court's concern in the Newhall case that new development must do more than average to meet its fair share of emission reductions. No new quantitative threshold has been adopted by the City of Fresno or the SJVAPCD for the 2030 target, so in the interim the Project must make continued progress toward the 2030 goal. The SB 32 goal of 40 percent below 1990 emission levels by 2030 is the target established by the 2017 Scoping Plan Update.

The 2017 Scoping Plan includes new strategies that are not incorporated in the analysis above. Many measures that are likely to proceed include zero net energy buildings in future updates to Title 24 and enhanced motor vehicle fuel efficiency standards beyond 2025. The 2017 Scoping Plan identified an emission limit of 260 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). The 2030 BAU Inventory is estimated to be 392 $MMTCO_2e$. The 2017 Scoping Plan identified that the bulk of its reductions would come from the Electric Power, Industrial fuel combustion, and Transportation. The continuance of the Cap and Trade would provide additional reductions. Although the 2017 Scoping Plan largely relies on state actions to achieve the GHG emissions limit, the CARB considers local governments partners in achieving the State's goals for reducing GHG emissions. The 2017 Scoping Plan suggests that all new land use development implement feasible measures to reduce GHG emissions, however, it does not define feasible measures nor assign a required reduction amount to new development. A fair share quantitative threshold based on the 2017 Scoping Plan is not presently feasible as the nexus between a Project's contribution and its fair share mitigation is not well defined.

For the year 2030, the Project achieves a 38.3 percent reduction from BAU, which demonstrates substantial progress towards achieving the 2030 target.

Regarding the years 2045 and 2050, there have been Executive Orders issued to address carbon neutrality and GHG reduction targets, respectively for those years to address carbon neutrality and GHG reduction targets, respectively for those years. The 2022 Scoping Plan Update was recently adopted on December 16, 2022. The key elements of CARB's 2022 Scoping Plan focus on the transportation sector, where reductions are primarily influenced by regulations at the state level. Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on residential and mixed-use projects. Specifically, CARB states:

> *"The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State's GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future."* (Page 21 of Appendix D to the 2022 Scoping Plan)

Considering the information summarized above, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Historically, the State would take the lead in developing regulatory and market measures to achieve the required reductions. The proposed Project would participate in the reductions through adherence with regulations and continued improvements to the motor vehicle efficiencies accessing the Project site. Studies have shown that in order to meet the 2050 targets, aggressive pursuit of technologies in the

transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. Because of the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the proposed Project's impacts further relative to the 2050 goals is speculative for purposes of CEQA.

In summary, the proposed Project shows significant reductions in the year 2030, demonstrating that it would not inhibit the State's progress in achieving the 2030 GHG emissions target or HGH emissions targets in future years. Therefore, the GHG emissions impact would be less than significant with respect to Consideration #1 and #2.

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

Less than Significant Impact. The following analysis assesses the proposed Project's compliance with Consideration # 3 regarding consistency with adopted plans to reduce GHG emissions. The City of Fresno adopted its most recent GHG Plan Update as part of the General Plan Update in September 2021. The proposed Project's consistency with the GHG Reduction Plan Update is assessed below. The proposed Project is also assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with City of Fresno's Adopted Greenhouse Gas Reduction Plan

A review of the GHG Plan Update CEQA Consistency Checklist and an assessment of the Project's consistency with the measures are provided below in Table 4-13 and Table 4-14. As evaluated, the proposed Project would not conflict with the GHG reduction goals identified in the City of Fresno's adopted GHG Plan Update. Several of the measures are not applicable to the Project. However, compliance with regulations enforced by the City of Fresno would ensure the Project would not conflict with the City's efforts to reduce community generated GHG emissions.

Table 4-13: GHG Reduction Plan Update Checklist Review—Determining Land Use Consistency

Checklist Item	Project Consistency
1. Is the proposed project consistent with the approved General Plan, Specific Plan, and Community Plan planned land use and zoning designations? If the answer is Yes, then proceed to the GHG Plan Update Consistency Checklist.	**Yes.** The appropriate step is to proceed to the GHG Reduction Plan Update Consistency Checklist.

Table 4-14: GHG Reduction Plan Update—CEQA Project Consistency Checklist

Checklist Item[1]	Project Consistency
1: Land Use and Transportation Demand Strategies	
a. Does the project include mixed-use, development? For GHG Reduction Plan consistency, mixed-use development is defined as pedestrian-friendly development that blends two or more residential, commercial, cultural, or institutional, uses, one of which must be residential	**Not applicable.** The Project does not include mixed-use development.

Checklist Item[1]	Project Consistency
b. Is the project high density? For GHG Reduction Plan consistency, is the project developed at 12 units per acre or higher?	**Not applicable.** The Project is not a residential land use development project.
c. Is the project infill development, pursuant to the General Plan definition of location within the City limits as of December 31, 2012?	**Consistent.** Per General Plan Objective UF-12, infill development is defined as being within the City of December 31, 2012. According to the City of Fresno GIS Data Viewing Application, the Project site was annexed into the city on December 27, 1982. Therefore, the Project is infill development and is thereby consistent with this strategy.
d. Does the project implement pedestrian bicycle, and transit linkages with surrounding land uses and neighborhoods? For GHG Reduction Plan consistency, the project must include all sidewalks, paths, trails, and facilities required by the General Plan and Active Transportation Plan, as implemented through the Fresno Municipal Code and project conditions of approval.	**Not applicable.** The Project is industrial in nature, while this checklist item is applicable for residential, mixed-used, and neighborhood commercial developments. The site configuration and new buildings would be built in accordance with all applicable rules and regulations in place at the time the building permits are received.
e. If the project includes mixed-use or high density development, is it located within ½ mile of a High Quality Transit Area as defined in the City's CEQA Guidelines for Vehicle Miles Traveled? Or, is the project located within 500 feet of an existing or planned transit stop?	**Not applicable.** The Project is not mixed-use or high-density development.
f. Will the project accommodate a large employer (over 100 employees) and will it implement trip reduction programs such as increasing transit use, carpooling, vanpooling, bicycling, or other measures to reduce vehicle miles traveled pursuant to San Joaquin Valley Air Pollution Control District Rule 9410? See the SJVAPCD website for details: https://www.valleyair.org/rules/currntrules/r9410.pdf	**Consistent**. The facility is not anticipated to have over 100 employees on-site during project operations. However, the Project would comply with SJVAPCD Rule 9410 if the Project would employ over 100 on-site employees during operations. SJVAPCD Rule 9410 is the "Employer Based Trip Reduction" rule with the purpose of reducing VMT from private vehicles used by employees to commute to and from their worksites to reduce NOx, VOC, and PM. The rule is applicable to each employer in the SJVAB with at least 100 eligible employees at a worksite. The rule is implemented through an Employer Trip Reduction Implementation Plan (ETRIP) that includes measures and strategies as identified in the rule guidance. Administratively, the employer would be required to register within 180 days after

Checklist Item[1]	Project Consistency
	becoming subject to the requirement, prepare and submit the plan, verify commutes, and produce annual reports among other requirements.
g. If the project includes modifications to the transportation network, do those improvements meet the requirements of the City of Fresno's Complete Streets Policy, adopted in October 2019? According to the policy, a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users - including bicyclists, pedestrians, transit vehicles, trucks, and motorists - appropriate to the function and context of the facility while connecting to a larger transportation network. See City of Fresno website for details: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2019/10/Complete-Streets-091119.pdf	**Consistent**. Although the Project is not a transportation project, the Project would be built according to all applicable rules and regulations. The Project would also be required to submit Public Improvement Plans for offsite improvements (concrete sidewalk, drainage, streetlights)through the Building Permit process, for review and approval by the City to ensure improvements would be consistent with adopted City of Fresno Public Works Standards, Specifications, and the approved street plans. Any frontage improvements or modifications to the transportation network that could result from implementation of the Project would meet the requirements of the City of Fresno's Complete Streets Policy. Transportation impacts are assessed in a separate resource section, and adherence to all Conditions of Approval and existing rules and regulations would ensure that the Project would be consistent with this measure.
h. Does the project have a less than significant VMT impact, either through satisfying screening criteria or mitigating VMT impacts, pursuant to the City's adopted VMT thresholds? See City of Fresno website for details: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/01/CEQA-Guidelines-for-Vehicle-Miles-Traveled-Final-Adopted-Version.pdf	**Consistent**. VMT impacts are discussed in detail in Section 4.17. The total ADT for Phase 1 and Phase 2 of the Project is approximately 188 trips. Since the total ADT is below the 500 ADT threshold set by the City's adopted VMT thresholds, the Project's potential impact can be determined to be less than significant. In conclusion, the Project would result in a less than significant VMT impact and is consistent with CEQA Guidelines Section 15064.3(b).
2: Electric Vehicle Strategies	
a. For new multi-family dwelling units with parking, does the project provide EV charging spaces capable of supporting future EV supply equipment (EV capable) at 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.106.4	**Not applicable**. The Project does not include new multi-family dwelling units.

Checklist Item[1]	Project Consistency
b. For new commercial buildings, does project provide EV charging spaces capable of supporting EV capable spaces at 4% to 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 5.106.5.3 Policy RC-8-j	**Consistent**. The Project would be built in accordance with the Building Code Standards in effect at the time building permits are issued and would include EV capable spaces required for new non-residential development. Based on the Building Code, four EV capable stalls would be provided under Phase 1 and eight EV capable stalls would be provided under Phase 2 accounting for 17% of parking spaces.
3: Energy Conservation Strategies	
a. Does the project meet or exceed mandatory state building energy codes? If yes, does the project follow any other GreenPoint ratings such as LEED, Energy Star or others? If yes, indicate level of certification-Silver, gold, platinum if applicable?	**Consistent**. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. New buildings constructed as part of the proposed Project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. The 2022 Title 24 standards became effective January 1, 2023.
b. For commercial projects, does the project achieve net zero emissions electricity? Mark NA if project will be permitted before 2030. Mark Yes if voluntary. Add source and capacity in explanation.	**Not applicable**. The Project is expected to be permitted and fully operational before 2030.
4: Water Conservation Strategies	
a. Does the project meet or exceed the mandatory outdoor water use measures of the 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.304? If the project exceeds CalGreen Code mandatory measures provide methods in excess of requirements in the explanation. Examples include outdoor water conservation measures such as; drought tolerant landscaping plants, compliant irrigation systems, xeriscape, replacing turf etc. Provide the conservation measure that the project will include in the explanation.	**Consistent**. The Project would comply with all existing regulations and would meet or exceed the mandatory outdoor water use measures applicable for new non-residential development projects.
b. Does the project meet or exceed the mandatory indoor water use measures of the 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.303? If the project exceeds CalGreen Code, mandatory measures provide methods in excess of requirements in	**Consistent**. Any new buildings associated with the proposed Project would be built to code and would meet or exceed the mandatory indoor use measure of the applicable California Green Building Standards Code.

Checklist Item[1]	Project Consistency
the explanation. Examples may include water conserving devices and systems such as water leak detection system, hot water pipe insulation, pressure reducing valves, energy efficient appliances such as Energy Star Certified dishwashers, washing machines, dual flush toilets, point of use and/or tankless water heaters.	
5: Waste Diversion and Recycling Strategies	
a. Does the project implement techniques of solid waste segregation, disposal and reduction, such as recycling, composting, waste to energy technology, and/or waste separation, to reduce the volume of solid wastes that must be sent to landfill facilities?	**Consistent**. Mid Valley Disposal provides collection services for multi-family and commercial facilities within the section of the City south of Ashlan Avenue. [2] According to the use and size of the proposed Project, the amount of solid waste and recycled waste generated would be approximately 18.82 cubic yards per week. Based on these amounts, three (3) trash enclosures are required with a service frequency of twice a week. The Fresno General Plan Public Utilities and Services Element contains policies addressing waste collection and service in compliance with the Solid Waste Management Act. Policies in the Resources Conservation and Resilience Element address waste reduction. These policies are designed to reduce the potential environmental effects associated with solid waste disposal. Compliance with the applicable measures and policies would serve to reduce impacts of solid waste by promoting regular collection and encouraging the recycling of materials.
b. During construction will the project recycle construction and demolition waste?	**Consistent**. The Project would implement techniques to reduce and recycle waste during construction activities. Recycling is mandatory in compliance with Assembly Bill 939. The recycling of construction and demolition materials is required for any City-issued building or demolition permit that generates at least eight cubic yards of material by volume. Compliance with these requirements would ensure consistency.
c. Does the project provide recycling canisters in public areas where trashcans are also provided?	**Consistent**. The Project is required to arrange for recycling services pursuant to Assembly Bill 341, the State's mandatory commercial recycling law. Compliance with AB 341 would

Checklist Item[1]	Project Consistency
	necessitate provision of recycling canisters in public areas. Therefore, the Project is consistent.

Sources:
[1] City of Fresno. 2021. Greenhouse Gas Reduction Plan Update. March.
[2] City of Fresno. 2022. Trash Disposal & Recycling, Multi-Family & Commercial Services. Website: https://www.fresno.gov/publicutilities/trash-disposal-recycling/multi-family-commercial-services/

Consistency with CARB's Adopted Scoping Plans

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

The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users. Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture.

Considering that the proposed Project would be consistent with the City of Fresno's GHG Reduction Plan Update, the proposed Project would be consistent with the State's AB 32, SB 32, and 2022 Scoping Plan GHG reduction goals. As such, the proposed Project's GHG impacts would be less than significant.

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

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of

activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target.

In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045. The key elements of CARB's 2022 Scoping Plan focus on the transportation sector, where reductions are primarily influenced by regulations at the state level. In the 2022 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5. As discussed above, compliance with regulations enforced by the City of Fresno would ensure the project would not conflict with the City's efforts to reduce community-generated GHG emissions. Considering that the proposed project would be consistent with the City of Fresno's GHG Reduction Plan Update, the proposed project would not impede the State's ability to achieve GHG reduction goals outlined in the 2022 Scoping Plan.

Accordingly, taking into account the proposed Project's design features listed in Section 2, the Project's consistency with the City of Fresno's GHG Reduction Plan Update, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed Project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment. Overall, a less than significant impact would occur because of the Project.

4.8.3 Mitigation Measures

None required.

4.9 HAZARDOUS AND HAZARDOUS MATERIAL

	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?			X	
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

4.9.1 Environmental Setting

For the purposes of this section, the term “hazardous materials” refers to "injurious substances," which include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, and medical supplies and waste. These materials are either generated or used by various commercial and industrial activities. Hazardous wastes are injurious substances that have been or will be disposed. Potential hazards arise from the transport of hazardous materials, including leakage and accidents involving transporting vehicles. There also are hazards associated with the use and storage of these materials and wastes. Hazardous materials are grouped into the following four categories based on their properties:

- Toxic: causes human health effect
- Ignitable: has the ability to burn
- Corrosive: causes severe burns or damage to materials
- Reactive: causes explosions or generates toxic gases

“Hazardous wastes” are defined in California Health and Safety Code Section 25141(b) as wastes that: “…because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.” A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous waste generators may include industries, businesses, public and private institutions, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require risk management plans to protect surrounding land uses. The release of hazardous materials would be subject to existing federal, State, and local regulations and is similar to the transport, use, and disposal of hazard materials.

Record Search

The California Department of Toxic Substance Control's EnviroStor database [30] and the State Water Resources Control Board's GeoTracker database [31] include hazardous release and contamination sites. A search of each database was conducted on February 28, 2022. The searches revealed no hazardous material release sites on the Project site. The closest hazardous site in the Project vicinity identified was a cleanup program site 1,260 feet northwest of the Project site, located at 2002 West Nielsen Avenue, Fresno, CA 93706. This site has completed cleanup as of April 19, 2004.

Fresno County Airport Land Use Compatibility Plan

The nearest public and public use airport is the Fresno-Chandler Executive Airport approximately ± 0.55 miles southeast of the Project site. The Fresno-Chandler Executive Airport is owned and operated by the City of Fresno and has one (1) runway that is 3,626 feet long and 75 feet wide. The Federal Aviation Administration designates the airport as a general aviation reliever airport for Fresno Yosemite International Airport and it is used primarily for general aviation, including general aviation businesses offering services such as fueling, aircraft maintenance, restoration, flight instruction, charter services, and rentals. [32]

According to the Fresno County Airport Land Use Compatibility Plan (ALUC Plan) [33] , the Project site is located within the Inner Turning Zone (ITZ) of the Airport Influence Area (AIA) of the Fresno-Chandler Executive Airport. The ALUCP has set "safety zone land use compatibility standards" that restrict the development of land uses that could pose hazards to the public or to vulnerable populations in case of an aircraft accident, as shown in Table 4-15.

[30] California Department of Toxic Substances Control. Envirostor. Accessed February 28, 2022, https://www.envirostor.dtsc.ca.gov/public/

[31] California State Water Resources Control Board. GeoTracker. Accessed February 28, 2022, https://geotracker.waterboards.ca.gov/

[32] Federal Aviation Administration. (September 2014). Fresno Chandler Executive Airport Land Use Compatibility Plan. Accessed on March 3, 2022, https://www.fresnocog.org/wp-content/uploads/2016/02/ALUC_Chandler_Executive_Airport_Compatibility_Land_Use_Plan_Update_10-06-14.pdf

[33] Fresno Council of Governments. (December 2018). Fresno County Airport Land Use Compatibility Plan. Accessed on March 3, 2022, https://www.fresnocog.org/wp-content/uploads/2019/01/fresno-draft-ALUCP-12-04-17c.pdf

Table 4-15: Safety Zone Land Use Compatibility Standards

Zone	3 – Inner Turning Zone (ITZ)
Dwelling Units per Acre	1 dwelling unit per 2 acres
Maximum Non-Residential Intensity	100 persons per acre
Required Open Land	20%
Prohibited Uses	• Residential, except for low density residential (less than 1 d.u. per 2 acres) and infill in developed areas • Hazardous uses (e.g., aboveground bulk fuel storage or gas stations) • Natural gas & petroleum pipelines • Buildings with more than 3 above-ground habitable floors • Children's schools, day care centers, libraries -Hospitals, nursing homes • Places of worship • Adult schools, colleges, universities • Recreational uses, athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Dumps or landfills, other than those consisting entirely of earth & rock • Waterways that create a bird at- tractant • Hazards to flight (i.e., physical (tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development, such as golf courses and certain types of crops that may cause the attraction of birds to increase is also prohibited).
Other Development Conditions	• Airport disclosure notice required • Locate structures maximum distance from extended runway centerline • Airspace review required for objects >35 feet tall

Phase I Environmental Site Assessment (ESA)

Sierra Delta Consultants, LLC performed a Phase 1 ESA on the Project site on March 11, 2021. The site was identified with a residential structure from 1920 through 2018 and is currently vacant. The assessment revealed no evidence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), Controlled Recognized Environmental Conditions (CRECs), and Business Environmental Risks (BERs) on or associated with the Project site. The report recommended no further investigation of the site since the risk for contamination is minimal.

Fresno General Plan

The General Plan include objectives and policies relevant to hazards and hazardous materials in its Noise and Safety Element:

Objective NS-4 *Minimize the risk of loss of life, injury, serious illness, and damage to property resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous wastes.*

> ***NS-4-a Processing and Storage.*** *Require safe processing and storage of hazardous materials, consistent with the California Building Code and the Uniform Fire Code, as adopted by the City.*
>
> ***NS-4-b Coordination.*** *Maintain a close liaison with the Fresno County Environmental Health Department, Cal-EPA Division of Toxics, and the State Office of Emergency Services to assist in developing and maintaining hazardous material business plans, inventory statements, risk management prevention plans, and contingency/emergency response action plans.*
>
> ***NS-4-c Soil and Groundwater Contamination Reports.*** *Require an investigation of potential soil or groundwater contamination whenever justified by past site uses. Require appropriate mitigation as a condition of project approval in the event soil or groundwater contamination is identified or could be encountered during site development.*
>
> ***NS-4-e Compliance with County Program.*** *Require that the production, use, storage, disposal, and transport of hazardous materials conform to the standards and procedures established by the County Division of Environmental Health. Require compliance with the County's Hazardous Waste Generator Program, including the submittal and implementation of a Hazardous Materials Business Plan, when applicable.*
>
> ***NS-4-f Hazardous Materials Facilities.*** *Require facilities that handle hazardous materials or hazardous wastes to be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations.*

4.9.2 Impact Assessment

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

Less than Significant Impact. The Project involves the construction of a storage and distribution warehouse for the storage and distribution of home appliances and electronics. The home appliances and electronics would be stored for retail use by Ventura TV (i.e., customers would purchase or order the home appliances and electronics, to be delivered by Ventura TV). No assembly, use, or disposal of such appliances and electronics would occur on site.

Some appliances and electronics stored on site and transported to customers may contain hazardous components (e.g., refrigerants, oils, etc.); however, these hazardous components are regulated by the U.S. Environmental Protection Agency under the Toxic Substances Control Act and Clean Air Act and transport of such components are regulated by the U.S. Department of Transportation, Office of Hazardous Materials Safety as implemented in California by Title 13 of the California Code of Regulations (CCR), California Building Code, and Uniform Fire Code, as adopted by the City (General Plan ***Policy NS-4-a***). Through

compliance with regulations, the storage and transport of the appliances and electronics associated with the Project are not expected to create a significant hazard to the public or the environment.

In addition, the Project is subject to review by the Fresno County Department of Public Health. The Department of Public Health has reviewed and conditioned the Project to meet requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95 of the CCR, Title 22, Division 4.5 in the case that the warehouse uses and/or stores hazardous materials and/or hazardous wastes. If the Project uses and/or stores hazardous materials and/or hazardous wastes as defined in the statute, then the Project shall submit a Hazardous Materials Business Plan (HMBP) pursuant to HSC Division 20, Chapter 6.95, Section 25507, and maintain the HMBP with the County, Cal-EPA Division of Toxics, and State Office of Emergency Services (General Plan ***Policy NS-4-b***). Submittal of and maintained compliance with the HMBP as approved by the County would reduce any impacts to less than significant.

Potential impacts during construction of the Project could result from the use of fuels and lubricants for construction equipment. However, these impacts would be short-term and temporary, and would be reduced to less than significant levels through compliance with local, state, and federal regulations in addition to standard equipment operating practices. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. As described under criterion a) above, it is not anticipated that the Project itself would involve any operations that would require routine transport, use, or disposal of hazardous materials and therefore is not anticipated to create a significant hazard to the public or the environment through release of hazardous materials, including any reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Submittal of and compliance with the HMBP would ensure that the production, use, storage, disposal, and transport of hazardous materials continue to conform to the standards and procedures established by the County (General Plan ***Policy NS-4-2***). While potential impacts would occur through construction-related transport and disposal of hazardous materials, such impacts would be short-term and temporary, and would be reduced to less than significant levels through compliance with local, state, and federal regulations in addition to standard equipment operating practices. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. There are no proposed schools within one-quarter mile of the subject site. The nearest existing schools are Pathway Community Day School (approximately ± 0.44 miles east on West Nielsen Avenue) and Pershing Continuation High School (approximately ± 0.45 miles east on West Nielsen Avenue), both of which are further than one-quarter mile of the Project site. Based on the layout of the Project site, trucks would utilize West Nielsen Avenue for arrival and departure from the site. Trucks would likely utilize West Nielsen Avenue west toward North Marks Avenue for State Route 180 and West Nielsen Avenue west North Hughes Avenue for State Route 99. Neither of these routes are in proximity to the school sites. Further, as described under criteria a) and b) above, the Project is not anticipated to emit

hazard emissions or handle hazardous materials, substances, or water that would pose a risk or threat to the school or surrounding area. Therefore, a less than significant impact would occur.

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?

No Impact. According to EnviroStor and GeoTracker, the Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a significant hazard to the public of the environment and 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 for people residing or working in the project area?

Less than Significant Impact. The Project site is located within the ITZ of the Fresno-Chandler Executive Airport AIA. Because it is within the AIA, the Project was reviewed by the City of Fresno Planning staff to determine land use compatibility and received a finding of consistency with the ALUCP and General Plan. Therefore, through compliance with the ALUCP and General Plan, the Project would not result in a safety hazard for people residing or working in the area and impacts would be less than significant.

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

Less than Significant Impact. The Project would not involve any new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City or County of Fresno. Construction may require lane closure; however, these activities would be short-term and access through West Nielsen Avenue would be maintained through standard traffic control. Following construction, this roadway would continue to provide access to the site. Furthermore, the Project would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. Therefore, through compliance with applicable standards for access, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

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

Less than Significant Impact. According to the Fresno General Plan, wildfire threats to Fresno are minimal because the city is largely urbanized or working agricultural land and lacks steep topographies. Although the city is proximate to high and very high fire hazard designated area, the urbanized area is categorized as little or no threat or moderate fire hazard which is attributed to its paved areas. Furthermore, the Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) as a Very High

Fire Hazard Severity Zone (VHFHSZ) within the Local Responsibility Area.[34] In addition, the Project proposes a construction of a structures that would be occupied by humans; as such, the structure shall be constructed in adherence to the Wildland Urban Interface Codes and Standards of the California Building Code Chapter 7A. Compliance with such regulations would ensure that the Project meets standards to help prevent loss, injury, or death involving wildland fires. Impacts would be less than significant.

4.9.3 Mitigation Measures

None required.

[34] California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed on March 3, 2022, https://egis.fire.ca.gov/FHSZ/.

4.10 HYDROLOGY AND WATER QUALITY

	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?			X	
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:			X	
	i. Result in a substantial erosion or siltation on- or off-site;			X	
	ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			X	
	iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
	iv. Impede or redirect flood flows?			X	
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants			X	

	due to project inundation?				
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

4.10.1 Environmental Setting

The Project site is within city limits and thus, will be required to connect to water and stormwater services. The City and responsible agencies have reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection and discharge requirements. Overall, the review of the Project by the City and responsible agencies indicates that the Project would not require or result in the relocation or construction of new or expanded facilities that would otherwise cause significant impacts to existing systems.

Water

The City of Fresno Water Division manages and operates the City of Fresno's water system. The City's water system consists of about 1,880 miles of distribution and transmission mains, 271 municipal groundwater wells, three surface water treatment plants, five water storage facilities with pump stations, and three booster pump stations. The water system covers approximately 115 square miles and serves a population of about 550,200. Fresno meets its demand for domestic water from a combination of groundwater, treated surface water, and reclaimed water sources. Groundwater is accessed from the Kings River Sub-basin of the San Joaquin Valley Groundwater Basin, while surface water from the Central Valley Project on the San Joaquin River and Fresno Irrigation District on the Kings River, which are treated at the Northeast Surface Water Treatment Facility, the Southeast Surface Water Treatment Facility, and T-3 Water Storage and Surface Water Treatment Facility. Surface water is also used to replenish the groundwater aquifer through Fresno's recharge program at the City-owned Leaky Acres, Nielsen Recharge Facility, and a cooperative agreement with the Fresno Metropolitan Flood Control District to utilize over seventy ponding basins across the city. There are three (3) water lines in West Nielsen Avenue: one (1) one-inch and two (2) eight-inch lines. The Project would be subject to a Water Connection Charge and Water Capacity Fee pursuant to Fresno Municipal Code Section 6-513.

Stormwater

The Fresno Metropolitan Flood Control District (FMFCD) manages stormwater runoff in Fresno. The major elements of the FMFCD's flood control system include dams, reservoirs, and detention basins. The FMFCD is responsible for reviewing development proposals to assess drainage and flood control impacts and needs, in addition to determining applicable requirements and modifications needed in order to implement the Storm Drainage and Flood Control Master Plan.

The natural slope of the Project site is toward West Dan Ronquillo Drive to the south of the site. According to FMFCD's review of the Project, construction and dedication of Storm Drainage and Flood Control Master Plan facilities are not required. Permanent drainage service is available for the portion of the site that drains to Nielsen Avenue. A drainage covenant shall be required to receive permanent drainage service for the

portion of the site that drains to West Dan Ronquillo Avenue. If the covenant is not obtained, then temporary onsite facilities will be required to capture onsite runoff. A temporary ponding basin is shown on the Project site plan. If temporary onsite facilities are required, then the size and capacity of the basin would be determined, reviewed, and approved by the FMFCD.

4.10.2 Impact Assessment

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

Less than Significant Impact. Because the site is greater than one-acre in size, the Applicant is required to prepare a SWPPP in compliance with the National Pollution Discharge Elimination System (NPDES) stormwater program. The SWPPP estimates the sediment risk associated with construction activities and includes BMPs to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil and impacts would be less than significant.

The City of Fresno is under the jurisdiction of the California Regional Water Quality Control Board (RWQCB) Central Valley NPDES Permit and Waste Discharge Requirements General Permit for Discharges from Municipal Separate Storm Sewer Systems (MS4), Order Number R5-2016-0040-014, NPDES Number CA S0085324 ("MS4 Permit"). The MS4 Permit requires compliance with stormwater quality controls as identified in the Fresno Clovis Storm Water Quality Management Construction and Post-Construction Guidelines. Compliance would reduce the potential for discharge of pollutants in violation of water quality standards or waste discharge requirements and impacts would be less than significant.

Stormwater infiltration has the potential to affect groundwater quality whereby rainfall and stormwater runoff flow into and through the subsurface soil. A majority of the Project site would be of impervious surface. Runoff from the site would be collected and diverted to the storm drainage system through existing drainage services. Further, runoff resulting from the Project would be managed by the FMFCD in compliance with the Storm Drainage and Flood Control Master Plan in addition to approved grading and drainage plans. Therefore, potential for stormwater infiltration reaching subsurface soils and impacting groundwater quality is limited and impacts would be less than significant.

Overall, compliance with the SWPPP, MS4 Permit, FMFCD regulations, and approved grading and drainage plans would minimize the potential for the Project to violate any water or waste discharge requirements or otherwise substantially degrade surface or ground water quality and impacts would be less than significant.

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

Less than Significant Impact. The City's long-term water resource planning for existing and future demand is addressed in the City's 2020 Urban Water Management Plan (UWMP).[35] According to the UWMP, water

[35] City of Fresno (2021). 2020 Urban Water Management Plan. Accessed September 6, 2022, https://www.fresno.gov/publicutilities/wp-content/uploads/sites/16/2021/06/Fresno-2020-UWMP_Public-Draft_2021-06-29.pdf

demand in the city has decreased over the past two (2) decades and is expected to grow at a slower rate than the anticipated population growth. This trend is captured by the daily per capita water use, measured as gallons per capita per day (GPCD). For 2020, water use averaged 198 GPCD based on 121,993 acre-feet (AF) of water production. Of note, this GPCD is below the 2020 daily per capita water use target of 247 GPCD, which the UWMP attributes to conservation efforts implemented by the City.

According to the UWMP, the City's per capita water usage is projected to continue to decline through 2045 due to more water efficiency in future construction and passive conservation pursuant to requirements of the California Plumbing Code (e.g., use of higher efficiency appliances, water efficient landscaping, etc.). Projected water use for industrial uses is included in Table 4-16. Industrial water use accounts for less than five (5) percent of potable water use citywide.

Table 4-16: Projected Water Use by Sector, 2020 – 2040

Use Type	Water Use by Volume (AF)		
	2020	2030	2040
Industrial	6,600	6,400	6,900

Source: *City of Fresno, Urban Water Management Plan, 2020*

As mentioned above, the City of Fresno Water Division manages and operates the City of Fresno's water system. Fresno meets its demand for domestic water from a combination of groundwater, treated surface water, and reclaimed water sources. Groundwater is accessed from the Kings River Sub-basin of the San Joaquin Valley Groundwater Basin in addition to the three surface water treatment facilities, which provide half of all potable water demands in the City's service area. Surface water is used to replace lost groundwater through Fresno's recharge program at the City-owned Leaky Acres, Nielsen Recharge Facility, and smaller facilities in southeast Fresno.

According to the UWMP, the Project site is located in the Highway 41 Pressure Zone with an active City well located southeast of the Project site near West Dan Ronquillo Drive and South West Avenue. There are also existing water mains and public fire hydrants in West Nielsen Avenue, to which the Project would connect. The Project has been reviewed by the City and is required to install water service and meter boxes to connect to the existing City facilities and pay the Water Capacity Fee for installation and connection. Collectively, these facilities would convey water to and from the Project.

Potable water demands for the Project were estimated using land-use-based unit water demand factors last updated for the City in 2018. The Project site has an existing General Plan land use designation of Employment – Light Industrial. According to the land-use-based unit water demand factors for the City of Fresno, the light industrial land use has an annual average (ac-ft/yr/acre) of 1.84. Table 4-17 summarizes the total water demands to be expected. Given the Project proposes a use and intensity that does not exceed the scale anticipated in the General Plan, PEIR, or UWMP, it can be presumed that that existing and planned water distribution system and supplies should be adequate to serve the Project's anticipated demand and that impacts to groundwater supply would be less than significant.

Table 4-17: Summary of Total Water Demands by Land Use

Land Use	Area (ac)	Annual Average (Ac-Ft/Yr/Acre)	Annual Average (AFY)
Light Industrial	6.43	1.84	11.83

Source: *City of Fresno, 2018 Water Demand Factors by Land Use Classification*

In addition, development of the Project site would replace the site's natural vegetation with an impervious surface, thereby altering the natural hydrology of the site, increasing stormwater runoff, and reducing groundwater recharge. According to FMFCD, rainfall and stormwater runoff in the Fresno area is collected and conveyed through a network of pipelines to 155 stormwater basins where it slowly percolates through the soil to the groundwater aquifer. Runoff from the site would be collected and diverted to the storm drainage system through existing drainage services in compliance with FMFCD's Storm Drainage and Flood Control Master Plan in addition to approved grading and drainage plans. Therefore, potential for the Project to interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the basin is limited and impacts would be less than significant.

Overall, based on the information collected from the UWMP and the City of Fresno, the proposed Project would not generate significantly greater water demand than would otherwise occur with a higher intensity land use. As a result, it can be presumed that the existing and planned water distribution system and supplies should be adequate to serve the Project, and the Project would thereby not decrease groundwater supplies, interfere substantially with groundwater recharge, or impede sustainable groundwater management of the basin. In addition, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City's water provision. For these reasons, a less than significant impact would occur as a result of the Project.

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

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

Less than Significant Impact. Erosion is a natural process in which soil is moved from place to place by wind or from flowing water. The effects of erosion within the Project Area can be accelerated by ground-disturbing activities associated with development. Siltation is the settling of sediment to the bed of a stream or lake which increases the turbidity of water. Turbid water can have harmful effects to aquatic life by clogging fish gills, reducing spawning habitat, and suppress aquatic vegetation growth.

Implementation of the proposed Project would result in the development of fallow agricultural land that has undergone significant disturbance. Bare soils, common within agricultural land, are more susceptible to erosion than an already developed urban land, thus it is expected erosion could occur on-site. During construction activities, and in compliance with the Project's SWPPP, construction-related erosion controls and BMPs would be implemented to reduce potential impacts related to erosion and siltation. These BMPs would include, but are not limited to, covering and/or binding soil surfaces to prevent soil from being detached and transported by water or wind, and the use of barriers such as straw bales and sandbags to control sediment. Together, the controls and BMPs are intended to limit soil transportation and erosion and construction impacts related to on- or off-site erosion or siltation would be less than significant

Development of the site would also result in an increase in the amount of impervious surface, which could increase the volume of runoff. However, the impervious surface area would significantly reduce the amount of exposed soil which would minimize the potential for erosion and siltation. In addition, the Project would be required to maintain the overall site drainage pattern and direct runoff to the existing drainage system

in compliance with the Storm Drainage and Flood Control Master Plan and approved grading and drainage plans. Therefore, compliance with requirements would reduce or eliminate the Project's potential to substantially alter the existing drainage pattern of the site to cause substantial erosion or siltation and impacts would be less than significant.

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

Less than Significant Impact. During construction, the site's natural vegetation and soil would be disturbed, thereby temporarily altering the natural hydrology of the site. In turn, this could increase the volume and velocity of stormwater runoff which could increase the potential for flooding on- or off-site. As previously discussed, development of the site would require compliance with the SWPPP, MS4, and implementation of BMPs that would control and direct runoff. Compliance would ensure that construction impacts related to the alteration of the site's natural hydrology and the potential increase in runoff that would result in flooding on- or off-site would be less than significant.

While the development of the site would permanently increase the impervious surface area, the Project would be required to maintain the overall site drainage pattern and direct runoff to the existing drainage system. In FMFCD's review of the Project for compliance with the Storm Drainage and Flood Control Master Plan, FMFCD determined that 1) permanent drainage services are available for the portion of the site that drains to West Nielsen Avenue and 2) permanent drainage services are available for the portion of the site that drains to West Dan Ronquillo Avenue pending a drainage covenant. Prior to the issuance of building permits, the Applicant would be required to submit grading and drainage plans for review and approval by the City and FMFCD, in addition to payment of required drainage fees. Review and approval of these plans and payment of drainage fees would ensure that the site drainage pattern is maintained, facilities conform to City and FMFCD requirements, and the stormwater system would be capable of receiving and conveying runoff from the site. Compliance with the Storm Drainage and Flood Control Master Plan would ensure that operational impacts related to the site's drainage pattern and the potential increase in runoff that would result in flooding on- of off-site would be less than significant.

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

Less than Significant Impact. Development of the site would permanently increase the impervious surface area. However, compliance with the MS4 permit and implementation of the SWPPP would reduce construction impacts related to alteration of the site's natural hydrology and the potential increase in runoff or polluted runoff in excess of existing or planned stormwater drainage systems. Therefore, construction would not result in the creation or contribution of additional sources of runoff or polluted runoff in exceedance of the existing or planned stormwater drainage systems and impacts would be less than significant.

In regard to operational impacts, development of the site would result in an increase in the impervious surface area which would increase runoff from the site. However, compliance with the Storm Drainage and Flood Control Master Plan, approved grading and drainage plans, and stormwater quality controls as identified in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction

Guidelines under the MS4 permit would reduce the potential for the Project to cause substantial additional polluted runoff or runoff in excess of existing or planned stormwater drainage systems. A less than significant impact would occur.

iv. Impede or redirect flood flows?

Less than Significant Impact. Although the construction of the proposed Project would increase impervious surfaces, the Project would be required to maintain the site's drainage pattern through Project-specific grading and drainage plans that would be reviewed and approved by the City and FMFCD prior to the issuance of building permits. The site would also be required to utilize existing drainage services as previously described. Through compliance, the potential for the Project to impede or redirect flood flows would be minimized or eliminated and a less than significant impact would occur.

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

Less than Significant Impact. The Project site is not in a flood hazard, tsunami, or seiche zone (i.e., standing waves on river, reservoirs, ponds, and lakes); there are no oceans, rivers, reservoirs, ponds, or lakes on or within the site and its vicinity. The Project site is designated as Zone X on the most recent FEMA Flood Insurance Rate Map (FIRM) No. 06019C2105H dated 2/18/2009.[36] Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). In addition, the Project area as well as the City of Fresno as a whole has historically been subject to low to moderate ground shaking and has a relatively low probability of shaking. As such, seiches are unlikely to form due to the low seismic energy produced in the area. Therefore, as a low-risk area, a less than significant impact as it relates to the risk release of pollutants due to project inundations would occur as a result of the Project.

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

Less than Significant Impact. A groundwater sustainability plan was adopted for the Kings Groundwater Sub-basin on November 21, 2019, by the North Kings Groundwater Sustainability Agency, of which the City of Fresno is a member.[37] The proposed Project is required to comply with the adopted plan (North Kings Groundwater) to meet the 2040 sustainability deadline for the basin. As mentioned above, surface water will largely be the source of supply in wet hydrologic periods, groundwater will be used in a managed manner in normal hydrologic periods and relied upon more in very dry periods. Through 30 years of diligent water resource planning and construction of surface water treatment facilities, inclusive of the Southeast Surface water Treatment Facility (which is a project within the sustainability plan), the City has largely attained the balanced use of groundwater supplies well ahead of the legislative requirement of 2040, thus making the City compliant with the North Kings Groundwater Sustainability Plan goals.

As mentioned above, impacts to groundwater supplies from the proposed project will not be beyond those analyzed in the General Plan, PEIR, or UWMP. In addition, the Project would be required to comply with

[36] FEMA. FEMA Flood Map Service Center. Accessed July 5, 2022, https://msc.fema.gov/portal/home

[37] North Kings Groundwater Sustainability Agency (2020). Groundwater Sustainability Plan. Accessed July 5, 2022, https://northkingsgsa.org/groundwater-sustainability-plan/

the MS4 permit requirements, implement a SWPPP, and adhere to FMFCD requirements related to drainage control. Through compliance, the Project would not cause the degradation of water quality and would therefore not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Therefore, a less than significant impact would occur because of the Project.

4.10.3 Mitigation Measures

None required.

4.11 LAND USE PLANNING

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

4.11.1 Environmental Setting

The Project site is within the city limits of Fresno and is planned and zoned for industrial development.

4.11.2 Impact Assessment

a) Physically divide an established community?

Less than Significant Impact. Typically, physical division of an established community would occur if a project created a physical barrier that impeded access within the community, or new incompatible uses inconsistent with the planned or existing land uses. Typical examples of physical barriers include the introduction of new, intersecting roadways, roadway closures, and construction of new major utility infrastructure (e.g., transmission lines, storm channels, etc.).

Surrounding Land Uses

The Project site is generally surrounded by a mix of commercial (east), rural residential/agricultural (west, south), and cemetery (north) uses. As referenced in Table 2-1, surrounding properties are predominately planned and zoned for industrial (east, south, west) and public facility (north) uses. Several light industrial uses including storage and distribution warehouses are located within a ½-mile vicinity of the Project site. Proposed site improvements would be regulated by development standards and zoning regulations, including height, landscaping, setbacks, improvements, right-of-way dedications, open space, and parking, etc. As such, the Project would be consistent and therefore compatible with the existing uses surrounding the Project site. Therefore, implementation of the Project would be consistent with the existing and planned land uses within the Project area.

Circulation System

West Nielsen Avenue, a two-lane, east-west collector forms the northerly site boundary. West Dan Ronquillo Drive, a local street, is approximately 130-ft. south of the southern site boundary. Street frontage improvements including curb, gutter, street trees, overhead utilities, and drive approach are located on West Nielsen Avenue. The Project would continue to be served by the existing circulation system and related infrastructure. The Project does not propose construction of new roadways.

Utility Infrastructure

The Project site is within city limits and thus, would be required to connect to water, wastewater, and stormwater services. Natural gas, electricity, telecommunications, and solid waste services are provided by private companies. Utility systems are described and analyzed in Section 4.10 and Section 4.15. Based on the analysis, implementation of the Project would not result in the construction of new, major utility infrastructure.

As such, the Project does not represent a significant change in the surrounding area as it would develop a vacant and undeveloped site with light industrial uses that are consistent and compatible with existing uses surrounding the Project site. In addition, the Project does not include new roadways or major utility infrastructure. For these reasons, the Project would not result in the physical divide of an established community and impacts would be less than significant impact.

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

Less than Significant Impact. The Project proposes a storage and distribution warehouse for appliances, which is consistent with the planned land use and zoning designation for the Project site. Table 4-18 provides a comparison of the Project's characteristics with all applicable policies included in the General Plan as they relate to land use issues. As discussed below, the proposed Project is generally consistent with the General Plan.

Table 4-18: Discussion on Land Use Policies in the General Plan

General Plan Policy	Project Consistency
Policy LU-7-c Efficiency of Industrial Uses. Promote industrial land use clusters to maximize the operational efficiency of similar activities.	**Consistent.** The proposed Project would introduce a storage and distribution warehouse for appliances in an area that is predominately planned and zoned for industrial and public facility uses. Thus, the Project is consistent with Policy LU-7-c in that it would increase operational efficiency through siting in an industrial land use cluster.
Policy LU-7-e Shared Parking for Industrial Uses. Promote use of shared surface parking and other arrangements necessary to meet industrial needs with updated parking regulations.	**Consistent.** Through the entitlement and development approval process, the Project has been reviewed and conditioned by the City to comply with all applicable regulations and standards including those within the FMC. As currently configured, the Project does not have an opportunity for shared surface parking but has been conditioned to meet parking regulations applicable to industrial uses.

Further, through the entitlement process, the Project is reviewed for compliance with applicable regulations inclusive of those adopted for the purpose of avoiding or mitigating environmental effects, including FMC Section 15-2506 (discussed in Section 4.13 of this Initial Study), FMC Section 15-2507 – Vibration. Section 15-2508 – Lighting and Glare, Section 15-2510 – Odors, and Section 15-2512 – Air Contaminants. There are standard conditions and processes in place to ensure these code-mandated requirements are complied with during the planning review process and prior to issuance of building permits. Overall, the entitlement process would ensure that the Project complies with the General Plan,

Municipal Code, and any other applicable policies. As such, the Project would have a less than significant impact.

4.11.3 Mitigation Measures

None required.

4.12 MINERAL RESOURCES

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

4.12.1 Environmental Setting

The California Geological Survey (CGS) classifies and designates areas within California that contain or potentially contain significant mineral resources. Lands are classified into Aggregate and Mineral Resource Zones (MRZs), which identify known or inferred significant mineral resources. According to the California Department of Conservation, CGS's Surface Mining and Reclamation Act (SMARA) Mineral Lands Classification (MLC) data portal, the nearest mineral resource areas to the city of Fresno are in the San Joaquin and Kings River areas which are classified as Mineral Resource Zone (MRZ)-2 (see Figure 4-3). The Project site is more than 7.7 miles south of the San Joaquin River.

4.12.2 Impact Assessment

Would the project:

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

No Impact. The Project site is not located in an area designated for mineral resource preservation or recovery. Therefore, 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. Therefore, no impact would occur as a result of the Project.

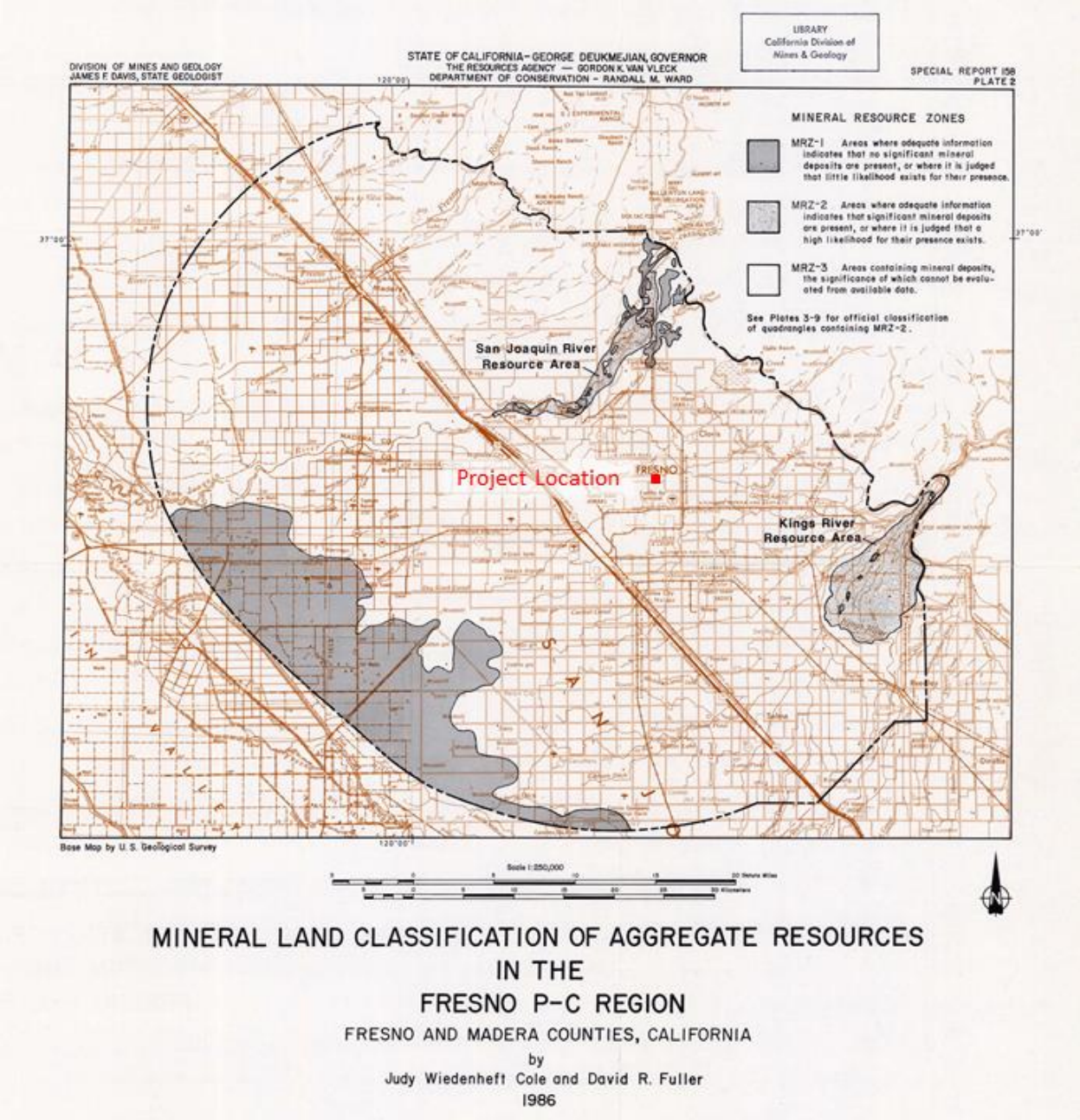

Figure 4-3 Mineral Land Classification Map

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

No Impact. As described above, the Project site is not located in an area designated for mineral resource preservation or recovery and as a result, 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. Further, the site is not delineated on the General Plan, a Specific Plan, or other land use plan as a locally important mineral resource recovery site, thus it would not result in the loss of availability of a locally important mineral resource. Therefore, no impact would occur as a result of the Project.

4.12.3 Mitigation Measures

None required.

4.13 NOISE

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b)	Generation of excessive groundborne vibration or groundborne noise levels?		X		
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

4.13.1 Environmental Setting

In general, there are two (2) types of noise sources: 1) mobile source and 2) stationary sounds. Mobile source noises are typically associated with transportation including automobiles, trains, and aircraft. Stationary sounds are sources that do not move such as machinery or construction sites. Two (2) noise generating activities of the Project would include construction (short-term, temporary) and operational (long-term) noise.

The Fresno General Plan Noise Element and FMC outline policies and regulations to mitigate health effects of noise in the community and prevent exposures to excessive noise levels. In particular, General Plan ***Policy NS-1-a*** establishes a maximum average noise level of 70 dBA L_{dn} or CNEL at industrial uses and ***Policy NS-1-j*** establishes the significance threshold for a significant increase generated by a project as an increase of 3 dB L_{dn} or CNEL or more above the established, acceptable ambient noise levels. [38]

Section 10-102 of the FMC also sets an ambient base noise level for residential, commercial, and industrial uses. Table 4-19 specifies the ambient noise levels for these uses.

[38] According to the FMC, *"'Ambient noise' is the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far."*

Table 4-19: Ambient Noise Levels Designated in the FMC

District	Time	Sound Level Decibels (dBA)
Residential	10 pm to 7 am	50
Residential	7 pm to 10 pm	55
Residential	7 am to 7 pm	60
Commercial	10 pm to 7 am	60
Commercial	7 am to 10 pm	65
Industrial	anytime	70

Section 10-106 prohibits any noise that exceeds the ambient noise level at receiving residential properties by more than 5 dB, while *Section 10-107* prohibits any noise which "disturbs or unduly annoys" people within schools, hospitals, or churches. Regarding construction-related noise impacts, *Section 10-109* of the FMC permits construction work to take place between 7:00 am and 10:00 pm on any day except Sunday, for work that is accomplished pursuant to a building permit.

Sensitive land uses include residential, schools, churches, nursing homes, hospitals, and open space/recreation areas. Commercial, farmland, and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels. The nearest sensitive receptors to the Project site include the Pathway Community Day School located approximately 0.40-miles east and single-family residences located approximately 0.4-miles northeast of the Project site.

4.13.2 Impact Assessment

Would the project:

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?*

Less than Significant Impact. In general, the Project site is a vacant, infill site within an area of the city that is predominately developed with commercial, industrial, and public open space (i.e., cemeteries) uses. Implementation of the Project would develop the site with an industrial use on a site that is planned and zoned for industrial uses which would be compatible with the surrounding uses. Since the proposed warehouse and distribution facility is considered an "industrial" use, the maximum average noise level would be 70 dBA with a significance threshold of 3 dB per General Plan ***Policy NS-1-a*** and ***NS-1-j***

Short-Term Construction Noise

Development of the Project site would require typical construction activities including site preparation, grading, building construction, paving, and architectural coating. These activities would require typical construction equipment such as dozers, tractors, excavators, cranes, and forklifts. Construction phases, equipment types, quantity, and usage factors were estimated for Phase 1 and Phase 2 using CalEEMod (See Appendix A). Construction details and the dBa for each equipment type are summarized in Table 4-20. These details are based on equivalent equipment identified in the Federal Highway Administration's (FHWA) "Roadway Construction Noise Model User's Guide" (FHWA Guide) dated January 2006. The FHWA Guide indicates whether the equipment is considered an "impact device," meaning the equipment generates impulsive noise at a high intensity. The Project would not involve any impact devices. Noise

generated from construction equipment would be temporary and would generally take place Monday through Friday between 7:00 am and 7:00 pm, as permitted by FMC ***Section 10-109***, and not during evening or more noise-sensitive time periods. Construction noise would cease upon completion of Project construction.

In addition, the following analysis related to short term construction noise was included in the City of Fresno General Plan PEIR, from which this document tiers:

"As set forth by Chapter 10, Article 1, Section 10-109 – Exemptions, the provisions of Article 1 – Noise Regulations of the Fresno Municipal Code shall not apply to:

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

Thus, although development activities associated with buildout of the Planning Area could potentially result in a temporary or periodic increase in ambient noise levels in the project vicinity, construction activity would be exempt from City of Fresno noise regulations, as long as such activity is conducted pursuant to an applicable construction permit and occurs between 7:00 a.m. and 10:00 p.m., excluding Sunday. Therefore, short-term construction impacts associated with the exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies would be less than significant."

Therefore, impacts would be less than significant.

Traffic Noise

The primary source of traffic noise would be from vehicles traveling to and from the Project site along West Nielsen Avenue. Because there is existing development in the Project Area, there is existing temporary or permanent traffic noise sources typical of commercial, industrial, and public open space uses that utilize West Nielsen Avenue in addition to SR-99 and SR-180. The trip generation analysis for the Project estimates a relatively low number of new trips (Section 4.17) Given the amount of existing vehicular activity in the Project Area and relatively low number of new trips to be generated by the Project, the Project would not introduce a new significant source of traffic noise that is not already occurring in the area. Therefore, traffic noise impacts would be less than significant. In addition, the project is proposed at a size and scope anticipated in the Fresno General Plan PEIR. Table 4.13-7 of the PEIR shows the anticipated noise levels for each roadway type for existing and existing plus project at the 50 feet from the centerline of the outermost lane. According to this table, a 2-lane collector roadway, which Nielsen is categorized as, is anticipated to generate noise levels of 64.7 at full buildout (plus project scenario). This further demonstrates that roadway noise generated from anticipated projects, including this project, will not exceed acceptable thresholds and thus traffic noise impacts can be determined to be less than significant.

Operational Noise

Based on the extent of the anticipated operations, stationary noise sources can be expected from the HVAC systems and loading docks. Such noise sources can be expected to be intermittent and generally localized

within the building(s) with the exception of loading and unloading which would occur on one or two loading docks. In addition, the proposed operations would not include assembly or manufacturing and therefore would not require the use of heavy equipment that may generate noise in excess.

Truck movements would occur on site throughout the day. As discussed above, approximately 66 truck trips are anticipated per day. Based on studies completed for similar projects by WJV Acoustics, truck movements would be expected to produce noise levels in the range of 71-77 dBA at a distance of 50 feet.[39] The range in measured truck noise levels is due to differences in the size of trucks and their speed of movement. On-site truck movements would not impact sensitive receptors, as the nearest sensitive receptors to the Project Site are Pathway Elementary School/Community Day School approximately 0.4 miles east and single-family residences approximately 0.4 miles northeast of the site.

Noise due to traffic in parking lots is typically limited by low speeds and is usually not considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 60 to 65 dBA at a distance of 50 feet, which is comparable to the level of a raised voice.

For this project, parking would be dispersed throughout the overall project area. As discussed above, the closest proposed parking areas would be located at least 0.4 miles from the closest existing residential property lines. At this distance, noise from parking lot vehicle movements would be expected to be well below established noise thresholds. Based on the above analysis, it is clear that these noise levels will not exceed the maximum permitted noise level of 70 dBA at property line.

Further, the Project would be subject to compliance with the General Plan Noise Element and FMC requirements to ensure that the ambient noise level does not rise to a level of significance. Therefore, operational impacts would be less than significant.

[39] Noise Study prepared for Amond World Cold Storage, City of Madera: https://www.madera.gov/wp-content/uploads/2022/04/Amond-World-Initial-Study-002.pdf and email correspondence with WJV Acoustics

Table 4-20: Proposed Construction Equipment and Noise Levels for Project

PHASE 1 - UNMITIGATED CONSTRUCTION					
Construction Phase	**Equipment Type**	**Amount**	**Usage**	**dBa (Lmax @ 50 ft)**	**Impact Device?**
Site Preparation	Rubber Tired Dozers	3	40%	85	No
	Tractors/Loaders/Backhoes	4	47%	80	No
Grading	Excavators	1	38%	85	No
	Graders	1	41%	85	No
	Rubber Tired Dozers	1	40%	85	No
	Tractors/Loaders/Backhoes	3	37%	80	No
Building Construction	Cranes	1	29%	85	No
	Forklifts	3	20%	80	No
	Generator Sets	1	74%	70	No
	Tractors/Loaders/Backhoes	3	37%	80	No
	Welders	1	45%	70	No
Paving	Pavers	2	42%	85	No
	Paving Equipment	2	36%	85	No
	Rollers	2	38%	85	No
Architectural Coating	Air Compressors	1	48%	80	No
PHASE 2 - UNMITIGATED CONSTRUCTION					
Construction Phase	**Equipment Type**	**Amount**	**Usage (%)**	**dBa (Lmax @ 50 ft)**	**Impact Device?**
Grading	Excavators	1	38%	85	No
	Graders	1	41%	85	No
	Rubber Tired Dozers	1	40%	85	No
	Tractors/Loaders/Backhoes	3	37%	80	No
Building Construction	Cranes	1	29%	85	No
	Forklifts	3	20%	80	No
	Generator Sets	1	74%	70	No
	Tractors/Loaders/Backhoes	3	37%	80	No
	Welders	1	45%	70	No
Paving	Cement and Mortar Mixers	2	56%	80	No
	Pavers	1	42%	85	No
	Paving Equipment	2	36%	85	No
	Rollers	2	38%	85	No
	Tractors/Loaders/Backhoes	1	37%	80	No
Architectural Coating	Air Compressors	1	48%	80	No

Source: *CalEEMod (Appendix A) and FHWA's Roadway Construction Noise Model User's Guide, 2006*

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

Less than Significant with Mitigation Incorporated. Project operations would not include uses or activities that typically generate groundborne vibration or groundborne noise levels in excess. However, temporary groundborne vibration may result from construction, depending on the use of equipment (e.g., pile drivers, bulldozers, jackhammers, etc.), distance to affected structures, and soil type. Table 4-21 shows vibration levels generated by construction equipment per the Federal Transit Administration (FTA). Depending on the method, equipment-generated vibrations could spread through the ground and affect nearby buildings. The nearest buildings to the Project site are immediately east.

It is not anticipated that the Project would generate excessive ground borne vibration or ground borne noise levels, given the type of improvements associated with the development. From the FTA list, Project construction may involve any of the equipment with the exception of a pile driver (impact or sonic). The proposed buildings are tilt-up concrete with metal trusses, which would require a two-step process. First, slabs of concrete are cast on a concrete slab-on-ground. Slabs are then lifted (i.e., tilted) with a crane which sets the slabs in a vertical orientation. Vibration from the potential construction equipment would be temporary, intermittent, and not continual. According to the City of Fresno General Plan Update PEIR, vibration sources of less than 0.1 inch per second PPV would not have the potential to damage fragile structures. Since the primary sources of vibration would not exceed the 0.1 inch per second PPV threshold, impacts would be less than significant.

Table 4-21: Vibration Levels Generated by Construction Equipment

Equipment Type	Peak Particle Velocity (PPV)(inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Pile Driver (impact)	1.518 (upper range) 0.644 (typical)	112 104
Pile Driver (sonic)	0.734 (upper range) 0.170 (typical)	105 93
Clam Shovel Drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 (in soil) 0.017 (in rock)	66 75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drill	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment, Federal Transit Administration, 2006*

However, to further assure construction activities do not generate excessive groundborne vibration or groundborne noise levels, the Project shall incorporate *Mitigation Measure NOI-1* as identified in the General Plan PEIR. Incorporation of this mitigation measure would reduce construction-related vibration and restrict heavy construction equipment in close proximity to existing structures. As a result, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measure NOI-1: *Construction Vibration. The use of heavy construction equipment within 25 feet of existing structures shall be prohibited. (General Plan PEIR Mitigation Measure NOI-2)*

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

Less than Significant Impact. The nearest public airport/public use airport is the Fresno-Chandler Executive Airport approximately ± 0.55 miles southeast of the Project site. The Project site is located within the Fresno-Chandler Executive Airport, AIA but is outside of the airport's 60 dBA CNEL and 65 dBA CNEL noise contours. Because it is within the AIA, the Project has been reviewed by the City of Fresno Planning and Development and determined consistency with the ALCUP and General Plan. Therefore, through compliance with the ALUCP and General Plan, the Project would not result in a safety hazard for people residing or working in the area and impacts would be less than significant.

4.13.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Noise related mitigation measure NOI-1 as identified in the attached Mitigation Monitoring and Reporting Program dated March 2023.

4.14 POPULATION AND HOUSING

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

4.14.1 Environmental Setting

CEQA Guidelines Section 15126.2(d) requires that a CEQA document discuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines provide the example of a major expansion of a wastewater treatment plant that may allow for more construction within the service area. The CEQA Guidelines also note that the evaluation of growth inducement should consider the characteristics of a project that may encourage or facilitate other activities that could significantly affect the environment. Direct and Indirect Growth Inducement consists of activities that directly facilitate population growth, such as construction of new dwelling units.

4.14.2 Impact Assessment

Would the project:

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

Less than Significant Impact. The Project does not represent a significant change in the surrounding area as it will develop a vacant and undeveloped property with a use that is consistent with its planned use and zoned district. While the Project would generate employment, it would not be at a level that could induce population growth. Approximately 9 to 12 employees are projected to work at the storage and distribution warehouse. The Project would not induce substantial unplanned population growth directly or indirectly and would therefore have a less than significant impact.

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

No Impact. The Project site is vacant, with no improvements, people, or housing. Thus, development of the Project site would not result in the physical displacement of people or housing. There would be no impact.

4.14.3 Mitigation Measures

None required.

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4.15 PUBLIC SERVICES

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:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?				X
iv. Parks?				X
v. Other public facilities?				X

4.15.1 Environmental Setting

The Project is located within Fresno city limits and thus, would be subject to fees for the construction, acquisition, and improvements for such services. These services and fees include:

Fire Protection Services

Fire Protection Services in the city are provided by the Fresno Fire Department (FFD). The FFD operates a total of 20 fire stations/companies that serve a 116-square-mile area. To facilitate adequate service ratios, response times, or other performance objectives for fire protection services, all development in the city of Fresno is required to be located within three (3) miles of an existing fire station. There are three (3) fire stations within a three (3)-mile radius of the proposed Project, including Station 3, Station 7, and Station 19. To address impacts to fire protection services, the City of Fresno has implemented the Fire Facilities Fee pursuant to Section 12-4.901 of the FMC, which requires developers to pay the "fair share" of construction and acquisition costs for improvements to fire department facilities. A Fire Facilities Impact Fee has been assessed for the proposed Project based on the Project size.

Police Protection Services

Police Protection Services in the city are provided by the Fresno Police Department (FPD). The FPD is divided into five (5) policing districts. The Project falls within the Southwest Policing District and the nearest police station to the proposed Project is located approximately two (2) miles northeast of the site at 1211 Fresno Street, Fresno, CA 93706. According to the FPD Annual Report for 2020, Southwest officers received over

71,000 calls for service in 2020. The City uses a minimum level of service of two (2) officers per 1,000 residents. To address impacts to police protection services, the City of Fresno has implemented the Police Facilities Fee pursuant to Section 12-4.801 of the FMC, which requires developers to pay the "fair share" of construction and acquisition costs for improvements to police protection services and facilities. A Police Facilities Fee has been assessed for the proposed Project based on the Project size.

Schools

Educational services within the Project area are primarily served by Fresno Unified School District. Schools within a one (1)-mile radius of the Project site include Sunset Elementary, Edison Computech, and Edison High School. Funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq., which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed "full and complete mitigation." A School Impact Fee has been assessed for the proposed Project based on the Developer Fee rates in place at the time payment is due.

Parks and Recreation

Park and Recreation Facilities are overseen by the Fresno Parks and Recreation Department, Parks, After School, Recreation, and Community Services (PARCS). The City's service standard for parks is at least three (3) acres of public parkland per 1,000 residents. Similar to other public services, the City had established the Park Facilities Fee which requires developers to pay the "fair share" of construction and acquisition for improvements to park facilities. However, this fee is only applicable to residential development and therefore would not be required for the Project.

Courts

The city of Fresno contains two (2) State courts, Fresno County Superior Court, and 5th District Court of Appeals, and one (1) federal court.

Library

The Fresno County Public Library System provides libraries in the city of Fresno. There are 39 libraries throughout the County of Fresno, 11 of which are located in the city of Fresno planning area.

Hospital

There are nine (9) hospitals located within the city of Fresno planning area with a total capacity of 1,603 beds as of 2020.

4.15.2 Impact Assessment

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i. Fire protection?

Less than Significant Impact. The Project site is within the city limits and therefore would be served by the FFD. There are three (3) fire stations within a three (3)-mile radius of the proposed Project, including Station 3, Station 7, and Station 19. The Project's proximity to existing stations would support adequate service ratios, response times, and other performance objectives for fire protection services. In addition, the FFD reviewed the Project for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. Further, the Project is subject to the Fire Facilities Fee for construction and acquisition costs for improvements to fire department facilities. For these reasons, it can be determined that the Project can be served by existing facilities and would not result in the need for new or altered facilities and as a result, a less than significant impact would occur.

ii. Police protection?

Less than Significant Impact. The Project site is within the city limits and therefore would be served by the FPD. The Project site is within the Southeast Policing District and the nearest police station to the proposed Project is located approximately 1.75 miles southeast of the site. The Southeast Policing District reviewed the Project and did not provide any comments. Because the Project would not result in a net increase in the area population, it can be presumed that the Project would have little to no impact on the FPD's service ratio minimum for police officers to residents. Further, the Project is subject to the Police Facilities Fee for construction and acquisition costs for improvements to police protection services and facilities. For these reasons, it can be determined that the Project can be served by existing facilities and would not result in the need for new or altered facilities and as a result, a less than significant impact would occur.

iii. Schools?

No Impact. The Project proposes an industrial use and would therefore not result in an increase in the area population. Thus, because of the nature of the Project, there would be no increased demand for schools as a result of the Project. Further, the Project is subject to applicable School Impact Fees to mitigate any impacts. For these reasons, it can be determined that the Project would not result in the need for new or altered facilities and as a result, no impact would occur as a result of the Project.

iv. Parks?

No Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. The Project proposes an industrial use and would not result in a net increase in the area population. Thus, because of the nature of the Project, there would be no increased demand for recreational facilities as a result of the Project that would impact the City's service standard. Therefore, no impact would occur as a result of the Project.

v. Other public facilities?

No Impact. As previously discussed, the Project would not result in an increase in residents that would require other public services such as libraries or post offices. Thus, the Project would not result in the need for new or altered facilities to provide other public services and no impact would occur as a result of the Project.

4.15.3 Mitigation Measures

None required.

4.16 RECREATION

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

4.16.1 Environmental Setting

Park and Recreation Facilities are overseen by the Fresno Parks and Recreation Department, Parks, After School, Recreation, and Community Services (PARCS). The City's service standard for parks is at least three (3) acres of public parkland per 1,000 residents. Similar to other public services, the City had established the Park Facilities Fee which requires developers to pay the "fair share" of construction and acquisition for improvements to park facilities. However, this fee is only applicable to residential development and therefore would not be required for the Project.

4.16.2 Impact Assessment

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

No Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. The Project proposes an industrial use and would not result in a net increase in the area population. Thus, the Project would not increase the use of existing neighborhood and regional parks, or other recreational facilities. Because the Project would not increase the use of such facilities, it can be presumed that the Project would not result in or accelerate the substantial physical deterioration of such facilities. Therefore, no impact would occur as a result of the Project.

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

No Impact. The Project proposes an industrial use that does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur as a result of the Project.

4.16.3 Mitigation Measures

None required.

4.17 TRANSPORTATION

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

4.17.1 Environmental Setting

The Project site is a vacant, infill site with an existing drive approach located on West Nielsen Avenue. West Nielsen Avenue, a two (2)-lane, east-west collector forms the northerly site boundary. West Dan Ronquillo Drive, a local street, is approximately 130-ft. south of the southern site boundary. There are no existing pedestrian facilities including sidewalks, trails, or paths adjacent to or in proximity to the Project site. There is an existing Class II, striped and marked bike lane along West Nielsen Avenue. There are no existing or planned transit facilities adjacent to or in proximity to the Project site as identified in the General Plan and by the Fresno Area Express. The nearest transit route to the Project site is Route 33, which is approximately one-mile from the site.

Fresno General Plan

The General Plan establishes a street classification system to categorize roadways and transportation facilities. The classification system is used for engineering design and traffic operation standards. The following roadway classifications are applicable to the Project site, as defined by the General Plan:

> ***Collector:*** Two- to four-lane undivided (opposing travel lanes generally not separated by a median island) roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties. Local street intersections and motor vehicle access points from abutting properties are allowed consistent with the City's engineering standards and accepted traffic engineering practices. Collectors typically have a center two-way left-turn lane.

Local: Two- to three-lane roadways designed to provide direct access to properties, while discouraging excessive speeds and volumes of motor vehicle travel incompatible with neighborhoods being served through the implementation of multiple, well connected routes and traffic calming measures. The alignments of future local streets are typically not specified by the General Plan Circulation Diagram, but existing local streets may be depicted for informational purposes. In specific circumstances local streets are designated where necessary to assure adequate access and implementation of Complete Neighborhoods with well-connected routes for motor vehicle, bicycle, and pedestrian travel.

The General Plan expands the classification descriptions to include specific characteristics including pedestrian realm, on-street parking, number of vehicle lanes, bike lanes, and landscaped median (Table 4-22).

Table 4-22: Roadway Characteristic Matrix from the Fresno General Plan (Table 4-1)

Roadway Type	Number of Vehicle Lanes	Bike Lanes	Pedestrian Facilities	On-Street Parking	Median
Collector	2 to 4	Yes	Sidewalks	Yes	Possible
Local	2 to 3	Possible (Or Trail)	Sidewalks	Yes	Possible

Source: *Fresno General Plan, Mobility and Transportation, Table 4-1*

The General Plan identifies the following objective and policy related to analyzing transportation impacts.

Objective MT-1. *Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.*

Policy MT-1b. Circulation Plan Diagram Implementation. *Design and construct planned streets and highways that complement and enhance the existing network, as well as future improvements to the network consistent with the goals, objectives and policies of the General Plan, as shown on the Circulation Diagram (Figure MT-1), to ensure that each new and existing roadway continues to function as intended.*

Policy MT-1-d Integrate Land Use and Transportation Planning. *Plan for and maintain a coordinated and well integrated land use pattern, local circulation network and transportation system that accommodates planned growth, reduces impacts on adjacent land uses, and preserves the integrity of established neighborhoods.*

Policy MT-1-f Match Travel Demand with Transportation Facilities. *Designate the types and intensities of land uses at locations such that related travel demands can be accommodated by a variety of viable transportation modes and support Complete Neighborhoods while avoiding the routing of excessive or incompatible traffic through local residential streets.*

Policy MT-1-k. Multi-Model Level of Service Standards. *Develop and use a tiered system of flexible, multi-modal Level of Service standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish*

minimum acceptable service levels for other modes and use them in the development review process.

Policy MT-1-n. Peak Hour Vehicle LOS. *For planning purposes and implementation of Capital Improvement Projects, maintain a peak-hour vehicle LOS standard of D or better for all roadway areas outside of identified Activity Center and Bus Rapid Transit Corridor districts, unless the City Traffic Engineer determines that maintaining this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.*

Objective MT-2. *Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.*

Policy MT-2-i. Transportation Impact Studies. *Require a Transportation Impact Study (currently named Traffic Impact Study) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements.*

- *When a project includes a General Plan amendment that changes the General Plan Land Use Designation.*
- *When the project will substantially change the off-site transportation system (auto, transit, bike or pedestrian) or connection to the system, as determined by the City Traffic Engineer.*
- *Transportation impact criteria are tiered based on a project's location within the City's Sphere of Influence. This is to assist with areas being incentivized for development. The four zones, as defined on Figure MT-4, are listed below. The following criteria apply (**Note:** the Project site is in Traffic Impact Zone III, so the other zones are omitted for brevity):*
    - *Traffic Impact Zone III (TIZ-III): TIZ-III generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012. Maintain a peak hour LOS standard of D or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 100 or more peak hour new vehicle trips.*

Policy MT-2-m. Use VMT Analysis for CEQA. *Use VMT Analysis for CEQA. Use Vehicle Miles Traveled (VMT) as the criteria for evaluating transportation impacts under the California Environmental Quality Act (CEQA), pursuant to Senate Bill 743. Level of Service (LOS) may still be used for planning purposes and implementation of Capital Improvement Projects, however VMT shall be used for determining mitigation under CEQA beginning in July of 2020.*

Objective MT-4. *Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.*

Policy MT-4-a Active Transportation Plan. *To the extent consistent with this General Plan, continue to implement and periodically update the Active Transportation Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.*

Policy MT-4-b Bikeway Improvements. *Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available.*

Policy MT-4-h Bicycle Parking Facilities. *Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities. Establish standards for bicycle parking in the Development Code.*

City of Fresno Active Transportation Plan

The City of Fresno Active Transportation Plan (ATP) adopted March 2017, updates and supersedes the City of Fresno 2010 Bicycle, Pedestrian, and Trails Master Plan (BMP). The ATP outlines the vision to provide human-powered travel including walking, bicycling, and wheelchair use. The plan aims to improve the accessibility and connectivity of bicycle and pedestrian network to increase the number of people to travel active transportation. The goals identified in the ATP are:

- *Equitably improve the safety and perceived safety of walking and bicycling in Fresno*
- *Increase walking and bicycling trips in Fresno by creating user-friendly facilities*
- *Improve the geographic equity of access to walking and bicycling facilities in Fresno*
- *Fill key gaps in Fresno's walking and bicycling networks*

The ATP identifies an existing Class II bike lane along West Nielsen Avenue, adjacent to the Project site. While there are no proposed bikeway improvements adjacent to the Project site, the ATP does identify planned sidewalks on West Nielsen Avenue across the Project site frontage.

Traffic Impact Analysis

A Traffic Impact Analysis Report was prepared for the Project by JLB Traffic Engineering, Inc. dated November 4, 2022.[40] The Traffic Impact Analysis Report evaluated potential traffic impacts of the Project, finding that at present, all intersections studied operate at an acceptable LOS during both peak periods and the near term and cumulative year 2046 plus Project traffic conditions continue to operate at acceptable LOS during both peak periods. The Report also finds:

- *Access to and from the Project site were analyzed and the review revealed that all access points are located at points the minimize traffic operational impacts to existing and future roadway networks.*
- *A Class II bike lane existing along the Project's frontage to West Nielsen Avenue.*
- *It is recommended that the Project implement ADA compliant pedestrian sidewalks along its frontage to Nielsen Avenue.*

[40] The Final Traffic Impact Analysis can be accessed at Fresno City Hall, Planning and Development Department located at 2600 Fresno, Street, Fresno, CA 93721, 3rd Floor, Room 3065.

It should be noted that the Traffic Impact Analysis Report utilized the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition General Light Industrial Land Use Code (ITE 110) in order to account for the "worst-case scenario" trip generation for the Project site. This approach was required by the City because the site is planned and zoned for light industrial uses and specific uses of the site could change over time. As described below, the Vehicle Miles Traveled (VMT) analysis utilized ITE Trip General Manual, 11th Edition Warehousing Land Use Code (ITE 150) because the actual Project proposes a warehouse use.

4.17.2 Impact Assessment

Would the project:

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

Less than Significant Impact. The Project would be required to comply with all project-level requirements implemented by a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Compliance is further discussed below. Overall, the Project would not conflict with a program plan, ordinance, or policy addressing the circulation system and a less than significant impact would occur.

Roadway Facilities

The Project site is a vacant, infill site with an existing drive approach located on West Nielsen Avenue. West Nielsen Avenue, a 2-lane, east-west collector forms the northerly site boundary. West Dan Ronquillo Drive, a local street, is approximately 130-ft. south of the southern site boundary. Both roadways are designed and constructed as identified in the General Plan Circulation Diagram (General Plan ***Policy MT-1b***). As indicated in the Traffic Impact analysis Report, all studied intersections would continue to operate at an acceptable LOS during both peak periods and all access points would be located at points that minimize traffic operational impacts to existing and future roadway networks. The Project would also be required to submit Public Improvement Plans for offsite improvements through the Building Permit process, for review and approval by the City to ensure improvements would be consistent with adopted City of Fresno Public Works Standards, Specifications, and the approved street plans. Therefore, the Project would: maintain a coordinated and well-integrated land use pattern, local circulation network, and transportation system (General Plan ***Policy MT-1-d***); develop a vacant and infill site at an intensity that can be accommodated by transportation modes while avoiding excessive or incompatible traffic (General Plan ***Policy MT-1-f***); and accommodate an acceptable peak hour vehicle LOS (General Plan ***Policy MT-1-k*** and ***Policy MT-1-n***). Therefore, the Project would be consistent with the General Plan and would not conflict with a program plan, ordinance, or policy addressing roadway facilities.

Pedestrian and Bicycle Facilities

There are no existing pedestrian facilities including sidewalks, trails, or paths adjacent to or in proximity to the Project site. There is an existing Class II, striped and marked bike lane along West Nielsen Avenue. Because West Nielsen Avenue is built as identified in the General Plan, development of the Project site would not require reconstruction or alternative alignments or routes. The Project would result in public

street improvements including an eight-ft. concrete sidewalk constructed to Public Works Standard P-5 as well as a required four-ft. accessible path of travel and/or a pedestrian easement behind all driveway approaches if the requirement cannot be met according to the Traffic Engineering comments received for the Project. The Project would also provide bicycle parking per City of Fresno requirements. Off-site improvements would be verified and ensured through the Building Permit process. Provision of the pedestrian and bicycle facilities would be ensured through the Building Permit process. Therefore, the Project would be consistent with the General Plan (***Policy MT-4-a***, ***Policy MT-4-h***) and Active Transportation Plan and thereby would not conflict with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities.

Transit Facilities

There are no existing or planned transit facilities adjacent to or in proximity to the Project site as identified by the General Plan and by Fresno Area Express. Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing transit facilities.

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

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

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

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

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

The City of Fresno VMT Thresholds adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis. The City of Fresno VMT Thresholds Section 3.0 regarding Project Screening discusses a variety of projects that may be screened out of a VMT analysis including specific development and transportation projects. For development projects, conditions may exist that would presume that a development project has a less than significant impact. These may be size, location, proximity to transit, or trip-making potential. For transportation projects, the primary attribute to consider with transportation projects is the potential to increase vehicle travel, sometimes referred to as "induced travel."

According to the City of Fresno VMT Thresholds screening standard and criteria, a project with 500 Average Daily Trips (ADT) would generally have total project emissions that could be less than 1,300 $MTCO_2e$ per year. A common GHG emissions threshold is 3,000 MT CO_2e/year. Therefore, at this level of ADT, GHG emissions would be less than the common GHG emissions threshold. And as such, the emissions of GHG from a project up to 500 ADT would typically be less than significant. Therefore, the City allows screening out projects if the project would generate less than 500 ADT.

The projected trip generation of the proposed Project is shown in Table 4-23. The trip generation analysis utilizes the ITE Trip Generation Manual, 11th Edition Warehousing Land Use Code (ITE 150), which is described as a warehouse that is "primarily devoted to the storage of materials, but it may also include office and maintenance areas." As shown, the total ADT for Phase 1 and Phase 2 of the Project is approximately 188 trips. This total accounts for both automobile and truck trips, with truck trips accounting for approximately 35 percent of daily trips (66 trips). Since the total ADT is below the 500 ADT threshold, the Project's potential impact can be determined to be less than significant. In conclusion, the Project would result in a less than significant VMT impact and is consistent with CEQA Guidelines Section 15064.3(b).

Table 4-23: Project Trip Generation

Phase	Unit of Measure	Project Size (per 1,000 sf.)	Daily (ADT)		AM Peak Hour		PM Peak Hour	
			Rate	Total	Rate	Total	Rate	Total
Phase 1	1,000 sf.	53.76	1.71	91.92	0.21	11.28	0.23	12.36
Phase 2	1,000 sf.	56.46	1.71	96.54	0.21	11.85	0.23	12.98
Total				188.46		23.13		25.34

Source: *Trip Generation Manual, Institute of Transportation Engineers (ITE), 11th Edition*

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

Less than Significant Impact. The Project design does not contain any geometric design features that would create hazards. Implementation of the Project would not require the improvement and expansion of the roadway network serving the Project site. The Project would be accessible from West Nielsen Avenue by 2 points on ingress/egress that are sized to accommodate automobiles, 53-ft. trailers, and box trucks. As shown in Figure 2-6, internal turning radii has been calculated and designed to accommodate entry and exit for trailers and box trucks. Further, as indicated in the Traffic Impact Analysis Report, all studied intersections would continue to operate at an acceptable LOS during both peak periods and all access points would be located at points that minimize traffic operational impacts to existing and future roadway

networks. In addition, the Project would be required to Public Improvement Plans through the Building Permit process for review and approval by the City to ensure improvements would be consistent with adopted City of Fresno Public Works Standards, Specifications, and the approved street plans. Compliance with such standards, specifications, and plans would ensure that any traffic hazards are minimized. Further, the Project proposes an industrial development of an undeveloped site that is planned and zoned for industrial use within an area comprising existing industrial uses. Therefore, the Project does not propose an incompatible use because it is consistent with the existing development in the area and is similar in nature to the surrounding uses. As a result, implementation of the Project would result in a less than significant impact related to hazards due to roadway design features or incompatible uses.

d) Result in inadequate emergency access?

Less than Significant Impact. The Project does not involve a change to any emergency response plan. In addition, the City's Engineering Department and Fire Department have reviewed the Project and imposed standard conditions to ensure adequate site access including emergency access in addition to adequately sized emergency access lanes to accommodate emergency vehicles. In the case that Project construction requires lane closures, access through West Nielsen Avenue would be maintained through standard traffic control and therefore, potential lane closures would not affect emergency evacuation plans. Thus, a less than significant impact would occur because of the Project.

4.17.3 Mitigation Measures

None required.

4.18 TRIBAL CULTURAL RESOURCES

Would the project: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or,		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

4.18.1 Environmental Setting

Generally, the term 'cultural resources' describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, cultural resources are considered "historical resources" that meet criteria in Section 15064.5(a) of the CEQA Guidelines. If a Lead Agency determines that a project may have a significant effect on a historical resource, then the project is determined to have a significant impact on the environment. No further environmental review is required if a cultural resource is not found to be a historical resource.

Tribal Consultation

Assembly Bill 52 (AB 52) requires consultation with California Native American tribes during the CEQA process to determine potential effects of proposed projects on a tribal cultural resource. Pursuant to Public Resources Code (PRC) Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a) (1-2)).

According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias.

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

Pursuant to Senate Bill 18 (SB 18), Native American tribes traditionally and culturally affiliated with the project area were invited to consult regarding the project based on a list of contacts provided by the Native American Heritage Commission (NAHC). This list includes tribes that requested notification pursuant to AB 52.

Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe have requested to be notified pursuant to AB 52. A certified letter was mailed to the above-mentioned tribes on September 27, 2022. The 30-day comment period ended on October 27, 2022. No comments were received.

California Historical Resource Information System Record Search

The Southern San Joaquin Information Center (SSJIC) was requested to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding "Project Area" area (i.e., 1/2-mile radius from perimeter of Project site). Results of the CHRIS Record Search were provided on February 21, 2022 (Record Search File Number 22-061). Full results are provided in Appendix C.

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

(1) There have been three previous cultural resource studies in the project area, FR-00249, 00250, and 02232. There have been eight studies conducted within the one-half mile radius.

(2) There are no recorded resources within the project area. There are 24 recorded resources within the one-half mile radius. These resources consist of historic railroads, canals, and historic property resources.

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

Further, the SJJIC provided the following comments and recommendations:

(1) Because the previous studies within the project area are greater than five years old and the propensity for landforms to change over time, prior to ground disturbance activities we recommend a qualified, professional consultant conduct a field study to determine if cultural resources are present.

(2) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

4.18.2 Impact Assessment

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

Less than Significant Impact with Mitigation Incorporated. As discussed in Section 4.5, the Project site does not contain any property or site features that are eligible for listing in the California Register of Historical Sources, or in a local register of historical resources as defined in PRC Section 5020.1(k). Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Implementation of *Mitigation Measures CUL-1 and CUL-2*, as described in Section 4.5 would reduce any impacts to less than significant.

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

Less than Significant Impact with Mitigation Incorporated. The Project site has not been determined by the City of Fresno to be a significant resource pursuant to Public Resources Code Section 5024.1 and to-date, no substantial information has been provided to the city to indicate otherwise. However, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Therefore, the Project shall incorporate *Mitigation Measures CUL-1 and CUL-2* to mitigate for potential subsurface cultural resources. Therefore, if any cultural resources were discovered, implementation of these mitigation measures would reduce the Project's impact to less than significant.

4.18.3 Mitigation Measures

The proposed project shall implement and incorporate, as applicable, the cultural resources related mitigation measures, CUL-1 and CUL-2, as identified in the attached Project Specific Mitigation Monitoring Checklist dated March 2023.

4.19 UTILITIES AND SERVICE SYSTEMS

	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 effect?			X	
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c)	Result in a determination by the 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?			X	
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

4.19.1 Environmental Setting

The Project site is within city limits and thus, will be required to connect to water, wastewater, and stormwater services. Natural gas, electricity, and telecommunications are provided by private companies. Each utility system is described below. The City and responsible agencies have reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection and discharge requirements. Overall, the review of the Project by the City and responsible agencies indicates

that the Project would not require or result in the relocation or construction of new or expanded facilities that would otherwise cause significant impacts to existing systems.

Water

Water supply, usage, and services are described in Section 4.10.

Wastewater

The City of Fresno Wastewater Management Division (WMD) is responsible for the collection, conveyance, treatment, and reclamation of wastewater generated in the Fresno-Clovis metropolitan area. Wastewater treatment and disposal is handled through the City-operated Regional Sewer Agency for the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) North Fresno Wastewater Reclamation Facility (North Facility) via a wastewater collection system that consists of gravity sewer pipes, manholes, lift stations, junction structures, and force mains. The nearest sanitary sewer main to serve the proposed Project is an eight (8)-inch sewer main located in West Nielsen Avenue. The Project would be subject to Sewer Connection Charges pursuant to Fresno Municipal Code Section 6-304 and 6-305.

Solid Waste

Solid waste in the city is collected by a Commercial Solid Waste Franchisee, Mid Valley Disposal.

Stormwater

Stormwater services are described in Section 4.10.

Natural Gas and Electricity

PG&E, the natural gas and electric service provider for the area, incrementally expands and updates its service system as needed to serve its users. PG&E has existing overhead electric distribution facilities currently servicing the Project site.

Telecommunications

Accordingly, telecommunications providers in the area incrementally expand and update their service systems in response to usage and demand. Upon request, the site would be connected to existing broadband infrastructure and subject to applicable connection and service fees.

4.19.2 Impact Assessment

Would the project:

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

Less than Significant Impact. The Project site is within city limits and thus, would be required to connect to water, stormwater, solid waste, and wastewater services. Natural gas, electricity, and telecommunications would be provided by private companies. The City and responsible agencies have reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection requirements. In addition to connections to water, stormwater, solid waste, and wastewater services, the

Project would be served by PG&E for natural gas and electricity and by the appropriate telecommunications provider for the Project Area. Therefore, all wet and dry public utilities, facilities, and infrastructure are in place and available to serve the Project site without the need for relocated, new, or expanded facilities. While new utility and service connections would need to be extended to and from the Project site (e.g., sewer, stormwater runoff, electrical), these new connections would not result in a need to modify the larger off-site infrastructure. Therefore, the Project would not require or result in the relocation or construction of new or expanded facilities and as such, and impact would be less than significant.

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

Less than Significant Impact. As discussed in detail in Section 4.10, the City's long-term water resource planning is addressed in the City's 2020 UWMP. As concluded in Section 4.10, the Project proposes a use and intensity that does not exceed the scale anticipated in the General Plan, PEIR, or UWMP and as a result, it can be presumed that that existing and planned water supplies should be adequate to serve the Project's anticipated demand.

Regarding water supply availability, the City manages its surface water and groundwater supply by maximizing water for potable use and intentional recharge during wet and normal years and relies on groundwater during dry years. To optimize water supply reliability and resiliency, the City is currently undergoing an update of its Metro Plan which will identify projects and programs. Generally, the City's approach is to maximize local supplies and improve the storage of the groundwater basin through recharge, recycled water usage, and conservation.

The UWMP projects normal water year, single dry water year, and five-year consecutive drought period supplies based on historic water allocations, sustainable yields, and utilization of recycled water. Based on these projections, the UWMP found that groundwater supplies remain reliable in all hydrologic conditions, attributing the stability to intentional recharge. The projections also show that the City will have greater than 100,000 AF available supply in normal years after meeting demands. In a single dry year, surface water supplies will be reduced but the City would still be able to meet all potable demands. Lastly, for five-year consecutive drought periods, the City is projected to meet all demands with its existing supplies with reduced groundwater recharge in year three (3) and four (4) to accommodate reduced surface water allocations. Based on these projections, it can be inferred that future development, such as the proposed Project, will not negatively impact the City's ability to provide water assuming adherence to requirements and recommendations from the City's water resources planning efforts.

Overall, based on the information collected from the UWMP, the proposed Project would not generate significantly greater water demand than would otherwise occur with a higher intensity land use. As a result, it can be presumed that the existing and planned water distribution system should be adequate to serve the Project during normal, dry, and multiple dry years. In addition, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City's water provision. For these reasons, a less than significant impact would occur as a result of the Project.

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

Less than Significant Impact. The City's long-term wastewater planning is addressed in the City's Wastewater Collection System Master Plan Update (Master Plan).[41] According to the Master Plan, the City manages and maintains more than 1,500 miles of gravity sewer lines up to 84-inches in diameter, 15 active lift stations, and associated force mains. Wastewater generated in the sewer service area is conveyed to the RWRF or the North Facility. As of 2020, the RWRF has a capacity of 91.5 mgd (millions of gallons per day) and the North Facility has a capacity of 0.17 mgd (daily average flow). Expansion of these facilities is planned for 2025 or later, based on capacity levels.

Land use types are important to determine projected demand and adequate sizing and capacity for pipes and facilities to maintain effective sanitary sewer system facilities. The land use assumptions in the Master Plan were based on the General Plan and projected future development within the City's proposed growth boundary. The Master Plan estimates the future quantity of wastewater generated at build out of the collections system. Wastewater flows associated with build out are projected to be approximately 129.9 mgd. According to Table 5.5 of the Master Plan, light industrial uses are estimated to account for 1.3 mgd of the total wastewater flows projected. This is based on a wastewater flow coefficient (gpd/ac) of 620 gpd/ac for light industrial land uses. Table 4-24Table 4-17 summarizes the total wastewater flows to be expected for the Project. Given the Project proposes a use and intensity that does not exceed the scale anticipated in the General Plan or Master Plan, it can be presumed that that existing and planned wastewater system should be adequate to collect the Project's anticipated flow.

Table 4-24: Summary of Total Wastewater Flows by Land Use

Land Use	Area (ac)	Wastewater Flow Coefficient (gpd/ac)	Daily Average (GPD)
Light Industrial	6.43	600	3,858

Source: *City of Fresno, Wastewater Collection System Master Plan Update*

The Master Plan identifies "areas of change" and "areas of stability," wherein "areas of change" are areas within the study area that will contribute to a net increase in wastewater flows into the collection system and "areas of sustainability" are the remaining land use areas within the current sewer service area that are assumed to remain unchanged at build out of the General Plan. The Project site is identified as an area of change in Figure 2.5 of the Master Plan. Of the subcategories identified within the areas of change, the Project site can be categorized as "infill," which is defined by the Master Plan as "development of existing vacant parcels that lie within the existing wastewater service area. "Although the Project site is identified as an infill site in an area of change, it is adjacent to an existing eight (8)-inch sewer main located in West Nielsen Avenue. Two (2) six-inch sewer lines would be connected to the site. Collectively, these facilities

[41] City of Fresno (2015). Wastewater Collection System Master Plan Update. Accessed September 6, 2022, https://www.fresno.gov/publicutilities/wp-content/uploads/sites/16/2020/09/2015CollectionSystemMasterPlanUpdate2015FINAL.pdf

would convey wastewater generated from the Project. Therefore, the Project would not require the construction of new pipelines or facilities.

In addition, the Project site is not within an area with deficient pipelines. According to the Master Plan, *"in general, the City's collection system has sufficient capacity to convey current PWWFs [Peak Wet Weather Flow] without exceeding the established q/Q ratio [Peak Flow to Pipe Capacity Ratio]. However, there are a few areas where wet weather capacity restrictions are present and required mitigation. The location of these capacity deficient pipelines for current PWWF conditions are shown on Figure 6.1 in red."* The proposed improvements that will serve future users are sized for build-out conditions. As the City continues to grow, the Master Plan recommends that the proposed pipeline diameters be constructed for sufficient capacity. As shown in Figure 6.1 of the Master Plan, there are no deficiencies identified in the Project Area and thus, no construction of new pipelines or facilities or improvements to existing pipelines or facilities would be required.

In summary, the Project proposes a use and intensity that is consistent with the General Plan and Master Plan and the Project site is adjacent to existing pipelines that are not deficient. For these reasons, it can be determined that the wastewater treatment provider has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, impacts would be less than significant.

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

Less than Significant Impact. According to the use and size of the proposed Project, the amount of solid waste and recycled waste generated would be approximately 18.82 cubic yards per week. Based on these amounts, three (3) trash enclosures are required with a service frequency of twice a week. The Fresno General Plan Public Utilities and Services Element contains policies addressing waste collection and service in compliance with the Solid Waste Management Act. Policies in the Resources Conservation and Resilience Element address waste reduction. These policies are designed to reduce the potential environmental effects associated with solid waste disposal. Compliance with the applicable measures and policies would serve to reduce impacts of solid waste by promoting regular collection and encouraging the recycling of materials. As a result, a less than significant impact would occur as a result of the Project.

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

Less than Significant Impact. As described under criterion d), Project activities that generate solid waste and recycled waste would be handled, transported, and disposed of in accordance with all applicable statutes and regulations related to solid waste. Therefore, a less than significant impact would occur as a result of the Project.

4.19.3 Mitigation Measures

None required.

4.20 WILDFIRE

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

4.20.1 Environmental Setting

In general, Fresno is categorized as having little or no threat or moderate fire hazard, which can be attributed to its impervious surface areas. The area along the San Joaquin River bluff is an exception, as it is prone to wildfires due to steep terrain and native vegetation. The Project site comprises a relatively flat property within the city limits in an area comprising a mix of existing land uses including commercial, industrial, public open space (i.e., four (4) cemeteries north of the site), and vacant land, and is approximately eight (8) miles south of the San Joaquin River. In addition, the site nor the City of Fresno are identified by the Cal Fire as being in a VHFHSZ. Rather, the city, inclusive of the Project site, is in an "area of local responsibility" that is an area of low fire risk. [42]

[42] Cal Fire, "FHSZ Viewer." Accessed on September 2, 2022, https://egis.fire.ca.gov/FHSZ/

4.20.2 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?

No Impact. The Project would not impair access to the existing roadway network. Construction may require lane closure; however, these activities would be short-term and access through West Nielsen Avenue would be maintained through standard traffic control. Following construction, this roadway would continue to provide access to the site. Safe and convenient vehicular and pedestrian circulation would be provided in addition to adequate access for emergency vehicles. To determine and ensure adequate vehicular and pedestrian circulation and emergency vehicle access, the Project has been reviewed and conditioned by the City of Fresno Police Department and Fire Department for compliance with applicable code and regulations including applicable emergency response and evacuation plans. Therefore, the Project would not substantially impair any emergency response plan or emergency evacuation plan and no impact would occur as a result of the Project.

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

No Impact. The Project site is located on a relatively flat property with minimal slope and is not in an area that is subject to strong prevailing winds or other factors that would exacerbate wildfire risks. The site is highly disturbed and is not located within a wildland (i.e., wild, uncultivated, and uninhabited land), which precludes the risk of wildfire. Further, the Project site is within an "area of local responsibility" and is not identified by Cal Fire to be in a VHFHSZ. For these reasons, no impact would occur as a result of this Project.

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

No Impact. The Project is located within city limits in an area with existing infrastructure such as roads and utilities that are maintained accordingly. As previously discussed, all proposed project components (including utilities, roadway, buildings, walls, and landscaping) would be located within the boundaries of the project site and have been reviewed and/or conditioned by the City of Fresno for compliance with applicable codes and regulations. Through compliance, such infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment and no impact would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project site is located on a relatively flat property with minimal slope and is not subject to downslope, downstream flooding, or landslides. Therefore, the Project would not expose people or structures to significant risks and no impact would occur as a result of the Project.

4.20.3 Mitigation Measures

None required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

4.21.1 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated. This Initial Study found the Project could have impacts on cultural, historical, and Tribal cultural resources. However, implementation of the identified mitigation measures in the attached mitigation monitoring and reporting program for each section would ensure that impacts are less than significant with mitigation incorporated.

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

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

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

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Standard requirements and conditions have been incorporated in the project to reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.

5 MITIGATION MONITORING AND REPORTING PROGRAM

This mitigation monitoring and reporting checklist was prepared for Development Permit Application No. P22-02079 for the proposed appliance storage and distribution warehouse for Ventura TV ("Project") and is dated March 2023. The checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15097 and Section 21081.6 of the Public Resources Code (PRC). The timing of implementing each mitigation measure is identified in in the checklist, as well as identifies the entity responsible for verifying that the mitigation measures applied to a project are performed. The Project Applicant is responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Fresno is responsible for verifying that mitigation is performed/completed.

Mitigation Monitoring and Reporting Checklist
For Development Permit Application No. P22-02079
Dated March 2023

INCORPORATING MEASURES FROM THE PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) CERTIFIED FOR THE CITY OF FRESNO GENERAL PLAN UPDATE (SCH No. 2012111015)

Mitigation Measures	Timing of Verification	Compliance Verified By	Verification of Completion	
			Date	Initials
Aesthetics				
AES-1: Lighting for Street and Parking Areas. Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences. (PEIR Mitigation Measure AES-4.1) **Verification comments:**	Lighting systems to be confirmed during plan check, prior to issuance of building permits	Public Works Department (PW) and Planning and Development Department		
AES-2: Lighting for Non-Residential Uses. Lighting systems for non-residential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low intensity light fixtures shall also be used if excessive	Lighting systems to be confirmed during plan check, prior to issuance of building permits	PW and Planning and Development Department		

spillover light onto adjacent properties will occur. (PEIR Mitigation Measure AES-4.3) **Verification comments:**				
AES-3: Signage Lighting. Lighting systems for freestanding signs shall not exceed 100-foot Lamberts (FT-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal footcandles and shall not exceed 500 FT-L when adjacent to streets that have an average light intensity of 2.0 horizontal footcandles or greater. (PEIR Mitigation Measure AES-4.4) **Verification comments:**	Lighting systems to be confirmed during plan check, prior to issuance of building permits	PW and Planning and Development Department		
AES-4: Use of Non-Reflective Materials. Materials used on building facades shall be non-reflective. (PEIR Mitigation Measure AES-4.5) **Verification comments:**	Lighting systems to be confirmed during plan check, prior to issuance of building permits	PW and Planning and Development Department		
Cultural Resources				
CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until	Planning and Development Department to review contract specifications to ensure inclusion of provisions included in project-specific mitigation measure. Following discovery of previously unknown resource, a qualified historical resources specialist shall prepare recommendations and submit to the	Planning and Development Department		

the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study. (PEIR Mitigation Measure CUL-1.1) **Verification comments:**	Planning and Development Department. Timing for recommendations shall be established by project-specific mitigation measure.			
CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. (PEIR Mitigation Measure CUL-3) **Verification comments:**	Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.	Planning and Development Department		
Geology and Soils				
See Cultural Resources				

Noise				
NOI-1: Construction Vibration. The use of heavy construction equipment within 25 feet of existing structures shall be prohibited. (PEIR Mitigation Measure NOI-2) **Verification comments:**	Prior to issuance of any grading or construction permits, the Planning and Development Department shall ensure that project construction specifications	Planning and Development Department		
Tribal and Cultural Resources				
See Cultural Resources				

6 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

Lead Agency

Lead Agency	City of Fresno, Planning and Development Department 2600 Fresno Street, 3rd Floor Fresno, CA 93721	1. *Erik Young, Planner*

Initial Study Consultant

Initial Study	Precision Civil Engineering, Inc. 1234 O Street Fresno, CA 93721 (559) 449-4500	1. *Bonique Emerson, AICP, VP of Planning* 2. *Jenna Chilingerian, Senior Associate Planner* 3. *Shin Tu, Associate Planner*

Air Quality and Greenhouse Gas Technical Analysis

Air Quality/Greenhouse Gas Analysis	Johnson Johnson & Miller Air Quality Consulting Services	1. *Kimber Johnson, Air Quality Specialist/Owner* 2. *Richard Miller, Air Quality Specialist/Owner*

Biological Assessment Report

Biological Assessment	Argonaut Ecological, Inc.	1. *Kathy Kinsland, Owner/ Senior Scientist*

7 APPENDICIES

7.1 Appendix A: Air Quality and Greenhouse Gas Analysis Technical Memorandum

Prepared by Johnson Johnson & Miller dated September 15, 2022 (revised January 27, 2023).

Prepared for:	Precision Civil Engineering, Inc. Attn: Jenna Chilingerian, AICP Senior Associate Planner 1234 "O" Street Fresno, CA 93721 jchilingerian@precisioneng.net	Prepared by:	Johnson Johnson and Miller Air Quality Consulting Services Contact: Richard Miller, Air Quality and Climate Change Specialist rmiller.jjm.environmental@gmail.com Kimber Johnson, Air Quality Specialist kjohnson.jjm.environmental@gmail.com

1625 W Nielsen Avenue Project in Fresno, CA

Report Date: September 15, 2022 (Revised January 27, 2023)

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

This Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum was prepared to evaluate whether the estimated criteria air pollutant, ozone precursor, toxic air contaminant (TAC), and greenhouse gas (GHG) emissions generated from construction and operation of the 1625 W Nielsen Avenue Project (proposed project or project) would cause significant impacts to air or GHG resources. The methodology follows the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the quantification of emissions and evaluation of potential impacts to air resources.[1] The GHG Analysis follows and the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under the California Environmental Quality Act (CEQA)[2] and the City of Fresno Greenhouse Gas Reduction Plan Update to determine significance.

Project Location and Description

Project Description

The proposed project includes a Development Permit to facilitate the development of a distribution and storage facility for major appliances and electronics to occupy one (1) parcel that totals 6.43-acres located south of West Nielsen Avenue between South Hughes Avenue and South West Avenue at 1625 West Nielsen Avenue in Fresno, CA 93706 (APN: 458-060-04).

The facility would be constructed in two (2) phases. Phase 1 involves the construction of an approximately 53,760-square-foot warehouse building, including a loading dock for 8 trucks and an automobile parking lot with 19 stalls. Phase 2 would include the expansion of the warehouse building by approximately 50,193 square feet and would include an additional loading dock for 6 trucks and an automobile parking lot with 34 stalls. Phase 2 would also include the development of an approximately 6,271-square-foot. detached building on the southern portion of the project site. At build out, there would be 110,224 square feet of total building area, two (2) loading dock areas with space for 14 trucks, and 53 total parking stalls. No trailer parking stalls will be provided. The site would be accessible via two (2) points of ingress/egress on West Nielsen Avenue.

[1] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

[2] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17. Website: https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf. Accessed September 10, 2022.

Approximately 9-12 employees will work at the facility with single shift operations taking place from 7 am to 6 pm, daily. There will be approximately 6-8 deliveries of merchandise to the site per week via 53-ft. trailers. Approximately 5 box-trucks will leave the facility for customer delivers starting at 7 am and returning by 6 pm on a daily basis.

This project would allow for the consolidation of operations among four separate buildings into one distribution and storage facility. Current operations are located at 1902 W. Hedges Avenue, Fresno, CA 93728, 3619 E. Ventura Avenue, Fresno, CA 93702, 2797 S. Orange Avenue, Fresno, CA 96725, and 2902 Ventura Street, Fresno, CA 93721.

The site plan for the proposed project is overlaid at the project location in Figure 1. The project's location and site plan are included as part of Attachment A.

Figure 1 – 1625 W Nielsen Avenue Project Site

Local Setting

Air Quality

City of Fresno General Plan and General Plan PEIR

The City of Fresno's General Plan PEIR (2021) includes the following mitigation measures to reduce impacts to air quality resources.

- **AIR-2.1**: Prior to future discretionary project approval, development project applicants shall prepare and submit to the Director of the City Planning and Development Department, or designee, a technical assessment evaluating potential project construction phase-related air quality impacts. The evaluation shall be prepared in conformance with SJVAPCD methodology for assessing construction impacts. If construction related air pollutants are determined to have the potential to

exceed the SJVAPCD adopted threshold of significance, the Planning and Development Department shall require that applicants for new development projects incorporate mitigation measures into construction plans to reduce air pollutant emissions during construction activities. The identified measures shall be included as part of the Project Conditions of Approval. Possible mitigation measures to reduce construction emissions include but are not limited to:

  - Install temporary construction power supply meters on site and use these to provide power to electric power tools whenever feasible. If temporary electric power is available on site, forbid the use of portable gasoline- or diesel-fueled electric generators.
  - Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps on diesel equipment, as feasible.
  - Maintain equipment according to manufacturers' specifications.
  - Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [CARB] regulation).
  - Phase grading operations to reduce disturbed areas and times of exposure.
  - Avoid excavation and grading during wet weather.
  - Limit on-site construction routes and stabilize construction entrance(s).
  - Remove existing vegetation only when absolutely necessary.
  - Sweep up spilled dry materials (e.g., cement, mortar, or dirt track-out) immediately. Never attempt to wash them away with water. Use only minimal water for dust control.
  - Store stockpiled materials and wastes under a temporary roof or secured plastic sheeting or tarp.

- **AIR-2.2**: Prior to future discretionary project approval, development project applicants shall prepare and submit to the Director of the City Planning and Development Department, or designee, a technical assessment evaluating potential project operation-related air quality impacts. The evaluation shall be prepared in conformance with SJVAPCD methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SJVAPCD-adopted thresholds of significance, the Planning and Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Project Conditions of Approval. Possible mitigation measures to reduce long-term emissions include but are not limited to:
  - For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plugging in the anticipated number of refrigerated trailers to reduce idling time and emissions.
  - Applicants for manufacturing and light industrial uses shall consider energy storage (i.e., battery) and combined heat and power (CHP, also known as cogeneration) in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
  - Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with CARB Rule 2845 (13 California Code of Regulations [CCR] Chapter 10, Section 2485).
  - Require that 240-volt electrical outlets or Level 3 chargers be installed in parking lots that would enable charging of neighborhood electric vehicles (NEVs) and/or battery powered vehicles.

  - Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on building roofs throughout the city to generate solar energy.
  - Maximize the planting of trees in landscaping and parking lots.
  - Use light-colored paving and roofing materials.
  - Require use of electric or alternatively fueled street-sweepers with HEPA filters.
  - Require use of electric lawn mowers and leaf blowers.
  - Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
  - Use of water-based or low volatile organic compound (VOC) cleaning products.
- **AIR-3.1**: Prior to future discretionary approval for projects that require environmental evaluation under CEQA, the City of Fresno shall evaluate new development proposals for new industrial or warehousing land uses that: (1) have the potential to generate 100 or more truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and (2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit a Health Risk Assessment (HRA) to the City Planning and Development Department. The HRA shall be prepared in accordance with policies and procedures of the most current State Office of Environmental Health Hazard Assessment (OEHHA) and the SJVAPCD. If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the Applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms to reduce risks to an acceptable level. T-BACTs may include, but are not limited to:
  - Restricting idling on site or electrifying warehousing docks to reduce diesel particulate matter;
  - Requiring use of newer equipment and/or vehicles;
  - Provide charging infrastructure for: electric forklifts, electric yard trucks, local drayage trucks, last mile delivery trucks, electric and fuel-cell heavy duty trucks; and/or
  - Install solar panels, zero-emission backup electricity generators, and energy storage to minimize emissions associated with electricity generation at the project site.

  T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

  The City will, in addition to noticing procedures in the Development Code, notice all residents within 1,000 feet of a proposed warehouse project before any discretionary project approval, and consider "Warehouse Projects: Best Practices and Mitigation Measure to comply with the California Environmental Quality Act" published in March 2021 by Xavier Becerra, Attorney General State of California before any discretionary approval of a specific warehouse project where applicable."
- **AIR-3.2**: Locate sensitive land uses (e.g., residences, schools, and daycare centers) to avoid incompatibilities with recommended buffer distances identified in the most current version of the CARB Air Quality and Land Use Handbook: A Community Health Perspective (CARB Handbook). Sensitive land uses that are within the recommended buffer distances listed in the CARB Handbook shall provide enhanced filtration units or submit a Health Risk Assessment (HRA) to the City. If the HRA shows that the project would exceed the applicable SJVAPCD thresholds, mitigation measures capable of reducing potential impacts to an acceptable level must be identified and approved by the City.
- **AIR-4.1**: Require developers of projects with the potential to generate significant odor impacts as determined through review of SJVAPCD odor complaint history for similar facilities and consultation

with the SJVAPCD, to prepare an odor impact assessment and to implement odor control measures recommended by the SJVAPCD or the City as needed to reduce the impact to a level deemed acceptable by the SJVAPCD. The City's Planning and Development Department shall verify that all odor control measures have been incorporated into the project design specifications prior to issuing a permit to operate.

Greenhouse Gas Emissions

City of Fresno General Plan and General Plan PEIR

The City of Fresno's General Plan PEIR (2021) includes the following mitigation measures to reduce impacts related to GHG emissions.

- **GHG-1.1:** Prior to the City's approval of subsequent discretionary projects, the Director of the City Planning and Development Department, or designee, shall confirm that development are consistent with the Recirculated GHG Reduction Plan Update (2021) and shall implement all measures deemed applicable to the project through the GHG Reduction Plan Update-Project Consistency Checklist (Appendix B to the GHG Reduction Plan Update).

Modeling Parameters and Assumptions

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

Air Pollutants and GHGs Assessed

Criteria Pollutants Assessed

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG),[3] oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Note that the proposed project would emit ozone precursors ROG and NO_X. However, the proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

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

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

Table 1: Descriptions of Criteria Pollutants of Concern

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Ozone	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), nitrous oxides (NO_X), and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO_X) are mobile sources (on-road and off-road vehicle exhaust).	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.
Particulate matter (PM_{10}) Particulate matter ($PM_{2.5}$)	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter, (one micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.
Nitrogen dioxide (NO_2)	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO_X (NO, NO_2, NO_3, N_2O, N_2O_3, N_2O_4, and N_2O_5). NO_X is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NO_X can react with compounds to form nitric acid and related small particles and result in particulate matter (PM) related health effects.	NO_X is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide forms quickly from NO_X emissions. NO_2 concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contributions to atmospheric discoloration; increased visits to hospital for respiratory illnesses.

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Carbon monoxide (CO)	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
Sulfur dioxide (SO_2)	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethyl sulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.
Source: U.S. Environmental Protection Agency (EPA). Criteria Air Pollutants. Website: https://www.epa.gov/criteria-air-pollutants. Accessed August 2022.			

GHGs Assessed

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

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

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

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

Certain GHGs defined by AB 32 would not be emitted by the project. HFCs, PFCs, SF_6, and NF_3 are typically used in certain industrial applications, none of which would be used for typical commercial or gas station operations. Therefore, it is not anticipated that the proposed project would emit those GHGs.

GHG emissions associated with the proposed project construction as well as future operations were estimated using CO_2 equivalent (CO_2e) emissions as a proxy for all GHG emissions. In order to obtain the CO_2e, an individual GHG is multiplied by its Global Warming Potential (GWP). The GWP designates on a pound for pound basis the potency of the GHG compared to CO_2.

Toxic Air Contaminants Assessed

Toxic Air Contaminants

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

The California Almanac of Emissions and Air Quality—2009 Edition presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data.[4] The ten TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk.[5] In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM

For purposes of this study, DPM exhaust emissions are represented as PM_{10}.

The project would generate passenger vehicle and truck trips from workers and visitors traveling to and from the project site. Notably, the project would be served by trucks. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United

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

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

States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present.

Model Selection

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors are the emission rate of a pollutant given the activity over time; for example, grams of NO_X per horsepower-hour. CARB has published emission factors for on-road mobile vehicles/trucks in the EMFAC mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The project is located in the City of Fresno and is within the San Joaquin Valley Air Basin. The modeling follows SJVAPCD guidance where applicable from its GAMAQI. The models used in this analysis are summarized as follows:

- Construction emissions: CalEEMod, version 2020.4.0
- Operational emissions: CalEEMod, version 2020.4.0
- EMission FACtor (EMFAC) 2017 (selected as emission factors from this version of EMFAC are used in CalEEMod, version 2020.4.0)
- American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), version 21112

Criteria Pollutants and GHG Emissions

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

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

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

CalEEMod version CalEEMod.2020.4.0 was used to estimate construction and operational impacts of the proposed project. CalEEMod version was the most recent version of CalEEMod at the time emissions were estimated (August 2022 and September 2022). Furthermore, the SJVAPCD is currently accepting

the use of CalEEMod version 2020.4.0 at the time the latest revisions to this memorandum were completed (January 2023).

Assumptions

Construction Modeling Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10} and $PM_{2.5}$).

Schedule

Based on estimates provided by the project applicant, the project was assumed to be constructed over two phases. Phase 1 is anticipated to occur from February 2023 to February 2024, while Phase 2 is expected to occur from February 2026 to February 2027. CalEEMod includes default equipment lists and construction schedules. Where project-specific information was unknown, CalEEMod default values were used.

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

Table 2: Project Construction Assumptions - Schedule Used to Estimate Emissions

Construction Task	Start Date[1]	End Date[1]	Workdays
Phase 1			
Site Preparation[2]	2/1/2023	2/14/2023	10
Grading[2]	2/15/2023	3/14/2023	20
Paving	3/15/2023	4/11/2023	20
Building Construction	4/12/2023	2/27/2024	230
Architectural Coating	2/2/2024	2/29/2024	20
Phase 2			
Grading	2/2/2026	2/11/2026	8
Paving	2/12/2026	3/9/2026	18
Building Construction	3/10/2026	1/25/2027	230
Architectural Coating	1/26/2027	2/18/2027	18

Notes:

[1] The construction schedule utilized in the analysis represents a "worst-case" analysis scenario, as emissions estimated for the same level of activity are expected to remain the

Construction Task	Start Date[1]	End Date[1]	Workdays
same or decrease over time due to turnover of equipment and compliance with more stringent regulations.			
[2] Site work and mass grading for the entire project site was accounted for as part of Phase 1. Source: CalEEMod Output and Additional Supporting Information (Attachment A).			

Equipment

Construction equipment for each construction activity is shown in Table 3.

Table 3: Project Construction Equipment

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Phase 1						
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	4	8	97	0.37	Diesel
Grading	Excavators	1	8	158	0.38	Diesel
	Graders	1	8	187	0.41	Diesel
	Rubber Tired Dozers	1	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	3	8	97	0.37	Diesel
Paving	Pavers	2	8	130	0.42	Diesel
	Paving Equipment	2	8	132	0.36	Diesel
	Rollers	2	8	80	0.38	Diesel
Building Construction	Cranes	1	7	231	0.29	Diesel
	Forklifts	3	8	89	0.20	Diesel
	Generator Sets	1	8	84	0.74	Diesel
	Tractors/Loaders/Backhoes	3	7	97	0.37	Diesel
	Welders	1	8	46	0.45	Diesel
Architectural Coating	Air Compressors	1	6	78	0.48	Diesel
Phase 2						
Grading	Excavators	1	8	158	0.38	Diesel
	Graders	1	8	187	0.41	Diesel
	Rubber Tired Dozers	1	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	3	8	97	0.37	Diesel
Paving	Cement and Mortar Mixers	2	6	9	0.56	Diesel
	Pavers	1	8	130	0.42	Diesel
	Paving Equipment	2	6	132	0.36	Diesel
	Rollers	2	6	80	0.38	Diesel
	Tractors/Loaders/Backhoes	1	8	97	0.37	Diesel

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Building Construction	Cranes	1	7	231	0.29	Diesel
	Forklifts	3	8	89	0.20	Diesel
	Generator Sets	1	8	84	0.74	Diesel
	Tractors/Loaders/Backhoes	3	7	97	0.37	Diesel
	Welders	1	8	46	0.45	Diesel
Architectural Coating	Air Compressors	1	6	78	0.48	Diesel
Source: CalEEMod Output and Additional Supporting Information (Attachment A).						

Vehicles Trips

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

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

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

Table 4: Construction Vehicle Trips

Construction Task	Worker Trips per Day	Vendor Trips per Day	Total Haul Truck Trips
Phase 1			
Site Preparation	18	0	14
Grading	15	0	637
Paving	15	0	12
Building Construction	57	22	18
Architectural Coating	11	0	2
Phase 2			
Grading	15	0	12
Paving	20	0	16
Building Construction	60	24	18
Architectural Coating	12	0	2
Notes: Additional haul trips for mobilization/demobilization of on-site equipment. Source: CalEEMod Output and Additional Supporting Information (Attachment A).			

Operational Modeling Assumptions

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

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the proposed project site.

For the purpose of estimating emissions, project trips were based on the trip generation provided in the project-specific traffic analysis. Table 5 presents trip generation characteristics for projected trips for the proposed project.

Table 5: Project Trip Generation Calculations used to Estimate Emissions

Description	Passenger Vehicles Trips per Day	Trucks Trips per Day	Total Daily Trips
Phase 1	59.66	32.26	91.92
Phase 2	62.65	33.89	96.54
Total Project Buildout	**122.31**	**66.15**	**188.46**
Source: Attachment A.			

Trip Lengths and Vehicle Fleet Mix

The CalEEMod default trip lengths for an urban setting in Fresno County were used in this analysis for passenger vehicle trips. Trip lengths are for primary trips. Trip purposes are primary, diverted, and pass-by trips. Diverted trips take a slightly different path than a primary trip. The CalEEMod default rates for percentages of primary, diverted, and pass-by trips were used.

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

It is anticipated that the average one-way truck trip length would be longer than the CalEEMod default values for project in an urban setting of Fresno County (7.3 to 9.5 miles). To estimate mobile-source emissions from trucks during project operations, a one-way truck trip length of 50 miles was assumed. The 50-mile truck trip length is the truck trip length recommended by the SJVAPCD, barring project-specific information. To apply a longer trip length for trucks, modeling of the project's mobile-source operations were split into passenger vehicle trips and truck trips.

Transportation Refrigeration Units

As no cold storage is envisioned as part of the proposed project, it is not anticipated that any trucks would be equipped with a Transportation Refrigeration Unit (TRU).

Area Sources

Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. "Consumer Product" means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture

coatings, or architectural coatings. CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products associated with parking uses and the general consumer product category.

Architectural Coatings (Painting)

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

Landscaping Emissions

CalEEMod estimates a total of 180 days for which landscaping equipment would be used to estimate potential emissions for the proposed project.

Indirect Emissions

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

Energy Use

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

The carbon dioxide intensity factor for Pacific Gas & Electric (from the CEC's year 2006 data) is as follows:

- Carbon dioxide: 641.35 pounds per megawatt hour (lbs/MWh)

The Renewable Electricity Standards took effect in 2020. The Renewable Electricity Standard requires that electricity providers include a minimum of 33 percent renewable energy in their portfolios by the year 2020. Pacific Gas & Electric provides estimates of its emission factor per megawatt hour of electricity delivered to its customers. PG&E provides emission factors for the electricity it provides to customers for its energy portfolio that is used to estimate project emissions. CalEEMod 2020.4.0 includes PG&E emission factor based on actual rates reported by the utility.

The 2020.4.0 CalEEMod default emission factors for PG&E are as follows:

- Carbon dioxide: 203.98 lbs/MWh
- Methane: 0.033 lb/MWh
- Nitrous oxide: 0.004 lb/MWh

The utilities in California will be required to increase the use of renewable energy sources to 60 percent by 2030.

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

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

Stationary Equipment

Any future equipment would need to meet SJVAPCD emission limits for regulated pollutants pursuant to Rule 2201.

Off-road Equipment

The proposed project includes truck docking and no truck parking stalls. Based on project-specific information and the proposed configuration of the buildout, the project is not expected to use any diesel-powered off-road equipment.

Vegetation

For this analysis, it was assumed that the loss and addition of carbon sequestration that are due to the proposed project would be balanced; therefore, emissions due to carbon sequestration were not included.

Refrigerants

No new buildings requiring cold storage are envisioned as part of proposed project. Buildings equipped with air conditioning systems would utilize small systems not subject to CARB's Refrigeration Management Program.

Health Risk Assessment Assumptions

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

Model Selection and Parameters

An air dispersion model is a mathematical formulation used to estimate the air quality impacts at specific locations (receptors) surrounding a source of emissions given the rate of emissions and prevailing meteorological conditions. The air dispersion model applied in the construction and operational assessments was the United States Environmental Protection Agency (EPA) AERMOD (version 21112) air dispersion model. Specifically, AERMOD was used to estimate levels of air emissions at sensitive receptor locations from potential sources of project-generated TACs. The use of AERMOD provides a refined methodology for estimating construction impacts by utilizing long-term, measured representative meteorological data for the project site and a representative construction schedule.

The modeling analysis also considered the spatial distribution and elevation of each emitting source in relation to the sensitive receptors. Direction-dependent calculations were obtained by identifying the Universal Transverse Mercator (UTM) coordinates for each source location. Terrain elevations were obtained for the project site using the AERMAP model, the AERMOD terrain data pre-processor. The air dispersion model assessment used meteorological data from the Fresno 93193 Station. The meteorological data used was preprocessed for use with AERMOD by the SJVAPCD and included data for the years 2013 to 2017; all years were used in the assessment. To evaluate the proposed project's

localized impacts at the point of maximum impact, all receptors were placed within the breathing zone at 1.2 meters above ground level.

- Emissions were assumed to occur over eight (8) hours per day and five (5) days per week for project construction. This schedule was assumed in AERMOD, and an adjustment factor of 4.2 was applied to estimate annual concentrations.
- Emissions were assumed to occur over a 24-hour-per-day, 365 day-per-year averaging period for project operations.

Detailed parameters and complete calculations are contained in Attachment B. Attachment B also includes a representation of the DPM modeling parameters, including: modeled on-site vehicle travel, vehicle idling locations, modeled off-site travel within approximately 1,000 feet of the project boundary, and sensitive receptor locations.

Air Toxics Generated during Operations—DPM

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

The vehicle fleet mix for trucks would consist of Light-Heavy-Duty truck (LHDT), Medium-Heavy-Duty truck (MHDT), and Heavy-Heavy-Duty truck (HHDT). For the purpose of estimating emissions, it was assumed that the truck fleet mix would consist of 80 percent HHD (4+ axle) trucks and 20 percent MHD trucks. Emission factors are assigned to the expected vehicle mix as a function of vehicle age, vehicle class, speed, and fuel type. The operational fleet mix used to assess emissions from the proposed project is included in as part of Attachments A and B.

Each operational emission source to be evaluated requires geometrical and emission release specifications for use in the air dispersion model. The emission source configurations applied in this assessment of operational DPM emissions are shown in Table 6 and in Attachment B.

Table 6: Summary of Select Operational Emission Source Configurations

Emission Source Type	Relevant Assumptions
On-site Truck Traffic	• Configuration: line volume source • Release height: 10.2 feet (3.1 meters) • Vehicle Speed: 5 mph • Vehicle types: heavy-heavy duty (HHDT) and medium heavy duty (MHDT) trucks • Emission factors: EMFAC2017 • Daily Diesel Truck Trips per day: 66.15 trips
On-site Truck Idling	• Configuration: line volume sources at each truck docking area (no truck parking stalls or other idling locations are proposed) • Vehicle type: Heavy-duty diesel trucks (HHDT and MHDT) • Emission factors: EMFAC 2017 • Number of Idling Diesel Vehicles per day: 66.15 trips
Off-site Traffic	• Configuration: line volume source

Emission Source Type	Relevant Assumptions
	• Travel links from the project to outlying areas within 1,000 feet of the project site were identified based on the site access points and emissions were estimated along each travel link. • Vehicle speeds: aggregated emission factors for 5 MPH to 25 MPH speed bins (separate emission factors used for each truck type) • Vehicle types: Heavy-duty diesel trucks (HHDT, MHDT and LHDT) • Emission factors: EMFAC 2017
Source: Attachment B.	

Operational emissions for the proposed project were assessed assuming the first year of operations would occur in 2024. Exhaust emissions of DPM (as PM_{10} exhaust) were estimated using EMFAC2017. It was assumed that emission factors were constant for the years beyond 2024, which provides a conservative estimate of DPM emissions and associated health risks. DPM emissions are expected to decline as older higher polluting vehicles continue to be replaced by newer cleaner vehicles. This decline is not accounted for in the HRA completed for the proposed project. The emission factors, AERMOD data, and emission estimation spreadsheets used to estimate motor vehicle DPM emissions during project operations are provided in Attachment B.

Cancer Risk

The model was run to obtain annual average concentration in micrograms per cubic meter [µg/m³] at residential sensitive receptor locations. Consistent with SJVAPCD guidance, a health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario for project operations. Cancer risk and non-cancer hazard calculations were completed using HARP2. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA Human Health Evaluation Manual (1991) and the Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual (2015).[6,7]

Based on the OEHHA methodology, the residential inhalation cancer risk from the annual average DPM concentrations is calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor (ASF), the frequency of time spent at home (for residents only), and the exposure duration divided by averaging time, to yield the excess cancer risk. These factors are discussed in more detail below.

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

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

[6] U.S. Environmental Protection Agency (EPA). 1991. Human Health Evaluation Manual. Website: https://www.epa.gov/sites/default/files/2015-11/documents/defaultExposureParams.pdf. Accessed September 10, 2022.

[7] California Office of Environmental Health Hazards Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February. Website: http://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed September 10, 2022.

Where:

Dose-air	=	dose through inhalation (mg/kg/day)
Cair	=	air concentration (µg/m³) from air dispersion model
{BR/BW}	=	daily breathing rate normalized to body weight (L/kg body weight – day) (361 L\kg BW-day for 3rd Trimester, 1,090 L/kg BW-day for 0<2 years, 631 L/kg BW-day for 2<9 years, 572 L/kg BW-day for 2<16 years, 261 L/kg BW-day for 16<30 years, and 233 L/kg BW-day 16<70 years)
A	=	Inhalation absorption factor (unitless [1])
EF	=	exposure frequency (unitless), days/365 days (0.96 [approximately 350 days per year])
10^{-6}	=	conversion factor (micrograms to milligrams, liters to cubic meters)

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

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

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

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

$Risk_{inh\text{-}res} = (Dose_{air} * CPH * ASF * ED/AT * FAH)$

Where:

$Risk_{inh\text{-}res}$	=	residential inhalation cancer risk (potential chances per million)
$Dose_{air}$	=	daily dose through inhalation (mg/kg-day)
CPF	=	inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)

ASF	=	age sensitivity factor for a specified age group (unitless)
ED	=	exposure duration (in years) for a specified age group
AT	=	averaging time of lifetime cancer risk (years)
FAH	=	fraction of time spent at home (unitless)

The cancer risk adjustment factors used in this construction HRA are provided in Table 7. As shown in the table, Phase 1 was assumed to occur starting in the 3rd Trimester. To provide a conservative estimate of health risk impacts, Phase 2 was assumed to occur at the same receptor starting immediately following the completion of Phase 1.

Table 7: Project Trip Generation Calculations used to Estimate Emissions

Construction Phase	Receptor Type	Exposure Duration	Age Sensitivity Factors (ASF)	Time at Home Factor (TAH) (%)	Daily Breathing Rate
Phase 1	3rd Trimester	0.25	10	100	95th percentile (high-end) breathing rates for all individuals
Phase 1	0 to < 2 years	0.85	10	100	
Phase 2	0 to < 2 years	1.05	10	100	
Source: Appendix B.					

Chronic Non-Cancer Hazard

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

Hazard Quotient = C_i/REL_i

Where:

C_i	=	Concentration in the air of substance i (annual average concentration in µg/m^3)
REL_i	=	Chronic noncancer Reference Exposure Level for substance i (µg/m^3)

The non-cancer chronic hazard index was calculated in HARP2. The primary source of the emissions responsible for chronic risk are from diesel trucks during operations and DPM from off-road construction equipment and hauling trips during construction. DPM does not have an acute risk factor; however, HARP2 was run to obtain the following for each receptor: cancer risk, chronic hazard index, and acuate hazard index. As DPM does not have an acute risk factor, the acuate hazard index for all modeled receptors was found to be zero in both the construction and operational scenarios.

Thresholds

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

The primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for ROG and NO_X; SO_X, CO, PM_{10}, and $PM_{2.5}$.

Ozone is a secondary pollutant that can be formed miles away from the source of emissions through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. The San Joaquin Valley Air Basin (SJVAB) often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for PM_{10}, and $PM_{2.5}$; therefore, substantial project emissions may contribute to an exceedance for these pollutants.

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

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

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO_X	10	10
ROG	10	10
SO_X	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15
Source: SJVAPCD. 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.		

Fugitive Dust

Construction

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

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

apply to construction sites. These regulations affect all workers at a regulated construction site, including everyone from the landowner to the subcontractors. Violations of Regulation VIII are subject to enforcement action including fines.[8]

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

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

Carryout and Trackout occur when materials from emptied or loaded vehicles falls onto a paved surface or shoulder of a public road or when materials adhere to vehicle tires and are deposited onto a paved surface or shoulder of a public road. Should either occur, the material must be cleaned up at least daily, and immediately if it extends more than 50 feet from the exit point onto a paved road. The appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surface and shoulder. Using a blower device or dry sweeping with any mechanical device other than a PM_{10}-efficient street sweeper is a violation. Larger construction sites, or sites with a high amount of traffic on one or more days, must prevent carryout and trackout from occurring by installing gravel pads, grizzlies, wheel washers, paved interior roads, or a combination thereof at each exit point from the site. In many cases, cleaning up trackout with water is also prohibited as it may lead to plugged storm drains. Prevention is the best method.

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

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

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

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

Operations may not commence until the SJAVPCD has approved the Dust Control Plan. A copy of the plan must be on site and available to workers and District employees. All work on the site is subject to the

[8] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2007. Compliance Assistance Bulletin. Website: http://www.valleyair.org/busind/comply/pm10/forms/RegVIIICAB.pdf. Accessed August 2022.

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

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

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

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

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

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

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the project are shown in Table 9. As shown in Table 9, the emissions are below the significance thresholds and, therefore, are less than significant on a project basis.

Table 9: Summary of Construction-Generated Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source	Emissions (Tons/Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1 (2023)	0.21	1.92	2.08	0.00	0.23	0.14
Phase 1 (2024)	0.18	0.32	0.39	0.00	0.03	0.02
Phase 2 (2026)	0.18	1.58	2.04	0.00	0.15	0.08
Phase 2 (2027)	0.16	0.13	0.17	0.00	0.01	0.01
Project Total	**0.73**	**3.94**	**4.68**	**0.01**	**0.41**	**0.24**
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No

Notes:

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

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

Totals may not appear to sum exactly due to rounding.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

Operational Emissions (Regional)

Operational emissions occur over the lifetime of the project. Operational emissions are shown in Table 10. The SJVAPCD considers construction and operational emissions separately when making significance determinations.

The emissions output for project operation at full buildout in the earliest operational year (2024) are summarized in Table 10. Although full buildout is not expected until 2027, the use of an earlier operational year provides a conservative estimate of emissions. As shown in Table 10, the operational emissions would be less than the thresholds of significance for all criteria air pollutants.

Table 10: Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Source	Emissions (tons/year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.47	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	0.01	0.10	0.08	<0.01	0.01	0.01
Passenger Vehicles	0.03	0.03	0.37	<0.01	0.13	0.04
Trucks	0.04	3.14	0.46	0.02	0.56	0.18
Annual Total	**0.55**	**3.27**	**0.91**	**0.02**	**0.70**	**0.22**
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No

Notes:
Annual totals were calculated using unrounded results; totals may not appear to sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO_2, SO_X, and CO.

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

Construction: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in Table 11 below, on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 11: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Construction

Source	On-site Emissions (pounds per day)				
	ROG	NOx	CO	PM_{10}	$PM_{2.5}$
Phase 1 (2023)	2.70	27.57	18.40	10.12	5.71
Phase 1 (2024)	15.75	15.03	18.67	0.71	0.65
Phase 2 (2026)	1.55	15.36	16.70	3.82	2.12
Phase 2 (2027)	16.47	12.85	16.68	0.56	0.51
Maximum Daily On-site Emissions	**16.47**	**27.57**	**18.67**	**10.12**	**5.71**
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	No	No	No	No	No

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

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

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

Operation: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at project buildout, which was modeled in the earliest operational year (2024). Operational emissions include those generated on-site by area sources such as consumer products, and landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the project site. Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel (0.25 mile) and an additional 0.25 mile to account for localized off-site emissions.

As shown in Table 12 below, operational modeling of on-site emissions for the project indicate that the project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

Table 12: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Operations

Source	On-site Emissions (pounds per day)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area	2.57	0.00	0.01	<0.01	<0.01
Energy	0.06	0.53	0.45	0.04	0.04
Passenger Vehicles	0.20	0.07	0.86	0.05	0.01
Trucks	0.07	1.25	0.93	0.03	0.01
Total	**2.90**	**1.86**	**2.25**	**0.12**	**0.06**
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ were highest in the Winter scenario, while maximum daily emissions of ROG were highest in the Summer scenario.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.

Addressing Air Quality CEQA Impact Questions

Table 13: Summary of Air Quality Impact Analysis

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

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

Less Than Significant Impact.

Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures.

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

As shown above in Table 9 and Table 10, the project's construction and operational regional emissions would not exceed SJVAPCD's regional criteria pollutant emissions quantitative thresholds. Therefore, the proposed project would not be considered to obstruct implementation of the applicable air quality plan or be in conflict with the applicable air quality plan.

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

Less Than Significant Impact.

To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM_{10}, and $PM_{2.5}$.

Air pollutant emissions have both regional and localized effects. As shown in Table 11 and Table 12, the project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Emissions occurring at or near the project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The SJVAPCD's GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures would require additional analysis to determine if the preparation of an ambient air quality analysis is needed. The criteria pollutants of concern for localized impact in the Air Basin are PM_{10}, $PM_{2.5}$, NO_X, and CO. There is no localized emission standard for ROG.

As shown in Table 11, the project would not exceed the emission screening thresholds during project construction. Therefore, the project's localized criteria pollutant impacts from construction of the project would be less than significant.

As shown in Table 12, the project would not exceed SJVAPCD screening thresholds for localized criteria pollutant impacts; therefore, the project's localized criteria pollutant impacts from long-term operations would be less than significant.

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million).

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

The estimated health and hazard impacts at the Maximally Exposed Receptor (MER) from the project's construction emissions are provided in Table 14.

Table 14: Summary of the Health Impacts from Unmitigated Project Construction

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Hazards at the MER			
Risks and Hazards at the MER (Phase 1)	9.64	0.010	0.000
Risks and Hazards at the MER (Phase 2)	5.80	0.007	0.000
Risks and Hazards at the MER From Project Construction	**15.44**	**0.017**	0.000
Significance Threshold	**20**	**1**	**1**
Threshold Exceeded in Any Scenario?	**No**	**No**	**No**

Notes:
MER = Maximally Exposed Receptor
DPM = Diesel Particulate Matter
1625 W Nielsen Avenue Project Unmitigated Construction MER UTM: 247466.28, 4069966.53 (Receptor #72)
Source: Attachment B.

As shown in Table 14, the estimated health risk metrics resulting from the proposed project's construction DPM emissions would not exceed the cancer risk significance threshold or non-cancer hazard index significance threshold at the MIR. Therefore, the proposed project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

Operations

For reasons previously discussed (see Modeling Parameters and Assumptions), an analysis of TACs (including DPM) was performed using the EPA-approved AERMOD model, which is an air dispersion model accepted by the SJVAPCD for preparing HRAs. AERMOD version 21112 and HARP2 were used for this analysis. Consistent with SJVAPCD guidance, the health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. Results of the HRA are summarized in Table 15. The complete HRA prepared for the proposed project, including calculations and AERMOD output data, are included in Attachment B.

Table 15: Summary of the Health Impacts from Operations of the Proposed Project (70-year Scenario)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acuate Non-Cancer Hazard Index
70-Year Exposure at the DPM MER (from DPM)	0.29	0.0001	0.0000
Applicable Threshold of Significance	**20**	**1**	**1**
Threshold Exceeded?	**No**	**No**	**No**

Notes:
MER = Maximally Exposed Receptor
Project Operational Total DPM MER UTM: 247368.64, 4070142.11 (Receptor # 18)
Source: Attachment B.

As shown in Table 15, emissions from operations of the project would not cause an exceedance of the cancer risk, chronic risk, or acute risk threshold levels. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the project's potential to expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Valley Fever

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

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions.[9] California experienced 6,490 new cases of Valley fever in 2020. A total of 466 Valley fever cases were reported in Fresno County in 2020.[10]

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

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

[9] Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr /mm6948a4.htm?s_cid=mm6948a4_e. Accessed August 2022.

[10] California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCA ProvisionalMonthlyReport.pdf. Accessed August 2022.

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

1) Cultivated fields
2) Heavily vegetated areas (e.g., grassy lawns)
3) Higher elevations (above 7,000 feet)
4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5) Areas that are continually wet
6) Paved (asphalt or concrete) or oiled areas
7) Soils containing abundant microorganisms
8) Heavily urbanized areas where there is little undisturbed virgin soil.[11]

The project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Therefore, implementation of the proposed project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Although conditions are not favorable, construction activities could generate fugitive dust that contain *C. immitis* spores. The project will minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small, because trucks and other vehicles would travel on paved areas. This condition would lessen the possibility of the project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos.[12] Impacts would be less than significant.

Impact Analysis Summary

In summary, the project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The project is not a significant source of TAC emissions during construction or operation. The project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Considering all information, the project would not result in significant impacts to sensitive receptors.

[11] United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed August 2022.

[12] U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed August 2022.

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

Less Than Significant Impact.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The proposed project is of the first type only since it involves a potential odor source and would not locate any new sensitive receptors.

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

For projects involving new receptors locating near an existing odor source where there is currently no nearby development and for new odor sources locating near existing receptors, the SJVAPCD recommends that the analysis should be based on a review of odor complaints for similar facilities. In assessing potential odor impacts, consideration also should be given to local meteorological conditions, particularly the intensity and direction of prevailing winds.

Lead Agencies can also make a determination of significance based on a review of SJVAPCD complaint records. For a project locating near an existing source of odors, the impact is potentially significant when the project site is at least as close as any other site that has already experienced significant odor problems related to the odor source.

Significant odor problems are defined by the SJVAPCD as:

- More than one confirmed complaint per year averaged over a three-year period, or
- Three unconfirmed complaints per year averaged over a three-year period.

An unconfirmed complaint means that either the odor/air contaminant release could not be detected, or the source/facility cannot be determined. Because of the subjective nature of odor impacts and the lack of quantitative or formulaic methodologies, the significance determination of potential odor impacts should be considered on a case-by-case basis.

The screening levels for these land use types are shown in Table 16.

Table 16: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.	

Construction

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

Operations

The development of the proposed project would not substantially increase objectionable odors in the area and would not introduce any new sensitive receptors to the area that could be affected by any existing objectionable odor sources in the area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 16. The proposed project would not engage in any of these activities. Minor sources of odors that would be associated with uses typical of warehouse distribution and storage facilities, such as exhaust from mobile sources (including diesel-fueled heavy trucks), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be less than significant.

Greenhouse Gas Emissions Estimation Summary and Greenhouse Gas Impact Analysis

Thresholds of Significance

San Joaquin Valley Air Pollution Control District

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA presents a tiered approach to analyzing project significance with respect to GHG emissions. Project GHG emissions are considered less than significant if they can meet any of the following conditions, evaluated in the order presented:

- Project is exempt from CEQA requirements;
- Project complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project implements Best Performance Standards (BPS); or
- Project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29 percent compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period.

City of Fresno

An updated GHG Reduction Plan was included as part of the recirculated Program Environmental Impact Report in March 2021 and adopted in September of 2021.[13] The following is a description of the Updated GHG Reduction Plan.

Since adoption of the GHG Plan (2014), two major regulations/decisions have been established. First, on September 28, 2016, Governor Brown signed SB 32 into law that sets a Statewide goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. Additionally, on November 30, 2015, the California Supreme Court published its decision on the Newhall Ranch Specific Plan invalidating the EIR for a variety of reasons, including the use of a percent reduction below BAU as a threshold to determine significance of GHG emissions under CEQA without any supporting evidence. The GHG Plan Update ensures conformity with the mandates of California Supreme Court in the Newhall Ranch case and the State of California's latest GHG regulations. The GHG Plan Update re-evaluates the City's GHG reduction targets and existing reduction strategies from the 2014 GHG Plan. New goals and supporting measures are proposed to reflect and ensure compliance with changes in the local and State policies and regulations such as SB 32 and California's 2017 Climate Change Scoping Plan.

The GHG Reduction Plan Update was designed to be a "Qualified Plan," according to CEQA Guidelines Section 15183.5.2. As noted response to comments on Recirculated Draft Program EIR (Final Program EIR dated July 2021), the City of Fresno provides substantial evidence that the GHG Reduction Plan meets the requirements provided in CEQA Guidelines Section 15183.5, which allows for the GHG Reduction Plan to be used to evaluate GHG impacts at the project-level for individual development projects within the City.

Project-level Thresholds

Section 15064.4(b) of the CEQA Guidelines' amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

[13] City of Fresno. 2021. Plan and Projects Under Review: Program Environmental Impact Report for the City of Fresno General Plan Amendment No. P19-04226. Accessed August 2, 2022.

- Consideration #1: The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an Environmental Impact Report (EIR) must be prepared for the project.

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA includes thresholds based on whether the project will reduce or mitigate GHG levels by 29 percent from BAU levels compared with 2005 levels by 2020.[14] This level of GHG reduction is based on the target established by CARB's AB 32 Scoping Plan, approved in 2008. First occupancy at the project site is expected to occur in 2024. This date is past the AB 32 2020 milestone year. Therefore, additional analysis is needed to show progress towards GHG reduction goals identified in CARB's 2017 Scoping Plan for the year 2030. Furthermore, Executive Order S-3-05 also includes a goal of reducing GHG emissions 80 percent below 1990 levels by 2050 and Executive Order B-55-18 set the goal to achieve carbon neutrality statewide by 2045. The analysis prepared for the proposed project briefly addresses those two Executive Orders. CARB adopted the 2022 Scoping Plan on December 16, 2022 that addresses long-term GHG goals set forth by AB 1279.[15] The 2022 Scoping Plan outlines the State's pathway to achieve carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045. In the 2022 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5.

The City of Fresno adopted its most recent GHG Reduction Plan Update as part of the General Plan Update in September 2021. The proposed project's consistency with the GHG Reduction Plan Update is assessed and is used to make a significance determination related to GHG impacts.

Newhall Ranch

The California Supreme Court decision in the *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (62 Cal.4th 204 [2015], and known as the Newhall Ranch decision), confirmed that the use of BAU analysis (e.g., 29 percent below BAU), a performance-based approach, would be satisfactory. However, for a project-level analysis that uses CARB's statewide BAU targets, substantial evidence must be presented to support the use of those targets for a particular project at a specific location. The Court noted that this may require examination of the data behind the statewide model and adjustment to the levels of reduction from BAU used for project evaluation. To date, neither CARB nor any lead agencies have provided any guidance on how to adjust AB 32's statewide BAU target for use at the project level.

The regulations in the State's 2008 Scoping Plan have been adopted and the State is on track to meet the 2020 target and achieve continued progress towards meeting the 2017 Scoping Plan target for 2030.

[14] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." Website: http://www.valleyair.org/programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf. December 2009. Accessed August 2022.

[15] The Final 2022 Scoping Plan was released on November 16, 2022 and adopted by ARB on December 16, 2022.

In the Newhall case, the Supreme Court was concerned that new development may need to reduce GHG emissions more than existing development to demonstrate it is meeting its fair share of reductions. New development does do more than its fair share through compliance with enhanced regulations, particularly with respect to motor vehicles, energy efficiency, and electricity generation. If no additional reductions are required from an individual project beyond that achieved by regulations, then the amount needed to reach the 2020 target is the amount of GHG emissions a project must reduce to comply with Statewide goals.

Addressing Greenhouse Gas CEQA Impact Questions

Table 17: Summary of Greenhouse Gas Impact Analysis

Greenhouse Gas Emissions	
Would the project:	**Significance Finding**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact

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

Less Than Significant Impact.

To determine significance, the analysis first quantifies project-related GHG emissions under a business-as-usual scenario, and then compare these emissions with those emissions that would occur when all project-related design features are accounted for, and when compliance with applicable regulatory measures is assumed. The standards and methodology are explained in further detail, below.

Construction

GHG emissions generated during all phases of construction were combined and are shown in Table 18. The SJVAPCD does not have a recommendation for assessing the significance of construction related emissions, however, other jurisdictions such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. The SMAQMD has established quantitative significance thresholds of 1,100 MT CO_2e per year for the construction phases of land use projects. As such, annual construction emissions below the 1,100 MT CO_2e would have a less than significant cumulative impact on GHGs.

Table 18: Summary of Construction-Generated Greenhouse Gas Emissions

Emissions Source	MT CO_{2e} per Year
Phase 1 Annual Construction Emissions (2023)	381
Phase 1 Annual Construction Emissions (2024)	69
Phase 1 Annual Construction Emissions (2026)	362
Phase 1 Annual Construction Emissions (2027)	29
Project Construction Total	**841**
Significance Threshold	1,100
Threshold Exceeded?	No

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Totals summed using unrounded numbers; totals may not appear to sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Operations

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities. Operational GHG emissions associated with the proposed project were estimated using CalEEMod 2020.4.0. Please see the "Assumptions" sections of this technical report for details regarding assumptions and methodology used to estimate emissions. Complete CalEEMod output files and additional supporting information are also included in Attachment A.

Business-as-Usual Operational Emissions

Operational emissions under the business-as-usual scenario were modeled using CalEEMod 2020.4.0. Modeling assumptions for the year 2005 were used to represent business as usual conditions (without the benefit of regulations adopted to reduce GHG emissions). CARB and SJVAPCD guidance recommend using regulatory conditions in 2002-2004 in the baseline scenario to represent conditions as if regulations had not been adopted to allow the effect of projected growth on achieving reduction targets to be clearly defined. CalEEMod defaults were used for project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping).

Buildout Year and 2030 Operational Emissions

Operational emissions for project buildout in the earliest operational year (2024) and a scenario for the 2030 operational year were modeled using CalEEMod. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies, as described in the CalEEMod User's Guide.[16]

The reductions obtained from each regulation and the source of the reduction amount used in the analysis are described below.

The following regulations are incorporated into the CalEEMod emission factors:

- Pavley I and Pavley II (LEV III) motor vehicle emission standards
- CARB Medium and Heavy-Duty Vehicle Regulation
- 2005, 2008, 2013, 2016, and 2019 Title 24 Energy Efficiency Standards

The following regulations have not been incorporated into the CalEEMod emission factors and require alternative methods to account for emission reductions provided by the regulations:

- Renewables Portfolio Standard (RPS) requirements for year 2030
- Green Building Code Standards (indoor water use)
- California Model Water Efficient Landscape Ordinance (outdoor water)
- CalRecycle 75 Percent Initiative (solid waste)

[16] California Air Pollution Control Officers Association (CAPCOA). 2021. California Emission Estimator Model (CalEEMod) Version 2020.4.0 User's Guide. Website: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf?sfvrsn=6. Accessed September 10, 2022.

Title 24 reductions for 2013 and 2016 updates were added to CalEEMod 2016.3.2 and were carried into CalEEMod 2020.4.0. Title 24 reductions for 2019 were added to CalEEMod 2020.4.0.

RPS is not accounted for in CalEEMod 2020.4.0. Reductions from RPS for operational years 2030 and beyond are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility RPS rate forecast for 2030. The utilities will be required by SB 100 to increase the use of renewable energy sources to 60 percent by 2030. The latest power content label for PG&E was used to estimate a revised CO_2 intensity factor for use in the modeling.

Reductions in emissions from solid waste are based on the provider (in this case, the City of Fresno) achieving the CalRecycle 75 Percent Initiative by 2020 compared with a 50 percent baseline for 2005.[17]

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations.[18] Benefits of the water conservation regulations are applied in the CalEEMod mitigation component.

GHG reductions from some design features and compliance with regulations that are not otherwise accounted for can be quantified in CalEEMod. Note that CalEEMod nominally treats these design elements and conditions as "mitigation measures," despite their inclusion in the project description. Therefore, reported operational emissions are considered to represent unmitigated project conditions.

Operational GHG emissions by source are shown in Table 19. Full buildout of the project was modeled in the earliest operational year (2024).

Table 19: Unmitigated Project Operational GHG Emissions (Earliest Operational Year Scenario)

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	**Earliest Year (2024) Total Emissions with Regulations and Design Features (MT CO_2e per year)**
Area	0.0023	0.0021
Energy	478	205
Passenger Vehicles	154	106
Trucks	2,146	1,623
Waste	52	39
Water	76	38
Amortized Construction Emissions	28	28
Total	**2,934**	**2,040**
Reduction from BAU		**895**
Percent Reduction		**30.5%**

[17] California Department of Resources Recycling and Recovery (CalRecycle). 2016. California's 75 Percent Initiative: Defining the Future. Website: https://www.calrecycle.ca.gov/75percent#:~:text=The%20Legislature%20and%20Governor%20Brown,decreasing%20California's%20reliance%20on%20landfills. Accessed September 1, 2022.

[18] California Department of Water Resources (CDWR). 2013. California Water Plan Update 2013, Chapter 3 Urban Water Use Efficiency.

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	Earliest Year (2024) Total Emissions with Regulations and Design Features (MT CO_2e per year)
Significance Threshold		**29%**
Significant Impact?		**No**

MT CO_2e = metric tons of carbon dioxide equivalent.
Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding.
The project achieves the SJVAPCD 29 percent reduction from BAU threshold, and the 21.7 percent required to show consistency with AB 32 targets.
Source of SJVAPCD Significance Threshold: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 10, 2022.
Source of Business as Usual Emissions: CalEEMod output for the buildout year BAU scenario (see Attachment A).
Source of Buildout Year Emissions: CalEEMod output for the year 2024 (Attachment A).

The 2030 scenario summarized in Table 20 was prepared to assess the project's consistency with the SB 32 2030 target.

Table 20: Unmitigated Project Operational GHG Emissions (Year 2030 Scenario)

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	2030 Year Total Emissions with Regulations and Design Features (MT CO_2e per year)
Area	0.0023	0.0021
Energy	478	196
Passenger Vehicles	153	87
Trucks	2,146	1,421
Waste	52	39
Water	76	37
Amortized Construction Emissions	28	28
Total	**2,933**	**1,809**
Reduction from BAU		**1,124**
Percent Reduction		**38.3%**
Significance Threshold		**29%**
Significant Impact?		**No**

MT CO_2e = metric tons of carbon dioxide equivalent.
Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding.
Source of Business-as-Usual Emissions: CalEEMod output for the 2030 BAU Scenario (see Attachment A).
Source of 2030 Emissions: CalEEMod output for the year 2030 (Attachment A).

As shown in Table 20, the project would achieve a 30.5 percent reduction from BAU in the buildout scenario modeled in the earliest operational year with adopted regulations and design features incorporated. This is above the 29 percent reduction required by the SJVAPCD threshold and above the

required 21.7 percent average reduction from all GHG emission sources to meet the AB 32 targets. The CARB originally identified a reduction of 29 percent from business as usual as needed to achieve AB 32 targets. The 2008 recession and slower growth in the years since 2008 have reduced the growth forecasted for 2020 and the amount needed to be reduced to achieve 1990 levels as required by AB 32; the target was revised to 21.7 percent.

In the 2030 operational year, the proposed project would achieve a 38.3 percent reduction from BAU or 16.6 percent above the 21.7 percent reduction necessary to meet the 2020 target. This surplus addresses the Supreme Court's concern in the Newhall case that new development must do more than average to meet its fair share of emission reductions. No new quantitative threshold has been adopted by the City of Fresno or the SJVAPCD for the 2030 target, so in the interim the project must make continued progress toward the 2030 goal. The SB 32 goal of 40 percent below 1990 emission levels by 2030 is the target established by the 2017 Scoping Plan Update.

The 2017 Scoping Plan includes new strategies that are not incorporated in the analysis above. Many measures that are likely to proceed include zero net energy buildings in future updates to Title 24 and enhanced motor vehicle fuel efficiency standards beyond 2025. The 2017 Scoping Plan identified an emission limit of 260 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). The 2030 BAU Inventory is estimated to be 392 $MMTCO_2e$. The 2017 Scoping Plan identified that the bulk of its reductions would come from the Electric Power, Industrial fuel combustion, and Transportation. The continuance of the Cap and Trade would provide additional reductions. Although the 2017 Scoping Plan largely relies on state actions to achieve the GHG emissions limit, the CARB considers local governments partners in achieving the State's goals for reducing GHG emissions. The 2017 Scoping Plan suggests that all new land use development implement feasible measures to reduce GHG emissions, however, it does not define feasible measures nor assign a required reduction amount to new development. A fair share quantitative threshold based on the 2017 Scoping Plan is not presently feasible as the nexus between a project's contribution and its fair share mitigation is not well defined.

For the year 2030, the project achieves a 38.3 percent reduction from BAU, which demonstrates substantial progress towards achieving the 2030 target.

Regarding the years 2045 and 2050, there have been Executive Orders issued to address carbon neutrality and GHG reduction targets, respectively for those years. The 2022 Scoping Plan Update was recently adopted on December 16, 2022. The key elements of CARB's 2022 Scoping Plan focus on the transportation sector, where reductions are primarily influenced by regulations at the state level. Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on residential and mixed-use projects. Specifically, CARB states:

> "The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State's GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future." (Page 21 of Appendix D to the 2022 Scoping Plan)

Considering the information summarized above, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Historically, the State would has taken the lead in developing regulatory and market measures to achieve the required reductions. The proposed project would participate in the reductions through adherence with regulations and continued improvements to the motor vehicle efficiencies accessing the project site. Studies have shown that in order to meet the 2050 targets, aggressive pursuit of technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. Because of the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the proposed project's impacts further relative to the 2050 goals is speculative for purposes of CEQA.

Conclusion

In summary, the proposed project shows significant reductions in the year 2030, demonstrating that it would not inhibit the State's progress in achieving the 2030 GHG emissions target or GHG emissions targets in future years. Therefore, the GHG emissions impact would be less than significant with respect to Consideration #1 and #2.

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

Less Than Significant Impact.

The following analysis assesses the proposed project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions. The City of Fresno adopted its most recent GHG Reduction Plan Update as part of the General Plan Update in September 2021. The proposed project's consistency the GHG Reduction Plan Update is assessed below. The proposed project is also assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with City of Fresno's Adopted Greenhouse Gas Reduction Plan

The Fresno General Plan includes a GHG Reduction Plan that provides the City's primary strategy for reducing GHG emissions. The intent of the GHG Reduction Plan is to achieve compliance with State GHG reduction mandates by focusing on feasible actions the City can take to minimize the adverse impacts of growth and development on climate change. The GHG Reduction Plan Update (2021) provides the following guidance to determine project-level impacts when the project does not require a general plan amendment.

(1) Review the GHG Reduction Plan Project Update CEQA Consistency Checklist that lists the local GHG reduction strategies identified in the GHG Reduction Plan Update to determine applicability to the project.

(2) Incorporate design features or mitigation measures into the project as needed to demonstrate consistency.

(3) Implement project design features suitable for the development type and location.

Proposed development projects that are consistent with the GHG Reduction Plan Update as determined through the use GHG Plan Update CEQA Consistency Checklist may rely on the GHG Reduction Plan Update for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the GHG Reduction Plan Update must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and apply appropriate GHG reduction

mitigation measures based on the GHG reduction strategies identified in the GHG Reduction Plan Update and listed in the checklist.

Table 21: GHG Reduction Plan Update Checklist Review—Determining Land Use Consistency

Checklist Item	Project Consistency
1. Is the proposed project consistent with the approved General Plan, Specific Plan, and Community Plan planned land use and zoning designations? If the answer is Yes, then proceed to the GHG Plan Update Consistency Checklist.	**Yes.** The appropriate step is to proceed to the GHG Reduction Plan Update Consistency Checklist.

A review of GHG Reduction Plan Update CEQA Consistency Checklist and an assessment of the project's consistency with the measures are provided below in Table 22.

Table 22: GHG Reduction Plan Update—CEQA Project Consistency Checklist

Checklist Item[1]	Project Consistency
1: Land Use and Transportation Demand Strategies	
a. Does the project include mixed-use, development? For GHG Reduction Plan consistency, mixed-use development is defined as pedestrian-friendly development that blends two or more residential, commercial, cultural, or institutional, uses, one of which must be residential	**Not applicable.** The project does not include mixed-use development.
b. Is the project high density? For GHG Reduction Plan consistency, is the project developed at 12 units per acre or higher?	**Not applicable.** The project is not a residential land use development project.
c. Is the project infill development, pursuant to the General Plan definition of location within the City limits as of December 31, 2012?	**Not applicable.** The proposed project consists of a new warehouse distribution and storage facility and associated parking on an undeveloped lot in the City of Fresno.
d. Does the project implement pedestrian bicycle, and transit linkages with surrounding land uses and neighborhoods? For GHG Reduction Plan consistency, the project must include all sidewalks, paths, trails, and facilities required by the General Plan and Active Transportation Plan, as implemented through the Fresno Municipal Code and project conditions of approval.	**Not applicable.** The project is industrial in nature, while this checklist item is applicable for residential, mixed-used, and neighborhood commercial developments. The stie configuration and new buildings would be built in accordance with all applicable rules and regulations in place at the time the building permits are received.
e. If the project includes mixed-use or high density development, is it located within ½ mile of a High Quality Transit Area as defined in the City's CEQA Guidelines for Vehicle Miles Traveled? Or, is the project located within 500 feet of an existing or planned transit stop?	**Not applicable.** The project is not mixed-use or high-density development.
f. Will the project accommodate a large employer (over 100 employees) and will it implement trip reduction programs such as increasing transit use, carpooling, vanpooling, bicycling, or other measures to reduce vehicle miles traveled	**Consistent.** The facility is not anticipated to have over 100 employees on-site during project operations. However, the project would comply with SJVAPCD Rule 9410 if the project would

Checklist Item[1]	Project Consistency
pursuant to San Joaquin Valley Air Pollution Control District Rule 9410? See the SJVAPCD website for details: https://www.valleyair.org/rules/currntrules/r9410.pdf	employ over 100 on-site employees during operations.
g. If the modifications to the transportation network project includes, do those improvements meet the requirements of the City of Fresno's Complete Streets Policy, adopted in October 2019? According to the policy, a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users - including bicyclists, pedestrians, transit vehicles, trucks, and motorists - appropriate to the function and context of the facility while connecting to a larger transportation network. See City of Fresno website for details: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2019/10/Complete-Streets-091119.pdf	**Consistent.** Although the project is not a transportation project, the project would be built according to all applicable rules and regulations. Any frontage improvements or modifications to the transportation network that could result from implementation of the project would meet the requirements of the City of Fresno's Complete Streets Policy. Transportation impacts are assessed in a separate resource section, and adherence to all Conditions of Approval and existing rules and regulations would ensure that the project would be consistent with this measure.
h. Does the project have a less than significant VMT impact, either through satisfying screening criteria or mitigating VMT impacts, pursuant to the City's adopted VMT thresholds? See City of Fresno website for details: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/01/CEQA-Guidelines-for-Vehicle-Miles-Traveled-Final-Adopted-Version.pdf	**Consistent.** See the transportation impact discussion of the environmental document prepared for the proposed project for details.
2: Electric Vehicle Strategies	
a. For new multi-family dwelling units with parking, does the project provide EV charging spaces capable of supporting future EV supply equipment (EV capable) at 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.106.4	**Not applicable.** The project does not include new multi-family dwelling units.
b. For new commercial buildings, does project provide EV charging spaces capable of supporting EV capable spaces at 4% to 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 5.106.5.3 Policy RC-8-j 3: Energy Conservation Strategies	**Consistent.** The project would be built in accordance with the Building Code Standards in effect at the time building permits are issued and would include EV capable spaces required for new non-residential development.
3: Energy Conservation Strategies	
a. Does the project meet or exceed mandatory state building energy codes? If yes, does the project follow any other GreenPoint ratings such as LEED, Energy Star or others? If yes, indicate level of certification-Silver, gold, platinum if applicable?	**Consistent.** New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. New buildings constructed as part of the proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. The current Title 24 regulations are the 2019 Title 24 standards, while the 2022 Title 24 standards will become effective January 1, 2023.

Checklist Item[1]	Project Consistency
b. For commercial projects, does the project achieve net zero emissions electricity? Mark NA if project will be permitted before 2030. Mark Yes if voluntary. Add source and capacity in explanation.	**Not applicable.** The project is expected to be permitted and fully operational before 2030.
4: Water Conservation Strategies	
a. Does the project meet or exceed the mandatory outdoor water use measures of the 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.304? If the project exceeds CalGreen Code mandatory measures provide methods in excess of requirements in the explanation. Examples include outdoor water conservation measures such as; drought tolerant landscaping plants, compliant irrigation systems, xeriscape, replacing turf etc. Provide the conservation measure that the project will include in the explanation.	**Consistent.** The project would comply with all existing regulations and would meet or exceed the mandatory outdoor water use measures applicable for new non-residential development projects.
b. Does the project meet or exceed the mandatory indoor water use measures of the 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.303? If the project exceeds CalGreen Code, mandatory measures provide methods in excess of requirements in the explanation. Examples may include water conserving devices and systems such as water leak detection system, hot water pipe insulation, pressure reducing valves, energy efficient appliances such as Energy Star Certified dishwashers, washing machines, dual flush toilets, point of use and/or tankless water heaters.	**Consistent.** Any new buildings associated with the proposed project would be built to code and would meet or exceed the mandatory indoor use measure of the applicable California Green Building Standards Code.
5: Waste Diversion and Recycling Strategies	
a. Does the project implement techniques of solid waste segregation, disposal and reduction, such as recycling, composting, waste to energy technology, and/or waste separation, to reduce the volume of solid wastes that must be sent to landfill facilities?	**Consistent.** Mid Valley Disposal provides collection services for multi-family and commercial facilities within the section of the City south of Ashlan Avenue. [2]
b. During construction will the project recycle construction and demolition waste?	**Consistent.** The project would implement techniques to reduce and recycle waste during construction activities.
c. Does the project provide recycling canisters in public areas where trashcans are also provided?	**Consistent.**
Sources: [1] City of Fresno. 2021. Greenhouse Gas Reduction Plan Update. March. [2] City of Fresno. 2022. Trash Disposal & Recycling, Multi-Family & Commercial Services. Website: https://www.fresno.gov/publicutilities/trash-disposal-recycling/multi-family-commercial-services/	

As evaluated above in Table 22, the proposed project would not conflict with the GHG reduction goals identified in the City of Fresno's adopted GHG Reduction Plan Update. Several of the measures are not applicable to the project. However, compliance with regulations enforced by the City of Fresno would

ensure the project would not conflict with the City's efforts to reduce community-generated GHG emissions.

Consistency with CARB's Adopted Scoping Plans

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

The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users. Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture.

Considering that the proposed project would be consistent with the City of Fresno's GHG Reduction Plan Update, the proposed project would be consistent with the State's AB 32, SB 32, and 2022 Scoping Plan GHG reduction goals. As such, the proposed project's GHG impacts would be less than significant.

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

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045. The key elements of CARB's 2022 Scoping Plan focus on the transportation sector, where reductions are primarily influenced by regulations at the state level. In the 2022 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5. As discussed above, compliance with regulations enforced by the City of Fresno would ensure the project would not conflict with the City's efforts to reduce community-generated GHG emissions. Considering that the proposed project would be consistent with the City of Fresno's GHG Reduction Plan

Update, the proposed project would not impede the State's ability to achieve GHG reduction goals outlined in the 2022 Scoping Plan.

Accordingly, taking into account the proposed project's design features, the project's consistency with the City of Fresno's GHG Reduction Plan Update, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

Attachments

Attachment A – CalEEMod Output and Additional Supporting Information

Attachment B – Health Risk Assessments

ATTACHMENT A

CalEEMod Output and Additional Supporting Information

CalEEMod Output and Additional Supporting Information

Table of Contents

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

Phase 1 - Unmitigated Construction

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	53.76	1000sqft	1.23	53,760.00	0
Other Non-Asphalt Surfaces	0.33	Acre	0.33	14,374.80	0
Parking Lot	1.32	Acre	1.32	57,499.20	0
User Defined Parking	3.30	User Defined Unit	3.30	0.00	0
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Phase 1 - Site work for the entire 6.43-acre site and construction of Phase 1 Building and associated parking

Construction Phase -

Trips and VMT - Additional haul trips for mobilization/demobilization of on-site equipment.

Grading - Import: 2,500 cy
Export: 2,500 cy

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational inputs)

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

Area Coating - Construction run only (zeroed out operational inputs)

Landscape Equipment - Construction run only (zeroed out operational inputs)

Energy Use - Construction run only (zeroed out operational inputs)

Water And Wastewater - Construction run only (zeroed out operational inputs)

Solid Waste - Construction run only (zeroed out operational inputs)

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialExported	0.00	2,500.00
tblGrading	MaterialImported	0.00	2,500.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LotAcreage	0.00	3.30
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblSolidWaste	SolidWasteGenerationRate	50.53	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	14.00
tblTripsAndVMT	HaulingTripNumber	625.00	637.00
tblTripsAndVMT	HaulingTripNumber	0.00	18.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00

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

tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	12,432,000.00	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00

2.0 Emissions Summary

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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	0.2110	1.9159	2.0832	4.2600e-003	0.2349	0.0862	0.3210	0.1026	0.0807	0.1833	0.0000	375.8173	375.8173	0.0736	0.0101	380.6530
2024	0.1765	0.3174	0.3920	7.7000e-004	0.0136	0.0137	0.0272	3.6700e-003	0.0129	0.0166	0.0000	68.0692	68.0692	0.0119	1.5600e-003	68.8317
Maximum	**0.2110**	**1.9159**	**2.0832**	**4.2600e-003**	**0.2349**	**0.0862**	**0.3210**	**0.1026**	**0.0807**	**0.1833**	**0.0000**	**375.8173**	**375.8173**	**0.0736**	**0.0101**	**380.6530**

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	0.2110	1.9159	2.0832	4.2600e-003	0.1417	0.0862	0.2279	0.0559	0.0807	0.1366	0.0000	375.8169	375.8169	0.0736	0.0101	380.6527
2024	0.1765	0.3174	0.3920	7.7000e-004	0.0136	0.0137	0.0272	3.6700e-003	0.0129	0.0166	0.0000	68.0691	68.0691	0.0119	1.5600e-003	68.8317
Maximum	**0.2110**	**1.9159**	**2.0832**	**4.2600e-003**	**0.1417**	**0.0862**	**0.2279**	**0.0559**	**0.0807**	**0.1366**	**0.0000**	**375.8169**	**375.8169**	**0.0736**	**0.0101**	**380.6527**

Phase 1 - Unmitigated Construction - 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**	**37.51**	**0.00**	**26.75**	**43.90**	**0.00**	**23.34**	**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	**2-1-2023**	**4-30-2023**	0.6234	0.6234
2	**5-1-2023**	**7-31-2023**	0.5660	0.5660
3	**8-1-2023**	**10-31-2023**	0.5667	0.5667
4	**11-1-2023**	**1-31-2024**	0.5561	0.5561
5	**2-1-2024**	**4-30-2024**	0.3106	0.3106
		Highest	0.6234	0.6234

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	0.2147	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2147**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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	0.2147	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2147**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

	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	Site Preparation	Site Preparation	2/1/2023	2/14/2023	5	10	
2	Grading	Grading	2/15/2023	3/14/2023	5	20	
3	Paving	Paving	3/15/2023	4/11/2023	5	20	

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

4	Building Construction	Building Construction	4/12/2023	2/27/2024	5	230	
5	Architectural Coating	Architectural Coating	2/2/2024	2/29/2024	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 4.95

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 80,642; Non-Residential Outdoor: 26,881; Striped Parking Area: 4,312 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
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
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	637.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	57.00	22.00	18.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 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**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

3.2 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	1.0000e-005	8.8000e-004	1.8000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3966	0.3966	0.0000	6.0000e-005	0.4152
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	**2.9000e-004**	**1.0600e-003**	**2.3000e-003**	**1.0000e-005**	**8.4000e-004**	**1.0000e-005**	**8.5000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**0.9624**	**0.9624**	**2.0000e-005**	**8.0000e-005**	**0.9864**

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					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	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**	**0.0442**	**6.3300e-003**	**0.0506**	**0.0227**	**5.8200e-003**	**0.0286**	**0.0000**	**16.7253**	**16.7253**	**5.4100e-003**	**0.0000**	**16.8606**

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

3.2 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	1.0000e-005	8.8000e-004	1.8000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3966	0.3966	0.0000	6.0000e-005	0.4152
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	**2.9000e-004**	**1.0600e-003**	**2.3000e-003**	**1.0000e-005**	**8.4000e-004**	**1.0000e-005**	**8.5000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**0.9624**	**0.9624**	**2.0000e-005**	**8.0000e-005**	**0.9864**

3.3 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					0.0711	0.0000	0.0711	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**	**0.0711**	**7.7500e-003**	**0.0789**	**0.0343**	**7.1300e-003**	**0.0414**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

3.3 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	6.8000e-004	0.0399	8.4000e-003	1.9000e-004	5.4500e-003	3.8000e-004	5.8300e-003	1.5000e-003	3.6000e-004	1.8600e-003	0.0000	18.0430	18.0430	1.2000e-004	2.8400e-003	18.8916
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	**1.1400e-003**	**0.0402**	**0.0119**	**2.0000e-004**	**6.6500e-003**	**3.9000e-004**	**7.0300e-003**	**1.8200e-003**	**3.7000e-004**	**2.1800e-003**	**0.0000**	**18.9861**	**18.9861**	**1.5000e-004**	**2.8700e-003**	**19.8436**

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					0.0320	0.0000	0.0320	0.0154	0.0000	0.0154	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**	**0.0320**	**7.7500e-003**	**0.0398**	**0.0154**	**7.1300e-003**	**0.0226**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

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

3.3 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	6.8000e-004	0.0399	8.4000e-003	1.9000e-004	5.4500e-003	3.8000e-004	5.8300e-003	1.5000e-003	3.6000e-004	1.8600e-003	0.0000	18.0430	18.0430	1.2000e-004	2.8400e-003	18.8916
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	**1.1400e-003**	**0.0402**	**0.0119**	**2.0000e-004**	**6.6500e-003**	**3.9000e-004**	**7.0300e-003**	**1.8200e-003**	**3.7000e-004**	**2.1800e-003**	**0.0000**	**18.9861**	**18.9861**	**1.5000e-004**	**2.8700e-003**	**19.8436**

3.4 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	1.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0121**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0269**	**20.0269**	**6.4800e-003**	**0.0000**	**20.1888**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

3.4 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.5000e-004	1.6000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3399	0.3399	0.0000	5.0000e-005	0.3559
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	**4.7000e-004**	**1.0500e-003**	**3.7000e-003**	**1.0000e-005**	**1.3000e-003**	**2.0000e-005**	**1.3100e-003**	**3.5000e-004**	**2.0000e-005**	**3.6000e-004**	**0.0000**	**1.2830**	**1.2830**	**3.0000e-005**	**8.0000e-005**	**1.3078**

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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	1.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0121**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0268**	**20.0268**	**6.4800e-003**	**0.0000**	**20.1888**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

3.4 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.5000e-004	1.6000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3399	0.3399	0.0000	5.0000e-005	0.3559
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	**4.7000e-004**	**1.0500e-003**	**3.7000e-003**	**1.0000e-005**	**1.3000e-003**	**2.0000e-005**	**1.3100e-003**	**3.5000e-004**	**2.0000e-005**	**3.6000e-004**	**0.0000**	**1.2830**	**1.2830**	**3.0000e-005**	**8.0000e-005**	**1.3078**

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	0.1478	1.3522	1.5269	2.5300e-003		0.0658	0.0658		0.0619	0.0619	0.0000	217.8965	217.8965	0.0518	0.0000	219.1923
Total	**0.1478**	**1.3522**	**1.5269**	**2.5300e-003**		**0.0658**	**0.0658**		**0.0619**	**0.0619**	**0.0000**	**217.8965**	**217.8965**	**0.0518**	**0.0000**	**219.1923**

Phase 1 - Unmitigated Construction - 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	2.0000e-005	9.2000e-004	1.9000e-004	0.0000	1.3000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4168	0.4168	0.0000	7.0000e-005	0.4364
Vendor	2.2200e-003	0.0909	0.0272	4.1000e-004	0.0137	5.8000e-004	0.0143	3.9600e-003	5.6000e-004	4.5200e-003	0.0000	39.7730	39.7730	2.2000e-004	5.9900e-003	41.5624
Worker	0.0166	0.0107	0.1264	3.7000e-004	0.0428	2.1000e-004	0.0430	0.0114	1.9000e-004	0.0116	0.0000	33.6867	33.6867	1.0200e-003	9.8000e-004	34.0035
Total	**0.0188**	**0.1025**	**0.1538**	**7.8000e-004**	**0.0567**	**8.0000e-004**	**0.0575**	**0.0154**	**7.6000e-004**	**0.0161**	**0.0000**	**73.8765**	**73.8765**	**1.2400e-003**	**7.0400e-003**	**76.0022**

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	0.1478	1.3522	1.5269	2.5300e-003		0.0658	0.0658		0.0619	0.0619	0.0000	217.8962	217.8962	0.0518	0.0000	219.1921
Total	**0.1478**	**1.3522**	**1.5269**	**2.5300e-003**		**0.0658**	**0.0658**		**0.0619**	**0.0619**	**0.0000**	**217.8962**	**217.8962**	**0.0518**	**0.0000**	**219.1921**

Phase 1 - Unmitigated Construction - 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

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	2.0000e-005	9.2000e-004	1.9000e-004	0.0000	1.3000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4168	0.4168	0.0000	7.0000e-005	0.4364
Vendor	2.2200e-003	0.0909	0.0272	4.1000e-004	0.0137	5.8000e-004	0.0143	3.9600e-003	5.6000e-004	4.5200e-003	0.0000	39.7730	39.7730	2.2000e-004	5.9900e-003	41.5624
Worker	0.0166	0.0107	0.1264	3.7000e-004	0.0428	2.1000e-004	0.0430	0.0114	1.9000e-004	0.0116	0.0000	33.6867	33.6867	1.0200e-003	9.8000e-004	34.0035
Total	**0.0188**	**0.1025**	**0.1538**	**7.8000e-004**	**0.0567**	**8.0000e-004**	**0.0575**	**0.0154**	**7.6000e-004**	**0.0161**	**0.0000**	**73.8765**	**73.8765**	**1.2400e-003**	**7.0400e-003**	**76.0022**

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	0.0309	0.2823	0.3395	5.7000e-004		0.0129	0.0129		0.0121	0.0121	0.0000	48.6883	48.6883	0.0115	0.0000	48.9762
Total	**0.0309**	**0.2823**	**0.3395**	**5.7000e-004**		**0.0129**	**0.0129**		**0.0121**	**0.0121**	**0.0000**	**48.6883**	**48.6883**	**0.0115**	**0.0000**	**48.9762**

Phase 1 - Unmitigated Construction - 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 - 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	2.1000e-004	4.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0914	0.0914	0.0000	1.0000e-005	0.0957
Vendor	4.8000e-004	0.0203	5.9400e-003	9.0000e-005	3.0600e-003	1.3000e-004	3.1900e-003	8.8000e-004	1.3000e-004	1.0100e-003	0.0000	8.7338	8.7338	5.0000e-005	1.3100e-003	9.1267
Worker	3.4300e-003	2.1200e-003	0.0260	8.0000e-005	9.5700e-003	4.0000e-005	9.6100e-003	2.5400e-003	4.0000e-005	2.5800e-003	0.0000	7.2780	7.2780	2.1000e-004	2.0000e-004	7.3433
Total	**3.9100e-003**	**0.0226**	**0.0320**	**1.7000e-004**	**0.0127**	**1.7000e-004**	**0.0128**	**3.4300e-003**	**1.7000e-004**	**3.6000e-003**	**0.0000**	**16.1032**	**16.1032**	**2.6000e-004**	**1.5200e-003**	**16.5657**

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	0.0309	0.2823	0.3395	5.7000e-004		0.0129	0.0129		0.0121	0.0121	0.0000	48.6883	48.6883	0.0115	0.0000	48.9761
Total	**0.0309**	**0.2823**	**0.3395**	**5.7000e-004**		**0.0129**	**0.0129**		**0.0121**	**0.0121**	**0.0000**	**48.6883**	**48.6883**	**0.0115**	**0.0000**	**48.9761**

Phase 1 - Unmitigated Construction - 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 - 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	2.1000e-004	4.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0914	0.0914	0.0000	1.0000e-005	0.0957
Vendor	4.8000e-004	0.0203	5.9400e-003	9.0000e-005	3.0600e-003	1.3000e-004	3.1900e-003	8.8000e-004	1.3000e-004	1.0100e-003	0.0000	8.7338	8.7338	5.0000e-005	1.3100e-003	9.1267
Worker	3.4300e-003	2.1200e-003	0.0260	8.0000e-005	9.5700e-003	4.0000e-005	9.6100e-003	2.5400e-003	4.0000e-005	2.5800e-003	0.0000	7.2780	7.2780	2.1000e-004	2.0000e-004	7.3433
Total	**3.9100e-003**	**0.0226**	**0.0320**	**1.7000e-004**	**0.0127**	**1.7000e-004**	**0.0128**	**3.4300e-003**	**1.7000e-004**	**3.6000e-003**	**0.0000**	**16.1032**	**16.1032**	**2.6000e-004**	**1.5200e-003**	**16.5657**

3.6 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	0.1396					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	**0.1414**	**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**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

3.6 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	1.2000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0556	0.0556	0.0000	1.0000e-005	0.0582
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	1.9000e-004	2.3900e-003	1.0000e-005	8.8000e-004	0.0000	8.8000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6688	0.6688	2.0000e-005	2.0000e-005	0.6748
Total	**3.1000e-004**	**3.1000e-004**	**2.4200e-003**	**1.0000e-005**	**9.0000e-004**	**0.0000**	**9.0000e-004**	**2.3000e-004**	**0.0000**	**2.5000e-004**	**0.0000**	**0.7244**	**0.7244**	**2.0000e-005**	**3.0000e-005**	**0.7331**

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	0.1396					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	**0.1414**	**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**

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

3.6 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	1.2000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0556	0.0556	0.0000	1.0000e-005	0.0582
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	1.9000e-004	2.3900e-003	1.0000e-005	8.8000e-004	0.0000	8.8000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6688	0.6688	2.0000e-005	2.0000e-005	0.6748
Total	**3.1000e-004**	**3.1000e-004**	**2.4200e-003**	**1.0000e-005**	**9.0000e-004**	**0.0000**	**9.0000e-004**	**2.3000e-004**	**0.0000**	**2.5000e-004**	**0.0000**	**0.7244**	**0.7244**	**2.0000e-005**	**3.0000e-005**	**0.7331**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 1 - Unmitigated Construction - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
User Defined Parking	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
User Defined Parking	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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

	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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Phase 1 - Unmitigated Construction - 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

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					
City Park	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
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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 1 - Unmitigated Construction - 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					
City Park	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
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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Phase 1 - Unmitigated Construction - 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	0.2147	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	0.2147	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2147					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.2147**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

Phase 1 - Unmitigated Construction - 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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2147					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.2147**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 1 - Unmitigated Construction - 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	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
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
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
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
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Phase 1 - Unmitigated Construction - 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	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 1 - Unmitigated Construction - Fresno County, Annual

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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

Phase 1 - Unmitigated Construction - Fresno County, Annual

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Phase 2 - Unmitigated Construction

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	56.46	1000sqft	1.30	56,464.00	0
Other Non-Asphalt Surfaces	0.35	Acre	0.35	15,246.00	0
Parking Lot	1.38	Acre	1.38	60,112.80	0
City Park	0.27	Acre	0.27	11,761.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2027
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 - Phase 2 Construction

Construction Phase - Phase 2 construction
Site work and mass grading for the entire site included in Phase 1

Trips and VMT - Additional haul trips for mobilization/demobilization of on-site equipment.

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational inputs)

Area Coating - Construction run only (zeroed out operational inputs)

Landscape Equipment - Construction run only (zeroed out operational inputs)

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

Energy Use - Construction run only (zeroed out operational inputs)

Water And Wastewater - Construction run only (zeroed out operational inputs)

Solid Waste - Construction run only (zeroed out operational inputs)

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LandUseSquareFeet	56,460.00	56,464.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblSolidWaste	SolidWasteGenerationRate	53.07	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	16.00
tblTripsAndVMT	HaulingTripNumber	0.00	18.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	0.78	0.00

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	13,056,375.00	0.00
tblWater	OutdoorWaterUseRate	321,699.96	0.00

2.0 Emissions Summary

Phase 2 - Unmitigated Construction - 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					
2026	0.1800	1.5804	2.0391	4.0700e-003	0.0987	0.0628	0.1615	0.0328	0.0590	0.0918	0.0000	357.6284	357.6284	0.0672	8.1500e-003	361.7395
2027	0.1614	0.1261	0.1666	3.3000e-004	6.3200e-003	5.0300e-003	0.0114	1.7100e-003	4.7600e-003	6.4700e-003	0.0000	29.1478	29.1478	4.8600e-003	6.5000e-004	29.4617
Maximum	**0.1800**	**1.5804**	**2.0391**	**4.0700e-003**	**0.0987**	**0.0628**	**0.1615**	**0.0328**	**0.0590**	**0.0918**	**0.0000**	**357.6284**	**357.6284**	**0.0672**	**8.1500e-003**	**361.7395**

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					
2026	0.1800	1.5804	2.0391	4.0700e-003	0.0831	0.0628	0.1459	0.0253	0.0590	0.0843	0.0000	357.6280	357.6280	0.0672	8.1500e-003	361.7392
2027	0.1614	0.1261	0.1666	3.3000e-004	6.3200e-003	5.0300e-003	0.0114	1.7100e-003	4.7600e-003	6.4700e-003	0.0000	29.1478	29.1478	4.8600e-003	6.5000e-004	29.4616
Maximum	**0.1800**	**1.5804**	**2.0391**	**4.0700e-003**	**0.0831**	**0.0628**	**0.1459**	**0.0253**	**0.0590**	**0.0843**	**0.0000**	**357.6280**	**357.6280**	**0.0672**	**8.1500e-003**	**361.7392**

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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**	**14.84**	**0.00**	**9.01**	**21.86**	**0.00**	**7.67**	**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	**2-2-2026**	**5-1-2026**	0.4290	0.4290
2	**5-2-2026**	**8-1-2026**	0.4968	0.4968
3	**8-2-2026**	**11-1-2026**	0.4976	0.4976
4	**11-2-2026**	**2-1-2027**	0.5049	0.5049
5	**2-2-2027**	**5-1-2027**	0.1072	0.1072
		Highest	0.5049	0.5049

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	0.2255	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2255**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

Phase 2 - Unmitigated Construction - Fresno County, Annual

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	0.2255	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2255**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

	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	Grading	Grading	2/2/2026	2/11/2026	5	8	Fine grading
2	Paving	Paving	2/12/2026	3/9/2026	5	18	
3	Building Construction	Building Construction	3/10/2026	1/25/2027	5	230	

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4	Architectural Coating	Architectural Coating	1/26/2027	2/18/2027	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 84,698; Non-Residential Outdoor: 28,233; Striped Parking Area: 4,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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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
Grading	6	15.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	60.00	24.00	18.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	16.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2026

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					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0613	0.0582	1.2000e-004		2.4900e-003	2.4900e-003		2.2900e-003	2.2900e-003	0.0000	10.4279	10.4279	3.3700e-003	0.0000	10.5122
Total	**6.0900e-003**	**0.0613**	**0.0582**	**1.2000e-004**	**0.0283**	**2.4900e-003**	**0.0308**	**0.0137**	**2.2900e-003**	**0.0160**	**0.0000**	**10.4279**	**10.4279**	**3.3700e-003**	**0.0000**	**10.5122**

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

3.2 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.3000e-004	1.6000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3193	0.3193	0.0000	5.0000e-005	0.3343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	8.0000e-005	1.1400e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3423	0.3423	1.0000e-005	1.0000e-005	0.3451
Total	**1.6000e-004**	**8.1000e-004**	**1.3000e-003**	**0.0000**	**5.8000e-004**	**1.0000e-005**	**5.9000e-004**	**1.6000e-004**	**1.0000e-005**	**1.7000e-004**	**0.0000**	**0.6616**	**0.6616**	**1.0000e-005**	**6.0000e-005**	**0.6794**

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					0.0128	0.0000	0.0128	6.1600e-003	0.0000	6.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0613	0.0582	1.2000e-004		2.4900e-003	2.4900e-003		2.2900e-003	2.2900e-003	0.0000	10.4279	10.4279	3.3700e-003	0.0000	10.5122
Total	**6.0900e-003**	**0.0613**	**0.0582**	**1.2000e-004**	**0.0128**	**2.4900e-003**	**0.0152**	**6.1600e-003**	**2.2900e-003**	**8.4500e-003**	**0.0000**	**10.4279**	**10.4279**	**3.3700e-003**	**0.0000**	**10.5122**

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

3.2 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.3000e-004	1.6000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3193	0.3193	0.0000	5.0000e-005	0.3343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	8.0000e-005	1.1400e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3423	0.3423	1.0000e-005	1.0000e-005	0.3451
Total	**1.6000e-004**	**8.1000e-004**	**1.3000e-003**	**0.0000**	**5.8000e-004**	**1.0000e-005**	**5.9000e-004**	**1.6000e-004**	**1.0000e-005**	**1.7000e-004**	**0.0000**	**0.6616**	**0.6616**	**1.0000e-005**	**6.0000e-005**	**0.6794**

3.3 Paving - 2026

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	7.3800e-003	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562
Paving	1.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.1900e-003**	**0.0678**	**0.1096**	**1.7000e-004**		**3.1700e-003**	**3.1700e-003**		**2.9300e-003**	**2.9300e-003**	**0.0000**	**14.7404**	**14.7404**	**4.6300e-003**	**0.0000**	**14.8562**

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

3.3 Paving - 2026

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	2.0000e-005	9.8000e-004	2.1000e-004	0.0000	1.4000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4258	0.4258	0.0000	7.0000e-005	0.4458
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	4.5000e-004	2.5000e-004	3.4200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0268	1.0268	3.0000e-005	3.0000e-005	1.0353
Total	**4.7000e-004**	**1.2300e-003**	**3.6300e-003**	**1.0000e-005**	**1.5800e-003**	**2.0000e-005**	**1.6000e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**1.4525**	**1.4525**	**3.0000e-005**	**1.0000e-004**	**1.4811**

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	7.3800e-003	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562
Paving	1.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.1900e-003**	**0.0678**	**0.1096**	**1.7000e-004**		**3.1700e-003**	**3.1700e-003**		**2.9300e-003**	**2.9300e-003**	**0.0000**	**14.7404**	**14.7404**	**4.6300e-003**	**0.0000**	**14.8562**

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

3.3 Paving - 2026

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	2.0000e-005	9.8000e-004	2.1000e-004	0.0000	1.4000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4258	0.4258	0.0000	7.0000e-005	0.4458
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	4.5000e-004	2.5000e-004	3.4200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0268	1.0268	3.0000e-005	3.0000e-005	1.0353
Total	**4.7000e-004**	**1.2300e-003**	**3.6300e-003**	**1.0000e-005**	**1.5800e-003**	**2.0000e-005**	**1.6000e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**1.4525**	**1.4525**	**3.0000e-005**	**1.0000e-004**	**1.4811**

3.4 Building Construction - 2026

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	0.1456	1.3280	1.7130	2.8700e-003		0.0562	0.0562		0.0529	0.0529	0.0000	246.9942	246.9942	0.0581	0.0000	248.4457
Total	**0.1456**	**1.3280**	**1.7130**	**2.8700e-003**		**0.0562**	**0.0562**		**0.0529**	**0.0529**	**0.0000**	**246.9942**	**246.9942**	**0.0581**	**0.0000**	**248.4457**

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

3.4 Building Construction - 2026

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	2.0000e-005	1.0200e-003	2.2000e-004	0.0000	1.4000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4436	0.4436	0.0000	7.0000e-005	0.4644
Vendor	2.5500e-003	0.1112	0.0316	4.8000e-004	0.0170	7.2000e-004	0.0177	4.9000e-003	6.9000e-004	5.5900e-003	0.0000	46.4573	46.4573	2.3000e-004	6.9900e-003	48.5460
Worker	0.0159	9.0400e-003	0.1216	4.0000e-004	0.0511	2.1000e-004	0.0513	0.0136	2.0000e-004	0.0138	0.0000	36.4508	36.4508	9.1000e-004	9.4000e-004	36.7544
Total	**0.0185**	**0.1213**	**0.1534**	**8.8000e-004**	**0.0682**	**9.4000e-004**	**0.0691**	**0.0185**	**9.0000e-004**	**0.0194**	**0.0000**	**83.3517**	**83.3517**	**1.1400e-003**	**8.0000e-003**	**85.7647**

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	0.1456	1.3280	1.7130	2.8700e-003		0.0562	0.0562		0.0529	0.0529	0.0000	246.9939	246.9939	0.0581	0.0000	248.4454
Total	**0.1456**	**1.3280**	**1.7130**	**2.8700e-003**		**0.0562**	**0.0562**		**0.0529**	**0.0529**	**0.0000**	**246.9939**	**246.9939**	**0.0581**	**0.0000**	**248.4454**

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3.4 Building Construction - 2026

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	2.0000e-005	1.0200e-003	2.2000e-004	0.0000	1.4000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4436	0.4436	0.0000	7.0000e-005	0.4644
Vendor	2.5500e-003	0.1112	0.0316	4.8000e-004	0.0170	7.2000e-004	0.0177	4.9000e-003	6.9000e-004	5.5900e-003	0.0000	46.4573	46.4573	2.3000e-004	6.9900e-003	48.5460
Worker	0.0159	9.0400e-003	0.1216	4.0000e-004	0.0511	2.1000e-004	0.0513	0.0136	2.0000e-004	0.0138	0.0000	36.4508	36.4508	9.1000e-004	9.4000e-004	36.7544
Total	**0.0185**	**0.1213**	**0.1534**	**8.8000e-004**	**0.0682**	**9.4000e-004**	**0.0691**	**0.0185**	**9.0000e-004**	**0.0194**	**0.0000**	**83.3517**	**83.3517**	**1.1400e-003**	**8.0000e-003**	**85.7647**

3.4 Building Construction - 2027

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	0.0116	0.1060	0.1367	2.3000e-004		4.4800e-003	4.4800e-003		4.2200e-003	4.2200e-003	0.0000	19.7132	19.7132	4.6300e-003	0.0000	19.8290
Total	**0.0116**	**0.1060**	**0.1367**	**2.3000e-004**		**4.4800e-003**	**4.4800e-003**		**4.2200e-003**	**4.2200e-003**	**0.0000**	**19.7132**	**19.7132**	**4.6300e-003**	**0.0000**	**19.8290**

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

3.4 Building Construction - 2027

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	8.0000e-005	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0346	0.0346	0.0000	1.0000e-005	0.0362
Vendor	2.0000e-004	8.8100e-003	2.4900e-003	4.0000e-005	1.3500e-003	6.0000e-005	1.4100e-003	3.9000e-004	5.0000e-005	4.5000e-004	0.0000	3.6291	3.6291	2.0000e-005	5.5000e-004	3.7922
Worker	1.1900e-003	6.5000e-004	9.1400e-003	3.0000e-005	4.0800e-003	2.0000e-005	4.0900e-003	1.0800e-003	1.0000e-005	1.1000e-003	0.0000	2.8233	2.8233	7.0000e-005	7.0000e-005	2.8461
Total	**1.3900e-003**	**9.5400e-003**	**0.0117**	**7.0000e-005**	**5.4400e-003**	**8.0000e-005**	**5.5100e-003**	**1.4700e-003**	**6.0000e-005**	**1.5500e-003**	**0.0000**	**6.4869**	**6.4869**	**9.0000e-005**	**6.3000e-004**	**6.6745**

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	0.0116	0.1060	0.1367	2.3000e-004		4.4800e-003	4.4800e-003		4.2200e-003	4.2200e-003	0.0000	19.7131	19.7131	4.6300e-003	0.0000	19.8290
Total	**0.0116**	**0.1060**	**0.1367**	**2.3000e-004**		**4.4800e-003**	**4.4800e-003**		**4.2200e-003**	**4.2200e-003**	**0.0000**	**19.7131**	**19.7131**	**4.6300e-003**	**0.0000**	**19.8290**

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

3.4 Building Construction - 2027

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	8.0000e-005	2.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0346	0.0346	0.0000	1.0000e-005	0.0362
Vendor	2.0000e-004	8.8100e-003	2.4900e-003	4.0000e-005	1.3500e-003	6.0000e-005	1.4100e-003	3.9000e-004	5.0000e-005	4.5000e-004	0.0000	3.6291	3.6291	2.0000e-005	5.5000e-004	3.7922
Worker	1.1900e-003	6.5000e-004	9.1400e-003	3.0000e-005	4.0800e-003	2.0000e-005	4.0900e-003	1.0800e-003	1.0000e-005	1.1000e-003	0.0000	2.8233	2.8233	7.0000e-005	7.0000e-005	2.8461
Total	**1.3900e-003**	**9.5400e-003**	**0.0117**	**7.0000e-005**	**5.4400e-003**	**8.0000e-005**	**5.5100e-003**	**1.4700e-003**	**6.0000e-005**	**1.5500e-003**	**0.0000**	**6.4869**	**6.4869**	**9.0000e-005**	**6.3000e-004**	**6.6745**

3.5 Architectural Coating - 2027

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	0.1466					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5400e-003	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011
Total	**0.1481**	**0.0103**	**0.0163**	**3.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3011**

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

3.5 Architectural Coating - 2027

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	1.2000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0519	0.0519	0.0000	1.0000e-005	0.0544
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	2.5000e-004	1.4000e-004	1.9400e-003	1.0000e-005	8.6000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.5979	0.5979	1.0000e-005	2.0000e-005	0.6027
Total	**2.5000e-004**	**2.6000e-004**	**1.9700e-003**	**1.0000e-005**	**8.6000e-004**	**0.0000**	**8.7000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.6498**	**0.6498**	**1.0000e-005**	**2.0000e-005**	**0.6571**

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	0.1466					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5400e-003	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011
Total	**0.1481**	**0.0103**	**0.0163**	**3.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3011**

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

3.5 Architectural Coating - 2027

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	1.2000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0519	0.0519	0.0000	1.0000e-005	0.0544
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	2.5000e-004	1.4000e-004	1.9400e-003	1.0000e-005	8.6000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.5979	0.5979	1.0000e-005	2.0000e-005	0.6027
Total	**2.5000e-004**	**2.6000e-004**	**1.9700e-003**	**1.0000e-005**	**8.8000e-004**	**0.0000**	**8.9000e-004**	**2.3000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.6498**	**0.6498**	**1.0000e-005**	**3.0000e-005**	**0.6571**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Phase 2 - Unmitigated Construction - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Other Non-Asphalt Surfaces	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Parking Lot	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Unrefrigerated Warehouse-No Rail	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

Phase 2 - Unmitigated Construction - 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

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					
City Park	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
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
Unrefrigerated Warehouse-No Rail	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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 2 - Unmitigated Construction - 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					
City Park	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
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
Unrefrigerated Warehouse-No Rail	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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 2 - Unmitigated Construction - 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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 2 - Unmitigated Construction - 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

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Phase 2 - Unmitigated Construction - 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	0.2255	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	0.2255	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2255					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.2255**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

Phase 2 - Unmitigated Construction - 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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2255					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.2255**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 2 - Unmitigated Construction - 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	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
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
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 2 - Unmitigated Construction - Fresno County, Annual

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			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
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
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Phase 2 - Unmitigated Construction - 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	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Phase 2 - Unmitigated Construction - Fresno County, Annual

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

Equipment Type	Number

11.0 Vegetation

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

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building)

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	110.22	1000sqft	2.53	110,224.00	0
Other Non-Asphalt Surfaces	0.68	Acre	0.68	29,620.80	0
Parking Lot	2.70	Acre	2.70	117,612.00	0
City Park	0.52	Acre	0.52	22,651.20	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 - Area, Building Operations, and Passenger Vehicle Operations - 2024
Full buildout scenario in earliest operational year (2024)

Land Use - Project Site Totals 6.43 acres
Buildings totaling approximately 110,224 sf.

Construction Phase - Operational run only (zeroed out construction only inputs)

Off-road Equipment - Operational run only (zeroed out construction only inputs)

Trips and VMT - Operational run only

Architectural Coating - Operational run only

Vehicle Trips - Passenger car trip generation rate
122.3 daily passenger trips, consistent with project-specific TIA

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - Fresno County, Annual

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

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings and building code standards

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle diversion mandate

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2024 operational year Fresno County fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	6.8290e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.16	0.17
tblFleetMix	MH	2.9750e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	0.00
tblFleetMix	UBUS	2.8900e-004	0.00
tblLandUse	LandUseSquareFeet	110,220.00	110,224.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - Fresno County, Annual

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

tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	24.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.11
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.11
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - 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	0.2862	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.2862**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	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	0.2862	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.2862**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	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**

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - Fresno County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2023	4-30-2023	0.2044	0.2044
		Highest	0.2044	0.2044

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	0.4689	1.0000e-005	1.0500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.1700e-003
Energy	0.0106	0.0968	0.0813	5.8000e-004		7.3500e-003	7.3500e-003		7.3500e-003	7.3500e-003	0.0000	203.7954	203.7954	0.0180	3.8600e-003	205.3949
Mobile	0.0327	0.0305	0.3702	1.1400e-003	0.1320	5.9000e-004	0.1326	0.0351	5.4000e-004	0.0356	0.0000	104.8337	104.8337	3.3900e-003	3.1100e-003	105.8455
Waste						0.0000	0.0000		0.0000	0.0000	21.0400	0.0000	21.0400	1.2434	0.0000	52.1257
Water						0.0000	0.0000		0.0000	0.0000	8.0863	12.9613	21.0476	0.8326	0.0199	47.7833
Total	**0.5122**	**0.1273**	**0.4525**	**1.7200e-003**	**0.1320**	**7.9400e-003**	**0.1400**	**0.0351**	**7.8900e-003**	**0.0430**	**29.1263**	**321.5924**	**350.7187**	**2.0974**	**0.0268**	**411.1515**

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - Fresno County, Annual

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	0.4689	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0100e-003	2.0100e-003	1.0000e-005	0.0000	2.1400e-003
Energy	0.0106	0.0968	0.0813	5.8000e-004		7.3500e-003	7.3500e-003		7.3500e-003	7.3500e-003	0.0000	203.7954	203.7954	0.0180	3.8600e-003	205.3949
Mobile	0.0327	0.0305	0.3702	1.1400e-003	0.1320	5.9000e-004	0.1326	0.0351	5.4000e-004	0.0356	0.0000	104.8337	104.8337	3.3900e-003	3.1100e-003	105.8455
Waste						0.0000	0.0000		0.0000	0.0000	15.7800	0.0000	15.7800	0.9326	0.0000	39.0943
Water						0.0000	0.0000		0.0000	0.0000	6.4690	10.3690	16.8381	0.6661	0.0159	38.2266
Total	**0.5122**	**0.1273**	**0.4525**	**1.7200e-003**	**0.1320**	**7.9400e-003**	**0.1400**	**0.0351**	**7.8900e-003**	**0.0430**	**22.2490**	**319.0001**	**341.2492**	**1.6200**	**0.0229**	**388.5634**

	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**	**23.61**	**0.81**	**2.70**	**22.76**	**14.80**	**5.49**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/1/2023	2/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - Fresno County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.38

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 165,338; Non-Residential Outdoor: 55,113; Striped Parking Area: 8,834 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2862**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2862**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - 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	0.0327	0.0305	0.3702	1.1400e-003	0.1320	5.9000e-004	0.1326	0.0351	5.4000e-004	0.0356	0.0000	104.8337	104.8337	3.3900e-003	3.1100e-003	105.8455
Unmitigated	0.0327	0.0305	0.3702	1.1400e-003	0.1320	5.9000e-004	0.1326	0.0351	5.4000e-004	0.0356	0.0000	104.8337	104.8337	3.3900e-003	3.1100e-003	105.8455

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	122.34	122.34	122.34	357,185	357,185
Total	122.34	122.34	122.34	357,185	357,185

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - Fresno County, Annual

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	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
Unrefrigerated Warehouse-No Rail	0.572362	0.058972	0.195002	0.173664	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	98.4493	98.4493	0.0159	1.9300e-003	99.4228
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	98.4493	98.4493	0.0159	1.9300e-003	99.4228
NaturalGas Mitigated	0.0106	0.0968	0.0813	5.8000e-004		7.3500e-003	7.3500e-003		7.3500e-003	7.3500e-003	0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722
NaturalGas Unmitigated	0.0106	0.0968	0.0813	5.8000e-004		7.3500e-003	7.3500e-003		7.3500e-003	7.3500e-003	0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - 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

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					
City Park	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
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
Unrefrigerated Warehouse-No Rail	1.97411e+006	0.0106	0.0968	0.0813	5.8000e-004		7.3500e-003	7.3500e-003		7.3500e-003	7.3500e-003	0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722
Total		**0.0106**	**0.0968**	**0.0813**	**5.8000e-004**		**7.3500e-003**	**7.3500e-003**		**7.3500e-003**	**7.3500e-003**	**0.0000**	**105.3461**	**105.3461**	**2.0200e-003**	**1.9300e-003**	**105.9722**

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - 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					
City Park	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
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
Unrefrigerated Warehouse-No Rail	1.97411e+006	0.0106	0.0968	0.0813	5.8000e-004		7.3500e-003	7.3500e-003		7.3500e-003	7.3500e-003	0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722
Total		**0.0106**	**0.0968**	**0.0813**	**5.8000e-004**		**7.3500e-003**	**7.3500e-003**		**7.3500e-003**	**7.3500e-003**	**0.0000**	**105.3461**	**105.3461**	**2.0200e-003**	**1.9300e-003**	**105.9722**

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - 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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	41164.2	3.8087	6.2000e-004	7.0000e-005	3.8463
Unrefrigerated Warehouse-No Rail	1.02288e+006	94.6406	0.0153	1.8600e-003	95.5764
Total		**98.4493**	**0.0159**	**1.9300e-003**	**99.4228**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	41164.2	3.8087	6.2000e-004	7.0000e-005	3.8463
Unrefrigerated Warehouse-No Rail	1.02288e+006	94.6406	0.0153	1.8600e-003	95.5764
Total		**98.4493**	**0.0159**	**1.9300e-003**	**99.4228**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - 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	0.4689	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0100e-003	2.0100e-003	1.0000e-005	0.0000	2.1400e-003
Unmitigated	0.4689	1.0000e-005	1.0500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.1700e-003

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	0.0286					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4402					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0500e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.1700e-003
Total	**0.4689**	**1.0000e-005**	**1.0500e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0400e-003**	**2.0400e-003**	**1.0000e-005**	**0.0000**	**2.1700e-003**

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	0.0286					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4402					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0100e-003	2.0100e-003	1.0000e-005	0.0000	2.1400e-003
Total	**0.4689**	**1.0000e-005**	**1.0300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0100e-003**	**2.0100e-003**	**1.0000e-005**	**0.0000**	**2.1400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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	16.8381	0.6661	0.0159	38.2266
Unmitigated	21.0476	0.8326	0.0199	47.7833

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.61957	0.2006	3.0000e-005	0.0000	0.2026
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
Unrefrigerated Warehouse-No Rail	25.4884 / 0	20.8469	0.8326	0.0199	47.5806
Total		**21.0476**	**0.8326**	**0.0199**	**47.7833**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.495656	0.1605	3.0000e-005	0.0000	0.1621
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
Unrefrigerated Warehouse-No Rail	20.3907 / 0	16.6776	0.6661	0.0159	38.0645
Total		**16.8381**	**0.6661**	**0.0159**	**38.2266**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - 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	15.7800	0.9326	0.0000	39.0943
Unmitigated	21.0400	1.2434	0.0000	52.1257

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	103.61	21.0319	1.2430	0.0000	52.1056
Total		**21.0400**	**1.2434**	**0.0000**	**52.1258**

Nielsen Warehouse - Operations (Passenger Vehicles, Area, & Building) - Fresno County, Annual

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			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	77.7075	15.7739	0.9322	0.0000	39.0792
Total		**15.7800**	**0.9326**	**0.0000**	**39.0943**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

Nielsen Warehouse - Project Truck Trips - Fresno County, Annual

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

Nielsen Warehouse - Project Truck Trips

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Nielsen Warehouse Project - Project Truck Trips
Analyzed for full buildout in earliest operational year (2024)

Land Use - Truck only run
1 k used to separate out truck emissions only (land use development and passenger vehicle trips evaluated in a separate run)

Construction Phase - Truck only run (zeroed out construction inputs)

Off-road Equipment - Truck only run (zeroed out construction equipment)

Architectural Coating - Truck only run (zeroed out construction inputs)

Vehicle Trips - 66.15 total daily truck trips, consistent with project-specific trip generation provided in the TIA
50-mile truck trip length applied, consistent with SJVAPCD recommendations for truck trips barring project-specific information

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Nielsen Warehouse - Project Truck Trips - Fresno County, Annual

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

Landscape Equipment - Truck only run

Energy Use - Truck only run (zeroed out energy use - analyzed in a separate run)

Water And Wastewater - Truck only run (water and wastewater analyzed in a separate run)

Solid Waste - Truck only run

Fleet Mix - Truck only fleet mix
80% HHDT and 20% MHDT

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblArchitecturalCoating	EF_Parking	150.00	0.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblFleetMix	HHD	0.02	0.80
tblFleetMix	LDA	0.52	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	6.8290e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	2.9750e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	0.00
tblFleetMix	UBUS	2.8900e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblVehicleTrips	CC_TL	7.30	50.00
tblVehicleTrips	CNW_TL	7.30	50.00
tblVehicleTrips	CNW_TTP	0.00	41.00
tblVehicleTrips	CW_TL	9.50	50.00

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

tblVehicleTrips	CW_TTP	0.00	59.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	66.15
tblVehicleTrips	SU_TR	0.00	66.15
tblVehicleTrips	WD_TR	0.00	66.15

2.0 Emissions Summary

Nielsen Warehouse - Project Truck Trips - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Nielsen Warehouse - Project Truck Trips - Fresno County, Annual

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

		Highest		

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0393	3.1444	0.4560	0.0161	0.5265	0.0304	0.5570	0.1477	0.0291	0.1768	0.0000	1,551.3233	1,551.3233	8.0800e-003	0.2398	1,622.9726
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0393**	**3.1444**	**0.4560**	**0.0161**	**0.5265**	**0.0304**	**0.5570**	**0.1477**	**0.0291**	**0.1768**	**0.0000**	**1,551.3233**	**1,551.3233**	**8.0800e-003**	**0.2398**	**1,622.9726**

Nielsen Warehouse - Project Truck Trips - Fresno County, Annual

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0393	3.1444	0.4560	0.0161	0.5265	0.0304	0.5570	0.1477	0.0291	0.1768	0.0000	1,551.3233	1,551.3233	8.0800e-003	0.2398	1,622.9726
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0393**	**3.1444**	**0.4560**	**0.0161**	**0.5265**	**0.0304**	**0.5570**	**0.1477**	**0.0291**	**0.1768**	**0.0000**	**1,551.3233**	**1,551.3233**	**8.0800e-003**	**0.2398**	**1,622.9726**

	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	Architectural Coating	Architectural Coating	7/1/2023	6/30/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips - Fresno County, Annual

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

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

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0393	3.1444	0.4560	0.0161	0.5265	0.0304	0.5570	0.1477	0.0291	0.1768	0.0000	1,551.3233	1,551.3233	8.0800e-003	0.2398	1,622.9726
Unmitigated	0.0393	3.1444	0.4560	0.0161	0.5265	0.0304	0.5570	0.1477	0.0291	0.1768	0.0000	1,551.3233	1,551.3233	8.0800e-003	0.2398	1,622.9726

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	66.15	66.15	66.15	1,203,930	1,203,930
Total	66.15	66.15	66.15	1,203,930	1,203,930

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
User Defined Industrial	50.00	50.00	50.00	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.200000	0.800000	0.000000	0.000000	0.000000	0.000000	0.000000

Nielsen Warehouse - Project Truck Trips - Fresno County, Annual

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

Nielsen Warehouse - Project Truck Trips - 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

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					
User Defined Industrial	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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	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					
User Defined Industrial	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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Nielsen Warehouse - Project Truck Trips - 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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips - 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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

Nielsen Warehouse - Project Truck Trips - 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	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

Phase 1 - Unmitigated Construction - Localized Assessment

Fresno County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	53.76	1000sqft	1.23	53,760.00	0
Other Non-Asphalt Surfaces	0.33	Acre	0.33	14,374.80	0
Parking Lot	1.32	Acre	1.32	57,499.20	0
User Defined Parking	3.30	User Defined Unit	3.30	0.00	0
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Assessment

Land Use - Phase 1 - Site work for the entire 6.43-acre site and construction of Phase 1 Building and associated parking

Construction Phase -

Trips and VMT - Construction trip lengths updated to 0.5 mile to account for on-site and localized emissions.

Grading - Import: 2,500 cy
Export: 2,500 cy

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational inputs)

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

Area Coating - Construction run only (zeroed out operational inputs)

Landscape Equipment - Construction run only (zeroed out operational inputs)

Energy Use - Construction run only (zeroed out operational inputs)

Water And Wastewater - Construction run only (zeroed out operational inputs)

Solid Waste - Construction run only (zeroed out operational inputs)

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialExported	0.00	2,500.00
tblGrading	MaterialImported	0.00	2,500.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LotAcreage	0.00	3.30
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblSolidWaste	SolidWasteGenerationRate	50.53	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

tblTripsAndVMT	HaulingTripNumber	0.00	14.00
tblTripsAndVMT	HaulingTripNumber	625.00	637.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	18.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	12,432,000.00	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00

2.0 Emissions Summary

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	2.6961	27.5636	18.3684	0.0382	19.6647	1.2662	20.9309	10.1045	1.1649	11.2694	0.0000	3,703.2138	3,703.2138	1.1948	0.0233	3,733.7321
2024	15.7474	15.0063	18.5505	0.0309	0.0374	0.6752	0.7126	0.0103	0.6387	0.6490	0.0000	2,938.5664	2,938.5664	0.6286	0.0145	2,958.6001
Maximum	**15.7474**	**27.5636**	**18.5505**	**0.0382**	**19.6647**	**1.2662**	**20.9309**	**10.1045**	**1.1649**	**11.2694**	**0.0000**	**3,703.2138**	**3,703.2138**	**1.1948**	**0.0233**	**3,733.7321**

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	lb/day										lb/day					
2023	2.6961	27.5636	18.3684	0.0382	8.8533	1.2662	10.1195	4.5482	1.1649	5.7131	0.0000	3,703.2138	3,703.2138	1.1948	0.0233	3,733.7321
2024	15.7474	15.0063	18.5505	0.0309	0.0374	0.6752	0.7126	0.0103	0.6387	0.6490	0.0000	2,938.5664	2,938.5664	0.6286	0.0145	2,958.6001
Maximum	**15.7474**	**27.5636**	**18.5505**	**0.0382**	**8.8533**	**1.2662**	**10.1195**	**4.5482**	**1.1649**	**5.7131**	**0.0000**	**3,703.2138**	**3,703.2138**	**1.1948**	**0.0233**	**3,733.7321**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	54.87	0.00	49.95	54.93	0.00	46.62	0.00	0.00	0.00	0.00	0.00	0.00

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

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	lb/day										lb/day					
Area	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**	**0.0000**	**0.0138**

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	lb/day										lb/day					
Area	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**	**0.0000**	**0.0138**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/1/2023	2/14/2023	5	10	
2	Grading	Grading	2/15/2023	3/14/2023	5	20	
3	Paving	Paving	3/15/2023	4/11/2023	5	20	
4	Building Construction	Building Construction	4/12/2023	2/27/2024	5	230	
5	Architectural Coating	Architectural Coating	2/2/2024	2/29/2024	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 4.95

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 80,642; Non-Residential Outdoor: 26,881; Striped Parking Area: 4,312 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

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
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	637.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	12.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	9	57.00	22.00	18.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	2.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.2 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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6570**	**1.2660**	**20.9230**	**10.1025**	**1.1647**	**11.2672**		**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

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	lb/day										lb/day					
Hauling	1.7000e-003	0.0293	0.0232	6.0000e-005	6.4000e-004	6.0000e-005	7.0000e-004	1.8000e-004	5.0000e-005	2.3000e-004		6.2317	6.2317	9.0000e-005	9.8000e-004	6.5261
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
Worker	0.0350	0.0101	0.1010	1.0000e-004	7.0100e-003	1.1000e-004	7.1300e-003	1.8800e-003	1.0000e-004	1.9900e-003		9.6740	9.6740	2.1300e-003	1.2000e-003	10.0841
Total	**0.0367**	**0.0394**	**0.1241**	**1.6000e-004**	**7.6500e-003**	**1.7000e-004**	**7.8300e-003**	**2.0600e-003**	**1.5000e-004**	**2.2200e-003**		**15.9057**	**15.9057**	**2.2200e-003**	**2.1800e-003**	**16.6102**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.2 Site Preparation - 2023

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	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**8.8457**	**1.2660**	**10.1117**	**4.5461**	**1.1647**	**5.7108**	**0.0000**	**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

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	lb/day										lb/day					
Hauling	1.7000e-003	0.0293	0.0232	6.0000e-005	6.4000e-004	6.0000e-005	7.0000e-004	1.8000e-004	5.0000e-005	2.3000e-004		6.2317	6.2317	9.0000e-005	9.8000e-004	6.5261
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
Worker	0.0350	0.0101	0.1010	1.0000e-004	7.0100e-003	1.1000e-004	7.1300e-003	1.8800e-003	1.0000e-004	1.9900e-003		9.6740	9.6740	2.1300e-003	1.2000e-003	10.0841
Total	**0.0367**	**0.0394**	**0.1241**	**1.6000e-004**	**7.6500e-003**	**1.7000e-004**	**7.8300e-003**	**2.0600e-003**	**1.5000e-004**	**2.2200e-003**		**15.9057**	**15.9057**	**2.2200e-003**	**2.1800e-003**	**16.6102**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.3 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	lb/day										lb/day					
Fugitive Dust					7.1109	0.0000	7.1109	3.4290	0.0000	3.4290			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**7.1109**	**0.7749**	**7.8858**	**3.4290**	**0.7129**	**4.1420**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

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	lb/day										lb/day					
Hauling	0.0387	0.6670	0.5267	1.3400e-003	0.0146	1.2700e-003	0.0159	4.0700e-003	1.2200e-003	5.2900e-003		141.7717	141.7717	2.1300e-003	0.0223	148.4687
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
Worker	0.0292	8.3900e-003	0.0841	8.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		8.0617	8.0617	1.7800e-003	1.0000e-003	8.4034
Total	**0.0678**	**0.6754**	**0.6108**	**1.4200e-003**	**0.0205**	**1.3600e-003**	**0.0218**	**5.6400e-003**	**1.3100e-003**	**6.9500e-003**		**149.8333**	**149.8333**	**3.9100e-003**	**0.0233**	**156.8721**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.3 Grading - 2023

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	lb/day										lb/day					
Fugitive Dust					3.1999	0.0000	3.1999	1.5431	0.0000	1.5431			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**3.1999**	**0.7749**	**3.9748**	**1.5431**	**0.7129**	**2.2560**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

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	lb/day										lb/day					
Hauling	0.0387	0.6670	0.5267	1.3400e-003	0.0146	1.2700e-003	0.0159	4.0700e-003	1.2200e-003	5.2900e-003		141.7717	141.7717	2.1300e-003	0.0223	148.4687
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
Worker	0.0292	8.3900e-003	0.0841	8.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		8.0617	8.0617	1.7800e-003	1.0000e-003	8.4034
Total	**0.0678**	**0.6754**	**0.6108**	**1.4200e-003**	**0.0205**	**1.3600e-003**	**0.0218**	**5.6400e-003**	**1.3100e-003**	**6.9500e-003**		**149.8333**	**149.8333**	**3.9100e-003**	**0.0233**	**156.8721**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.4 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1729					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2057**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	lb/day										lb/day					
Hauling	7.3000e-004	0.0126	9.9200e-003	3.0000e-005	2.8000e-004	2.0000e-005	3.0000e-004	8.0000e-005	2.0000e-005	1.0000e-004		2.6707	2.6707	4.0000e-005	4.2000e-004	2.7969
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
Worker	0.0292	8.3900e-003	0.0841	8.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		8.0617	8.0617	1.7800e-003	1.0000e-003	8.4034
Total	**0.0299**	**0.0210**	**0.0941**	**1.1000e-004**	**6.1300e-003**	**1.1000e-004**	**6.2400e-003**	**1.6500e-003**	**1.1000e-004**	**1.7600e-003**		**10.7324**	**10.7324**	**1.8200e-003**	**1.4200e-003**	**11.2003**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.4 Paving - 2023

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	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1729					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2057**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	lb/day										lb/day					
Hauling	7.3000e-004	0.0126	9.9200e-003	3.0000e-005	2.8000e-004	2.0000e-005	3.0000e-004	8.0000e-005	2.0000e-005	1.0000e-004		2.6707	2.6707	4.0000e-005	4.2000e-004	2.7969
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
Worker	0.0292	8.3900e-003	0.0841	8.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		8.0617	8.0617	1.7800e-003	1.0000e-003	8.4034
Total	**0.0299**	**0.0210**	**0.0941**	**1.1000e-004**	**6.1300e-003**	**1.1000e-004**	**6.2400e-003**	**1.6500e-003**	**1.1000e-004**	**1.7600e-003**		**10.7324**	**10.7324**	**1.8200e-003**	**1.4200e-003**	**11.2003**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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 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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	lb/day										lb/day					
Hauling	1.0000e-004	1.6400e-003	1.2900e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3484	0.3484	1.0000e-005	5.0000e-005	0.3648
Vendor	0.0156	0.3064	0.2102	6.3000e-004	0.0108	5.6000e-004	0.0113	3.1500e-003	5.4000e-004	3.6900e-003		66.5270	66.5270	9.7000e-004	0.0103	69.6124
Worker	0.1108	0.0319	0.3197	3.0000e-004	0.0222	3.6000e-004	0.0226	5.9600e-003	3.3000e-004	6.2900e-003		30.6344	30.6344	6.7600e-003	3.7900e-003	31.9331
Total	**0.1264**	**0.3399**	**0.5312**	**9.3000e-004**	**0.0330**	**9.2000e-004**	**0.0339**	**9.1200e-003**	**8.7000e-004**	**9.9900e-003**		**97.5098**	**97.5098**	**7.7400e-003**	**0.0141**	**101.9103**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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 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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	lb/day										lb/day					
Hauling	1.0000e-004	1.6400e-003	1.2900e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3484	0.3484	1.0000e-005	5.0000e-005	0.3648
Vendor	0.0156	0.3064	0.2102	6.3000e-004	0.0108	5.6000e-004	0.0113	3.1500e-003	5.4000e-004	3.6900e-003		66.5270	66.5270	9.7000e-004	0.0103	69.6124
Worker	0.1108	0.0319	0.3197	3.0000e-004	0.0222	3.6000e-004	0.0226	5.9600e-003	3.3000e-004	6.2900e-003		30.6344	30.6344	6.7600e-003	3.7900e-003	31.9331
Total	**0.1264**	**0.3399**	**0.5312**	**9.3000e-004**	**0.0330**	**9.2000e-004**	**0.0339**	**9.1200e-003**	**8.7000e-004**	**9.9900e-003**		**97.5098**	**97.5098**	**7.7400e-003**	**0.0141**	**101.9103**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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 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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	lb/day										lb/day					
Hauling	9.0000e-005	1.6300e-003	1.2900e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3416	0.3416	1.0000e-005	5.0000e-005	0.3578
Vendor	0.0153	0.3052	0.2072	6.2000e-004	0.0108	5.6000e-004	0.0113	3.1500e-003	5.4000e-004	3.6900e-003		65.2983	65.2983	9.4000e-004	0.0101	68.3266
Worker	0.1017	0.0292	0.3046	2.9000e-004	0.0222	3.4000e-004	0.0226	5.9600e-003	3.1000e-004	6.2800e-003		29.6257	29.6257	6.2000e-003	3.6000e-003	30.8526
Total	**0.1171**	**0.3361**	**0.5131**	**9.1000e-004**	**0.0330**	**9.0000e-004**	**0.0339**	**9.1200e-003**	**8.5000e-004**	**9.9800e-003**		**95.2656**	**95.2656**	**7.1500e-003**	**0.0137**	**99.5370**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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 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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	lb/day										lb/day					
Hauling	9.0000e-005	1.6300e-003	1.2900e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3416	0.3416	1.0000e-005	5.0000e-005	0.3578
Vendor	0.0153	0.3052	0.2072	6.2000e-004	0.0108	5.6000e-004	0.0113	3.1500e-003	5.4000e-004	3.6900e-003		65.2983	65.2983	9.4000e-004	0.0101	68.3266
Worker	0.1017	0.0292	0.3046	2.9000e-004	0.0222	3.4000e-004	0.0226	5.9600e-003	3.1000e-004	6.2800e-003		29.6257	29.6257	6.2000e-003	3.6000e-003	30.8526
Total	**0.1171**	**0.3361**	**0.5131**	**9.1000e-004**	**0.0330**	**9.0000e-004**	**0.0339**	**9.1200e-003**	**8.5000e-004**	**9.9800e-003**		**95.2656**	**95.2656**	**7.1500e-003**	**0.0137**	**99.5370**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.6 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	lb/day										lb/day					
Archit. Coating	13.9582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**14.1390**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	lb/day										lb/day					
Hauling	1.2000e-004	2.0800e-003	1.6400e-003	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4365	0.4365	1.0000e-005	7.0000e-005	0.4572
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
Worker	0.0196	5.6400e-003	0.0588	6.0000e-005	4.2900e-003	7.0000e-005	4.3500e-003	1.1500e-003	6.0000e-005	1.2100e-003		5.7172	5.7172	1.2000e-003	6.9000e-004	5.9540
Total	**0.0198**	**7.7200e-003**	**0.0604**	**6.0000e-005**	**4.3400e-003**	**7.0000e-005**	**4.4000e-003**	**1.1600e-003**	**6.0000e-005**	**1.2300e-003**		**6.1538**	**6.1538**	**1.2100e-003**	**7.6000e-004**	**6.4112**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
Archit. Coating	13.9582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**14.1390**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	lb/day										lb/day					
Hauling	1.2000e-004	2.0800e-003	1.6400e-003	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4365	0.4365	1.0000e-005	7.0000e-005	0.4572
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
Worker	0.0196	5.6400e-003	0.0588	6.0000e-005	4.2900e-003	7.0000e-005	4.3500e-003	1.1500e-003	6.0000e-005	1.2100e-003		5.7172	5.7172	1.2000e-003	6.9000e-004	5.9540
Total	**0.0198**	**7.7200e-003**	**0.0604**	**6.0000e-005**	**4.3400e-003**	**7.0000e-005**	**4.4000e-003**	**1.1600e-003**	**6.0000e-005**	**1.2300e-003**		**6.1538**	**6.1538**	**1.2100e-003**	**7.6000e-004**	**6.4112**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
User Defined Parking	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
User Defined Parking	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
City Park	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
Mitigated	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Unmitigated	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1765					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Total	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**		**0.0138**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1765					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Total	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**		**0.0138**

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

Phase 1 - Unmitigated Construction - Localized Assessment

Fresno County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	53.76	1000sqft	1.23	53,760.00	0
Other Non-Asphalt Surfaces	0.33	Acre	0.33	14,374.80	0
Parking Lot	1.32	Acre	1.32	57,499.20	0
User Defined Parking	3.30	User Defined Unit	3.30	0.00	0
City Park	0.25	Acre	0.25	10,890.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Assessment

Land Use - Phase 1 - Site work for the entire 6.43-acre site and construction of Phase 1 Building and associated parking

Construction Phase -

Trips and VMT - Construction trip lengths updated to 0.5 mile to account for on-site and localized emissions.

Grading - Import: 2,500 cy
Export: 2,500 cy

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational inputs)

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

Area Coating - Construction run only (zeroed out operational inputs)

Landscape Equipment - Construction run only (zeroed out operational inputs)

Energy Use - Construction run only (zeroed out operational inputs)

Water And Wastewater - Construction run only (zeroed out operational inputs)

Solid Waste - Construction run only (zeroed out operational inputs)

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblGrading	MaterialExported	0.00	2,500.00
tblGrading	MaterialImported	0.00	2,500.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LotAcreage	0.00	3.30
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblSolidWaste	SolidWasteGenerationRate	50.53	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

tblTripsAndVMT	HaulingTripNumber	0.00	14.00
tblTripsAndVMT	HaulingTripNumber	625.00	637.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	18.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	12,432,000.00	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00

2.0 Emissions Summary

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	2.6847	27.5678	18.3996	0.0382	19.6647	1.2662	20.9309	10.1045	1.1649	11.2694	0.0000	3,702.5541	3,702.5541	1.1955	0.0238	3,733.1397
2024	15.7064	15.0342	18.6726	0.0309	0.0374	0.6752	0.7126	0.0103	0.6388	0.6491	0.0000	2,936.6507	2,936.6507	0.6311	0.0152	2,956.9499
Maximum	**15.7064**	**27.5678**	**18.6726**	**0.0382**	**19.6647**	**1.2662**	**20.9309**	**10.1045**	**1.1649**	**11.2694**	**0.0000**	**3,702.5541**	**3,702.5541**	**1.1955**	**0.0238**	**3,733.1397**

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	lb/day										lb/day					
2023	2.6847	27.5678	18.3996	0.0382	8.8533	1.2662	10.1195	4.5482	1.1649	5.7131	0.0000	3,702.5541	3,702.5541	1.1955	0.0238	3,733.1397
2024	15.7064	15.0342	18.6726	0.0309	0.0374	0.6752	0.7126	0.0103	0.6388	0.6491	0.0000	2,936.6507	2,936.6507	0.6311	0.0152	2,956.9499
Maximum	**15.7064**	**27.5678**	**18.6726**	**0.0382**	**8.8533**	**1.2662**	**10.1195**	**4.5482**	**1.1649**	**5.7131**	**0.0000**	**3,702.5541**	**3,702.5541**	**1.1955**	**0.0238**	**3,733.1397**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	54.87	0.00	49.95	54.93	0.00	46.62	0.00	0.00	0.00	0.00	0.00	0.00

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

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	lb/day										lb/day					
Area	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**	**0.0000**	**0.0138**

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	lb/day										lb/day					
Area	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**	**0.0000**	**0.0138**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/1/2023	2/14/2023	5	10	
2	Grading	Grading	2/15/2023	3/14/2023	5	20	
3	Paving	Paving	3/15/2023	4/11/2023	5	20	
4	Building Construction	Building Construction	4/12/2023	2/27/2024	5	230	
5	Architectural Coating	Architectural Coating	2/2/2024	2/29/2024	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 4.95

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 80,642; Non-Residential Outdoor: 26,881; Striped Parking Area: 4,312 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

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
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	637.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	12.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	9	57.00	22.00	18.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	2.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.2 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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6570**	**1.2660**	**20.9230**	**10.1025**	**1.1647**	**11.2672**		**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

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	lb/day										lb/day					
Hauling	1.4800e-003	0.0318	0.0239	6.0000e-005	6.4000e-004	6.0000e-005	7.0000e-004	1.8000e-004	6.0000e-005	2.3000e-004		6.3441	6.3441	8.0000e-005	1.0000e-003	6.6435
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
Worker	0.0237	0.0119	0.1314	9.0000e-005	7.0100e-003	1.1000e-004	7.1300e-003	1.8800e-003	1.0000e-004	1.9900e-003		8.9019	8.9019	2.8900e-003	1.3400e-003	9.3744
Total	**0.0252**	**0.0436**	**0.1553**	**1.5000e-004**	**7.6500e-003**	**1.7000e-004**	**7.8300e-003**	**2.0600e-003**	**1.6000e-004**	**2.2200e-003**		**15.2460**	**15.2460**	**2.9700e-003**	**2.3400e-003**	**16.0179**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.2 Site Preparation - 2023

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	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**8.8457**	**1.2660**	**10.1117**	**4.5461**	**1.1647**	**5.7108**	**0.0000**	**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

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	lb/day										lb/day					
Hauling	1.4800e-003	0.0318	0.0239	6.0000e-005	6.4000e-004	6.0000e-005	7.0000e-004	1.8000e-004	6.0000e-005	2.3000e-004		6.3441	6.3441	8.0000e-005	1.0000e-003	6.6435
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
Worker	0.0237	0.0119	0.1314	9.0000e-005	7.0100e-003	1.1000e-004	7.1300e-003	1.8800e-003	1.0000e-004	1.9900e-003		8.9019	8.9019	2.8900e-003	1.3400e-003	9.3744
Total	**0.0252**	**0.0436**	**0.1553**	**1.5000e-004**	**7.6500e-003**	**1.7000e-004**	**7.8300e-003**	**2.0600e-003**	**1.6000e-004**	**2.2200e-003**		**15.2460**	**15.2460**	**2.9700e-003**	**2.3400e-003**	**16.0179**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.3 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	lb/day										lb/day					
Fugitive Dust					7.1109	0.0000	7.1109	3.4290	0.0000	3.4290			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**7.1109**	**0.7749**	**7.8858**	**3.4290**	**0.7129**	**4.1420**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

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	lb/day										lb/day					
Hauling	0.0337	0.7224	0.5434	1.3600e-003	0.0146	1.3200e-003	0.0159	4.0700e-003	1.2700e-003	5.3400e-003		144.3278	144.3278	1.9000e-003	0.0227	151.1388
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
Worker	0.0198	9.8800e-003	0.1095	7.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		7.4183	7.4183	2.4100e-003	1.1200e-003	7.8120
Total	**0.0534**	**0.7322**	**0.6529**	**1.4300e-003**	**0.0205**	**1.4100e-003**	**0.0219**	**5.6400e-003**	**1.3600e-003**	**7.0000e-003**		**151.7461**	**151.7461**	**4.3100e-003**	**0.0238**	**158.9508**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.3 Grading - 2023

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	lb/day										lb/day					
Fugitive Dust					3.1999	0.0000	3.1999	1.5431	0.0000	1.5431			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**3.1999**	**0.7749**	**3.9748**	**1.5431**	**0.7129**	**2.2560**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

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	lb/day										lb/day					
Hauling	0.0337	0.7224	0.5434	1.3600e-003	0.0146	1.3200e-003	0.0159	4.0700e-003	1.2700e-003	5.3400e-003		144.3278	144.3278	1.9000e-003	0.0227	151.1388
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
Worker	0.0198	9.8800e-003	0.1095	7.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		7.4183	7.4183	2.4100e-003	1.1200e-003	7.8120
Total	**0.0534**	**0.7322**	**0.6529**	**1.4300e-003**	**0.0205**	**1.4100e-003**	**0.0219**	**5.6400e-003**	**1.3600e-003**	**7.0000e-003**		**151.7461**	**151.7461**	**4.3100e-003**	**0.0238**	**158.9508**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.4 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1729					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2057**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	lb/day										lb/day					
Hauling	6.3000e-004	0.0136	0.0102	3.0000e-005	2.8000e-004	2.0000e-005	3.0000e-004	8.0000e-005	2.0000e-005	1.0000e-004		2.7189	2.7189	4.0000e-005	4.3000e-004	2.8472
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
Worker	0.0198	9.8800e-003	0.1095	7.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		7.4183	7.4183	2.4100e-003	1.1200e-003	7.8120
Total	**0.0204**	**0.0235**	**0.1198**	**1.0000e-004**	**6.1300e-003**	**1.1000e-004**	**6.2400e-003**	**1.6500e-003**	**1.1000e-004**	**1.7600e-003**		**10.1372**	**10.1372**	**2.4500e-003**	**1.5500e-003**	**10.6592**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.4 Paving - 2023

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	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.1729					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2057**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	lb/day										lb/day					
Hauling	6.3000e-004	0.0136	0.0102	3.0000e-005	2.8000e-004	2.0000e-005	3.0000e-004	8.0000e-005	2.0000e-005	1.0000e-004		2.7189	2.7189	4.0000e-005	4.3000e-004	2.8472
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
Worker	0.0198	9.8800e-003	0.1095	7.0000e-005	5.8500e-003	9.0000e-005	5.9400e-003	1.5700e-003	9.0000e-005	1.6600e-003		7.4183	7.4183	2.4100e-003	1.1200e-003	7.8120
Total	**0.0204**	**0.0235**	**0.1198**	**1.0000e-004**	**6.1300e-003**	**1.1000e-004**	**6.2400e-003**	**1.6500e-003**	**1.1000e-004**	**1.7600e-003**		**10.1372**	**10.1372**	**2.4500e-003**	**1.5500e-003**	**10.6592**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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 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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7700e-003	1.3400e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3546	0.3546	0.0000	6.0000e-005	0.3714
Vendor	0.0138	0.3277	0.2212	6.4000e-004	0.0108	5.8000e-004	0.0113	3.1500e-003	5.6000e-004	3.7100e-003		67.4223	67.4223	9.1000e-004	0.0104	70.5522
Worker	0.0752	0.0376	0.4162	2.8000e-004	0.0222	3.6000e-004	0.0226	5.9600e-003	3.3000e-004	6.2900e-003		28.1895	28.1895	9.1600e-003	4.2500e-003	29.6856
Total	**0.0891**	**0.3671**	**0.6387**	**9.2000e-004**	**0.0330**	**9.4000e-004**	**0.0340**	**9.1200e-003**	**8.9000e-004**	**0.0100**		**95.9664**	**95.9664**	**0.0101**	**0.0147**	**100.6092**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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 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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7700e-003	1.3400e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3546	0.3546	0.0000	6.0000e-005	0.3714
Vendor	0.0138	0.3277	0.2212	6.4000e-004	0.0108	5.8000e-004	0.0113	3.1500e-003	5.6000e-004	3.7100e-003		67.4223	67.4223	9.1000e-004	0.0104	70.5522
Worker	0.0752	0.0376	0.4162	2.8000e-004	0.0222	3.6000e-004	0.0226	5.9600e-003	3.3000e-004	6.2900e-003		28.1895	28.1895	9.1600e-003	4.2500e-003	29.6856
Total	**0.0891**	**0.3671**	**0.6387**	**9.2000e-004**	**0.0330**	**9.4000e-004**	**0.0340**	**9.1200e-003**	**8.9000e-004**	**0.0100**		**95.9664**	**95.9664**	**0.0101**	**0.0147**	**100.6092**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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 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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7700e-003	1.3300e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3478	0.3478	0.0000	5.0000e-005	0.3642
Vendor	0.0136	0.3265	0.2178	6.3000e-004	0.0108	5.8000e-004	0.0113	3.1500e-003	5.6000e-004	3.7100e-003		66.1844	66.1844	8.9000e-004	0.0102	69.2566
Worker	0.0688	0.0344	0.3980	2.7000e-004	0.0222	3.4000e-004	0.0226	5.9600e-003	3.1000e-004	6.2800e-003		27.2653	27.2653	8.3900e-003	4.0300e-003	28.6775
Total	**0.0825**	**0.3627**	**0.6171**	**9.0000e-004**	**0.0330**	**9.2000e-004**	**0.0339**	**9.1200e-003**	**8.7000e-004**	**0.0100**		**93.7976**	**93.7976**	**9.2800e-003**	**0.0143**	**98.2983**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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 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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7700e-003	1.3300e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3478	0.3478	0.0000	5.0000e-005	0.3642
Vendor	0.0136	0.3265	0.2178	6.3000e-004	0.0108	5.8000e-004	0.0113	3.1500e-003	5.6000e-004	3.7100e-003		66.1844	66.1844	8.9000e-004	0.0102	69.2566
Worker	0.0688	0.0344	0.3980	2.7000e-004	0.0222	3.4000e-004	0.0226	5.9600e-003	3.1000e-004	6.2800e-003		27.2653	27.2653	8.3900e-003	4.0300e-003	28.6775
Total	**0.0825**	**0.3627**	**0.6171**	**9.0000e-004**	**0.0330**	**9.2000e-004**	**0.0339**	**9.1200e-003**	**8.7000e-004**	**0.0100**		**93.7976**	**93.7976**	**9.2800e-003**	**0.0143**	**98.2983**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.6 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	lb/day										lb/day					
Archit. Coating	13.9582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**14.1390**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	lb/day										lb/day					
Hauling	1.0000e-004	2.2600e-003	1.7000e-003	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4444	0.4444	1.0000e-005	7.0000e-005	0.4654
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
Worker	0.0133	6.6400e-003	0.0768	5.0000e-005	4.2900e-003	7.0000e-005	4.3500e-003	1.1500e-003	6.0000e-005	1.2100e-003		5.2617	5.2617	1.6200e-003	7.8000e-004	5.5343
Total	**0.0134**	**8.9000e-003**	**0.0785**	**5.0000e-005**	**4.3400e-003**	**7.0000e-005**	**4.4000e-003**	**1.1600e-003**	**6.0000e-005**	**1.2300e-003**		**5.7062**	**5.7062**	**1.6300e-003**	**8.5000e-004**	**5.9997**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
Archit. Coating	13.9582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**14.1390**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	lb/day										lb/day					
Hauling	1.0000e-004	2.2600e-003	1.7000e-003	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4444	0.4444	1.0000e-005	7.0000e-005	0.4654
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
Worker	0.0133	6.6400e-003	0.0768	5.0000e-005	4.2900e-003	7.0000e-005	4.3500e-003	1.1500e-003	6.0000e-005	1.2100e-003		5.2617	5.2617	1.6200e-003	7.8000e-004	5.5343
Total	**0.0134**	**8.9000e-003**	**0.0785**	**5.0000e-005**	**4.3400e-003**	**7.0000e-005**	**4.4000e-003**	**1.1600e-003**	**6.0000e-005**	**1.2300e-003**		**5.7062**	**5.7062**	**1.6300e-003**	**8.5000e-004**	**5.9997**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
User Defined Parking	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
User Defined Parking	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
City Park	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
Mitigated	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Unmitigated	1.1771	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1765					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Total	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**		**0.0138**

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1765					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	6.0100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0129	0.0129	3.0000e-005		0.0138
Total	**1.1771**	**5.0000e-005**	**6.0100e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0129**	**0.0129**	**3.0000e-005**		**0.0138**

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 1 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

Phase 2 - Unmitigated Construction - Localized Assessment

Fresno County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	56.46	1000sqft	1.30	56,464.00	0
Other Non-Asphalt Surfaces	0.35	Acre	0.35	15,246.00	0
Parking Lot	1.38	Acre	1.38	60,112.80	0
City Park	0.27	Acre	0.27	11,761.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2027
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 - Localized Assessment

Land Use - Phase 2 Construction

Construction Phase - Phase 2 construction
Site work and mass grading for the entire site included in Phase 1

Trips and VMT - Construction trip lengths updated to 0.5 mile to account for on-site and localized emissions.

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational inputs)

Area Coating - Construction run only (zeroed out operational inputs)

Landscape Equipment - Construction run only (zeroed out operational inputs)

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

Energy Use - Construction run only (zeroed out operational inputs)

Water And Wastewater - Construction run only (zeroed out operational inputs)

Solid Waste - Construction run only (zeroed out operational inputs)

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LandUseSquareFeet	56,460.00	56,464.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblSolidWaste	SolidWasteGenerationRate	53.07	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	16.00
tblTripsAndVMT	HaulingTripNumber	0.00	18.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripLength	7.30	0.50

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	13,056,375.00	0.00
tblWater	OutdoorWaterUseRate	321,699.96	0.00

2.0 Emissions Summary

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2026	1.5473	15.3522	16.5989	0.0298	7.0891	0.6237	7.7128	3.4265	0.5738	4.0003	0.0000	2,887.2722	2,887.2722	0.9309	0.0140	2,911.0929
2027	16.4745	12.8237	16.5847	0.0279	0.0352	0.5285	0.5636	9.7300e-003	0.4971	0.5069	0.0000	2,651.9428	2,651.9428	0.6070	0.0136	2,671.1838
Maximum	**16.4745**	**15.3522**	**16.5989**	**0.0298**	**7.0891**	**0.6237**	**7.7128**	**3.4265**	**0.5738**	**4.0003**	**0.0000**	**2,887.2722**	**2,887.2722**	**0.9309**	**0.0140**	**2,911.0929**

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	lb/day										lb/day					
2026	1.5473	15.3522	16.5989	0.0298	3.1937	0.6237	3.8174	1.5429	0.5738	2.1167	0.0000	2,887.2722	2,887.2722	0.9309	0.0140	2,911.0929
2027	16.4745	12.8237	16.5847	0.0279	0.0352	0.5285	0.5636	9.7300e-003	0.4971	0.5069	0.0000	2,651.9428	2,651.9428	0.6070	0.0136	2,671.1838
Maximum	**16.4745**	**15.3522**	**16.5989**	**0.0298**	**3.1937**	**0.6237**	**3.8174**	**1.5429**	**0.5738**	**2.1167**	**0.0000**	**2,887.2722**	**2,887.2722**	**0.9309**	**0.0140**	**2,911.0929**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	54.68	0.00	47.07	54.82	0.00	41.79	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

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	lb/day										lb/day					
Area	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**	**0.0000**	**0.0136**

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	lb/day										lb/day					
Area	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**	**0.0000**	**0.0136**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	2/2/2026	2/11/2026	5	8	Fine grading
2	Paving	Paving	2/12/2026	3/9/2026	5	18	
3	Building Construction	Building Construction	3/10/2026	1/25/2027	5	230	
4	Architectural Coating	Architectural Coating	1/26/2027	2/18/2027	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 84,698; Non-Residential Outdoor: 28,233; Striped Parking Area: 4,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	12.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	16.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	9	60.00	24.00	18.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	2.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.2 Grading - 2026

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	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**7.0826**	**0.6236**	**7.7062**	**3.4247**	**0.5737**	**3.9984**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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	lb/day										lb/day					
Hauling	1.7900e-003	0.0308	0.0244	6.0000e-005	6.9000e-004	6.0000e-005	7.5000e-004	1.9000e-004	6.0000e-005	2.5000e-004		6.2584	6.2584	1.0000e-004	9.8000e-004	6.5540
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
Worker	0.0229	6.5600e-003	0.0731	7.0000e-005	5.8500e-003	8.0000e-005	5.9300e-003	1.5700e-003	8.0000e-005	1.6400e-003		7.3087	7.3087	1.3800e-003	8.6000e-004	7.5984
Total	**0.0247**	**0.0374**	**0.0975**	**1.3000e-004**	**6.5400e-003**	**1.4000e-004**	**6.6800e-003**	**1.7600e-003**	**1.4000e-004**	**1.8900e-003**		**13.5671**	**13.5671**	**1.4800e-003**	**1.8400e-003**	**14.1524**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.2 Grading - 2026

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	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**3.1872**	**0.6236**	**3.8107**	**1.5411**	**0.5737**	**2.1148**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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	lb/day										lb/day					
Hauling	1.7900e-003	0.0308	0.0244	6.0000e-005	6.9000e-004	6.0000e-005	7.5000e-004	1.9000e-004	6.0000e-005	2.5000e-004		6.2584	6.2584	1.0000e-004	9.8000e-004	6.5540
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
Worker	0.0229	6.5600e-003	0.0731	7.0000e-005	5.8500e-003	8.0000e-005	5.9300e-003	1.5700e-003	8.0000e-005	1.6400e-003		7.3087	7.3087	1.3800e-003	8.6000e-004	7.5984
Total	**0.0247**	**0.0374**	**0.0975**	**1.3000e-004**	**6.5400e-003**	**1.4000e-004**	**6.6800e-003**	**1.7600e-003**	**1.4000e-004**	**1.8900e-003**		**13.5671**	**13.5671**	**1.4800e-003**	**1.8400e-003**	**14.1524**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.3 Paving - 2026

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	lb/day										lb/day					
Off-Road	0.8197	7.5321	12.1778	0.0189		0.3524	0.3524		0.3259	0.3259		1,805.3926	1,805.3926	0.5673		1,819.5741
Paving	0.2009					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0206**	**7.5321**	**12.1778**	**0.0189**		**0.3524**	**0.3524**		**0.3259**	**0.3259**		**1,805.3926**	**1,805.3926**	**0.5673**		**1,819.5741**

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	lb/day										lb/day					
Hauling	1.0600e-003	0.0183	0.0144	3.0000e-005	4.1000e-004	4.0000e-005	4.4000e-004	1.1000e-004	3.0000e-005	1.5000e-004		3.7087	3.7087	6.0000e-005	5.8000e-004	3.8839
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
Worker	0.0305	8.7500e-003	0.0975	1.0000e-004	7.7900e-003	1.1000e-004	7.9000e-003	2.0900e-003	1.0000e-004	2.1900e-003		9.7449	9.7449	1.8300e-003	1.1400e-003	10.1312
Total	**0.0316**	**0.0270**	**0.1120**	**1.3000e-004**	**8.2000e-003**	**1.5000e-004**	**8.3400e-003**	**2.2000e-003**	**1.3000e-004**	**2.3400e-003**		**13.4536**	**13.4536**	**1.8900e-003**	**1.7200e-003**	**14.0150**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.3 Paving - 2026

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	lb/day										lb/day					
Off-Road	0.8197	7.5321	12.1778	0.0189		0.3524	0.3524		0.3259	0.3259	0.0000	1,805.3926	1,805.3926	0.5673		1,819.5741
Paving	0.2009					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0206**	**7.5321**	**12.1778**	**0.0189**		**0.3524**	**0.3524**		**0.3259**	**0.3259**	**0.0000**	**1,805.3926**	**1,805.3926**	**0.5673**		**1,819.5741**

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	lb/day										lb/day					
Hauling	1.0600e-003	0.0183	0.0144	3.0000e-005	4.1000e-004	4.0000e-005	4.4000e-004	1.1000e-004	3.0000e-005	1.5000e-004		3.7087	3.7087	6.0000e-005	5.8000e-004	3.8839
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
Worker	0.0305	8.7500e-003	0.0975	1.0000e-004	7.7900e-003	1.1000e-004	7.9000e-003	2.0900e-003	1.0000e-004	2.1900e-003		9.7449	9.7449	1.8300e-003	1.1400e-003	10.1312
Total	**0.0316**	**0.0270**	**0.1120**	**1.3000e-004**	**8.2000e-003**	**1.5000e-004**	**8.3400e-003**	**2.2000e-003**	**1.3000e-004**	**2.3400e-003**		**13.4536**	**13.4536**	**1.8900e-003**	**1.7200e-003**	**14.0150**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.4 Building Construction - 2026

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	9.0000e-005	1.6100e-003	1.2700e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3265	0.3265	0.0000	5.0000e-005	0.3420
Vendor	0.0162	0.3295	0.2204	6.5000e-004	0.0117	6.1000e-004	0.0123	3.4400e-003	5.8000e-004	4.0200e-003		68.2817	68.2817	9.8000e-004	0.0105	71.4477
Worker	0.0915	0.0262	0.2926	2.9000e-004	0.0234	3.3000e-004	0.0237	6.2800e-003	3.0000e-004	6.5800e-003		29.2348	29.2348	5.5000e-003	3.4300e-003	30.3935
Total	**0.1078**	**0.3574**	**0.5143**	**9.4000e-004**	**0.0352**	**9.4000e-004**	**0.0361**	**9.7300e-003**	**8.8000e-004**	**0.0106**		**97.8430**	**97.8430**	**6.4800e-003**	**0.0140**	**102.1831**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.4 Building Construction - 2026

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	9.0000e-005	1.6100e-003	1.2700e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3265	0.3265	0.0000	5.0000e-005	0.3420
Vendor	0.0162	0.3295	0.2204	6.5000e-004	0.0117	6.1000e-004	0.0123	3.4400e-003	5.8000e-004	4.0200e-003		68.2817	68.2817	9.8000e-004	0.0105	71.4477
Worker	0.0915	0.0262	0.2926	2.9000e-004	0.0234	3.3000e-004	0.0237	6.2800e-003	3.0000e-004	6.5800e-003		29.2348	29.2348	5.5000e-003	3.4300e-003	30.3935
Total	**0.1078**	**0.3574**	**0.5143**	**9.4000e-004**	**0.0352**	**9.4000e-004**	**0.0361**	**9.7300e-003**	**8.8000e-004**	**0.0106**		**97.8430**	**97.8430**	**6.4800e-003**	**0.0140**	**102.1831**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.4 Building Construction - 2027

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	9.0000e-005	1.6000e-003	1.2600e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3189	0.3189	0.0000	5.0000e-005	0.3340
Vendor	0.0160	0.3280	0.2184	6.3000e-004	0.0117	6.0000e-004	0.0123	3.4400e-003	5.7000e-004	4.0200e-003		66.7860	66.7860	9.6000e-004	0.0103	69.8827
Worker	0.0850	0.0245	0.2805	2.8000e-004	0.0234	3.1000e-004	0.0237	6.2800e-003	2.9000e-004	6.5600e-003		28.3635	28.3635	5.0800e-003	3.2800e-003	29.4691
Total	**0.1011**	**0.3540**	**0.5001**	**9.1000e-004**	**0.0352**	**9.1000e-004**	**0.0361**	**9.7300e-003**	**8.6000e-004**	**0.0106**		**95.4684**	**95.4684**	**6.0400e-003**	**0.0136**	**99.6857**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.4 Building Construction - 2027

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	9.0000e-005	1.6000e-003	1.2600e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3189	0.3189	0.0000	5.0000e-005	0.3340
Vendor	0.0160	0.3280	0.2184	6.3000e-004	0.0117	6.0000e-004	0.0123	3.4400e-003	5.7000e-004	4.0200e-003		66.7860	66.7860	9.6000e-004	0.0103	69.8827
Worker	0.0850	0.0245	0.2805	2.8000e-004	0.0234	3.1000e-004	0.0237	6.2800e-003	2.9000e-004	6.5600e-003		28.3635	28.3635	5.0800e-003	3.2800e-003	29.4691
Total	**0.1011**	**0.3540**	**0.5001**	**9.1000e-004**	**0.0352**	**9.1000e-004**	**0.0361**	**9.7300e-003**	**8.6000e-004**	**0.0106**		**95.4684**	**95.4684**	**6.0400e-003**	**0.0136**	**99.6857**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.5 Architectural Coating - 2027

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	lb/day										lb/day					
Archit. Coating	16.2865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**16.4574**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	lb/day										lb/day					
Hauling	1.3000e-004	2.2700e-003	1.8000e-003	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4528	0.4528	1.0000e-005	7.0000e-005	0.4742
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
Worker	0.0170	4.8900e-003	0.0561	6.0000e-005	4.6800e-003	6.0000e-005	4.7400e-003	1.2600e-003	6.0000e-005	1.3100e-003		5.6727	5.6727	1.0200e-003	6.6000e-004	5.8938
Total	**0.0171**	**7.1600e-003**	**0.0579**	**6.0000e-005**	**4.7300e-003**	**6.0000e-005**	**4.8000e-003**	**1.2700e-003**	**6.0000e-005**	**1.3300e-003**		**6.1255**	**6.1255**	**1.0300e-003**	**7.3000e-004**	**6.3680**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

3.5 Architectural Coating - 2027

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	lb/day										lb/day					
Archit. Coating	16.2865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**16.4574**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	lb/day										lb/day					
Hauling	1.3000e-004	2.2700e-003	1.8000e-003	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4528	0.4528	1.0000e-005	7.0000e-005	0.4742
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
Worker	0.0170	4.8900e-003	0.0561	6.0000e-005	4.6800e-003	6.0000e-005	4.7400e-003	1.2600e-003	6.0000e-005	1.3100e-003		5.6727	5.6727	1.0200e-003	6.6000e-004	5.8938
Total	**0.0171**	**7.1600e-003**	**0.0579**	**6.0000e-005**	**4.7300e-003**	**6.0000e-005**	**4.8000e-003**	**1.2700e-003**	**6.0000e-005**	**1.3300e-003**		**6.1255**	**6.1255**	**1.0300e-003**	**7.3000e-004**	**6.3680**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Other Non-Asphalt Surfaces	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Parking Lot	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Unrefrigerated Warehouse-No Rail	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
Mitigated	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Unmitigated	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Total	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**		**0.0136**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Total	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**		**0.0136**

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

Phase 2 - Unmitigated Construction - Localized Assessment

Fresno County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	56.46	1000sqft	1.30	56,464.00	0
Other Non-Asphalt Surfaces	0.35	Acre	0.35	15,246.00	0
Parking Lot	1.38	Acre	1.38	60,112.80	0
City Park	0.27	Acre	0.27	11,761.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2027
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 - Localized Assessment

Land Use - Phase 2 Construction

Construction Phase - Phase 2 construction
Site work and mass grading for the entire site included in Phase 1

Trips and VMT - Construction trip lengths updated to 0.5 mile to account for on-site and localized emissions.

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - Construction run only (zeroed out operational inputs)

Area Coating - Construction run only (zeroed out operational inputs)

Landscape Equipment - Construction run only (zeroed out operational inputs)

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

Energy Use - Construction run only (zeroed out operational inputs)

Water And Wastewater - Construction run only (zeroed out operational inputs)

Solid Waste - Construction run only (zeroed out operational inputs)

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	0.93	0.00
tblEnergyUse	T24NG	16.86	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblLandUse	LandUseSquareFeet	56,460.00	56,464.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblSolidWaste	SolidWasteGenerationRate	53.07	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	16.00
tblTripsAndVMT	HaulingTripNumber	0.00	18.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripLength	7.30	0.50

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	13,056,375.00	0.00
tblWater	OutdoorWaterUseRate	321,699.96	0.00

2.0 Emissions Summary

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2026	1.5395	15.3559	16.7008	0.0298	7.0891	0.6237	7.7128	3.4265	0.5738	4.0003	0.0000	2,886.8044	2,886.8044	0.9314	0.0146	2,910.6733
2027	16.4688	12.8512	16.6830	0.0279	0.0352	0.5285	0.5637	9.7300e-003	0.4971	0.5069	0.0000	2,650.6138	2,650.6138	0.6087	0.0142	2,670.0638
Maximum	**16.4688**	**15.3559**	**16.7008**	**0.0298**	**7.0891**	**0.6237**	**7.7128**	**3.4265**	**0.5738**	**4.0003**	**0.0000**	**2,886.8044**	**2,886.8044**	**0.9314**	**0.0146**	**2,910.6733**

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	lb/day										lb/day					
2026	1.5395	15.3559	16.7008	0.0298	3.1937	0.6237	3.8174	1.5429	0.5738	2.1167	0.0000	2,886.8044	2,886.8044	0.9314	0.0146	2,910.6733
2027	16.4688	12.8512	16.6830	0.0279	0.0352	0.5285	0.5637	9.7300e-003	0.4971	0.5069	0.0000	2,650.6138	2,650.6138	0.6087	0.0142	2,670.0638
Maximum	**16.4688**	**15.3559**	**16.7008**	**0.0298**	**3.1937**	**0.6237**	**3.8174**	**1.5429**	**0.5738**	**2.1167**	**0.0000**	**2,886.8044**	**2,886.8044**	**0.9314**	**0.0146**	**2,910.6733**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	54.68	0.00	47.07	54.82	0.00	41.79	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

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	lb/day										lb/day					
Area	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**	**0.0000**	**0.0136**

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	lb/day										lb/day					
Area	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	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	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**	**0.0000**	**0.0136**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	2/2/2026	2/11/2026	5	8	Fine grading
2	Paving	Paving	2/12/2026	3/9/2026	5	18	
3	Building Construction	Building Construction	3/10/2026	1/25/2027	5	230	
4	Architectural Coating	Architectural Coating	1/26/2027	2/18/2027	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 84,698; Non-Residential Outdoor: 28,233; Striped Parking Area: 4,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	12.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	16.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	9	60.00	24.00	18.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	2.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.2 Grading - 2026

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	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**7.0826**	**0.6236**	**7.7062**	**3.4247**	**0.5737**	**3.9984**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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	lb/day										lb/day					
Hauling	1.5500e-003	0.0334	0.0251	6.0000e-005	6.9000e-004	6.0000e-005	7.5000e-004	1.9000e-004	6.0000e-005	2.5000e-004		6.3724	6.3724	8.0000e-005	1.0000e-003	6.6732
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
Worker	0.0153	7.7200e-003	0.0959	7.0000e-005	5.8500e-003	8.0000e-005	5.9300e-003	1.5700e-003	8.0000e-005	1.6400e-003		6.7268	6.7268	1.8600e-003	9.6000e-004	7.0596
Total	**0.0169**	**0.0411**	**0.1210**	**1.3000e-004**	**6.5400e-003**	**1.4000e-004**	**6.6800e-003**	**1.7600e-003**	**1.4000e-004**	**1.8900e-003**		**13.0992**	**13.0992**	**1.9400e-003**	**1.9600e-003**	**13.7328**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.2 Grading - 2026

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	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**3.1872**	**0.6236**	**3.8107**	**1.5411**	**0.5737**	**2.1148**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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	lb/day										lb/day					
Hauling	1.5500e-003	0.0334	0.0251	6.0000e-005	6.9000e-004	6.0000e-005	7.5000e-004	1.9000e-004	6.0000e-005	2.5000e-004		6.3724	6.3724	8.0000e-005	1.0000e-003	6.6732
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
Worker	0.0153	7.7200e-003	0.0959	7.0000e-005	5.8500e-003	8.0000e-005	5.9300e-003	1.5700e-003	8.0000e-005	1.6400e-003		6.7268	6.7268	1.8600e-003	9.6000e-004	7.0596
Total	**0.0169**	**0.0411**	**0.1210**	**1.3000e-004**	**6.5400e-003**	**1.4000e-004**	**6.6800e-003**	**1.7600e-003**	**1.4000e-004**	**1.8900e-003**		**13.0992**	**13.0992**	**1.9400e-003**	**1.9600e-003**	**13.7328**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.3 Paving - 2026

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	lb/day										lb/day					
Off-Road	0.8197	7.5321	12.1778	0.0189		0.3524	0.3524		0.3259	0.3259		1,805.3926	1,805.3926	0.5673		1,819.5741
Paving	0.2009					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0206**	**7.5321**	**12.1778**	**0.0189**		**0.3524**	**0.3524**		**0.3259**	**0.3259**		**1,805.3926**	**1,805.3926**	**0.5673**		**1,819.5741**

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	lb/day										lb/day					
Hauling	9.2000e-004	0.0198	0.0149	4.0000e-005	4.1000e-004	4.0000e-005	4.4000e-004	1.1000e-004	3.0000e-005	1.5000e-004		3.7763	3.7763	5.0000e-005	5.9000e-004	3.9545
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
Worker	0.0204	0.0103	0.1278	9.0000e-005	7.7900e-003	1.1000e-004	7.9000e-003	2.0900e-003	1.0000e-004	2.1900e-003		8.9691	8.9691	2.4800e-003	1.2800e-003	9.4128
Total	**0.0213**	**0.0301**	**0.1427**	**1.3000e-004**	**8.2000e-003**	**1.5000e-004**	**8.3400e-003**	**2.2000e-003**	**1.3000e-004**	**2.3400e-003**		**12.7453**	**12.7453**	**2.5300e-003**	**1.8700e-003**	**13.3673**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.3 Paving - 2026

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	lb/day										lb/day					
Off-Road	0.8197	7.5321	12.1778	0.0189		0.3524	0.3524		0.3259	0.3259	0.0000	1,805.3926	1,805.3926	0.5673		1,819.5741
Paving	0.2009					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0206**	**7.5321**	**12.1778**	**0.0189**		**0.3524**	**0.3524**		**0.3259**	**0.3259**	**0.0000**	**1,805.3926**	**1,805.3926**	**0.5673**		**1,819.5741**

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	lb/day										lb/day					
Hauling	9.2000e-004	0.0198	0.0149	4.0000e-005	4.1000e-004	4.0000e-005	4.4000e-004	1.1000e-004	3.0000e-005	1.5000e-004		3.7763	3.7763	5.0000e-005	5.9000e-004	3.9545
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
Worker	0.0204	0.0103	0.1278	9.0000e-005	7.7900e-003	1.1000e-004	7.9000e-003	2.0900e-003	1.0000e-004	2.1900e-003		8.9691	8.9691	2.4800e-003	1.2800e-003	9.4128
Total	**0.0213**	**0.0301**	**0.1427**	**1.3000e-004**	**8.2000e-003**	**1.5000e-004**	**8.3400e-003**	**2.2000e-003**	**1.3000e-004**	**2.3400e-003**		**12.7453**	**12.7453**	**2.5300e-003**	**1.8700e-003**	**13.3673**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.4 Building Construction - 2026

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7400e-003	1.3100e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3325	0.3325	0.0000	5.0000e-005	0.3482
Vendor	0.0144	0.3526	0.2313	6.5000e-004	0.0117	6.3000e-004	0.0124	3.4400e-003	6.0000e-004	4.0400e-003		69.2200	69.2200	9.2000e-004	0.0107	72.4322
Worker	0.0612	0.0309	0.3835	2.7000e-004	0.0234	3.3000e-004	0.0237	6.2800e-003	3.0000e-004	6.5800e-003		26.9072	26.9072	7.4400e-003	3.8400e-003	28.2383
Total	**0.0757**	**0.3852**	**0.6161**	**9.2000e-004**	**0.0352**	**9.6000e-004**	**0.0361**	**9.7300e-003**	**9.0000e-004**	**0.0106**		**96.4597**	**96.4597**	**8.3600e-003**	**0.0146**	**101.0187**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.4 Building Construction - 2026

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7400e-003	1.3100e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3325	0.3325	0.0000	5.0000e-005	0.3482
Vendor	0.0144	0.3526	0.2313	6.5000e-004	0.0117	6.3000e-004	0.0124	3.4400e-003	6.0000e-004	4.0400e-003		69.2200	69.2200	9.2000e-004	0.0107	72.4322
Worker	0.0612	0.0309	0.3835	2.7000e-004	0.0234	3.3000e-004	0.0237	6.2800e-003	3.0000e-004	6.5800e-003		26.9072	26.9072	7.4400e-003	3.8400e-003	28.2383
Total	**0.0757**	**0.3852**	**0.6161**	**9.2000e-004**	**0.0352**	**9.6000e-004**	**0.0361**	**9.7300e-003**	**9.0000e-004**	**0.0106**		**96.4597**	**96.4597**	**8.3600e-003**	**0.0146**	**101.0187**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.4 Building Construction - 2027

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7300e-003	1.3000e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3248	0.3248	0.0000	5.0000e-005	0.3401
Vendor	0.0142	0.3510	0.2290	6.4000e-004	0.0117	6.2000e-004	0.0124	3.4400e-003	5.9000e-004	4.0300e-003		67.7094	67.7094	9.0000e-004	0.0105	70.8514
Worker	0.0566	0.0288	0.3681	2.6000e-004	0.0234	3.1000e-004	0.0237	6.2800e-003	2.9000e-004	6.5600e-003		26.1052	26.1052	6.8700e-003	3.6800e-003	27.3743
Total	**0.0709**	**0.3815**	**0.5984**	**9.0000e-004**	**0.0352**	**9.3000e-004**	**0.0361**	**9.7300e-003**	**8.8000e-004**	**0.0106**		**94.1394**	**94.1394**	**7.7700e-003**	**0.0142**	**98.5658**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.4 Building Construction - 2027

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	lb/day										lb/day					
Hauling	8.0000e-005	1.7300e-003	1.3000e-003	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.3248	0.3248	0.0000	5.0000e-005	0.3401
Vendor	0.0142	0.3510	0.2290	6.4000e-004	0.0117	6.2000e-004	0.0124	3.4400e-003	5.9000e-004	4.0300e-003		67.7094	67.7094	9.0000e-004	0.0105	70.8514
Worker	0.0566	0.0288	0.3681	2.6000e-004	0.0234	3.1000e-004	0.0237	6.2800e-003	2.9000e-004	6.5600e-003		26.1052	26.1052	6.8700e-003	3.6800e-003	27.3743
Total	**0.0709**	**0.3815**	**0.5984**	**9.0000e-004**	**0.0352**	**9.3000e-004**	**0.0361**	**9.7300e-003**	**8.8000e-004**	**0.0106**		**94.1394**	**94.1394**	**7.7700e-003**	**0.0142**	**98.5658**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.5 Architectural Coating - 2027

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	lb/day										lb/day					
Archit. Coating	16.2865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**16.4574**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	lb/day										lb/day					
Hauling	1.1000e-004	2.4600e-003	1.8500e-003	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4611	0.4611	1.0000e-005	7.0000e-005	0.4828
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
Worker	0.0113	5.7600e-003	0.0736	5.0000e-005	4.6800e-003	6.0000e-005	4.7400e-003	1.2600e-003	6.0000e-005	1.3100e-003		5.2211	5.2211	1.3700e-003	7.4000e-004	5.4749
Total	**0.0114**	**8.2200e-003**	**0.0755**	**5.0000e-005**	**4.7300e-003**	**6.0000e-005**	**4.8000e-003**	**1.2700e-003**	**6.0000e-005**	**1.3300e-003**		**5.6821**	**5.6821**	**1.3800e-003**	**8.1000e-004**	**5.9577**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

3.5 Architectural Coating - 2027

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	lb/day										lb/day					
Archit. Coating	16.2865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**16.4574**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	lb/day										lb/day					
Hauling	1.1000e-004	2.4600e-003	1.8500e-003	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005		0.4611	0.4611	1.0000e-005	7.0000e-005	0.4828
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
Worker	0.0113	5.7600e-003	0.0736	5.0000e-005	4.6800e-003	6.0000e-005	4.7400e-003	1.2600e-003	6.0000e-005	1.3100e-003		5.2211	5.2211	1.3700e-003	7.4000e-004	5.4749
Total	**0.0114**	**8.2200e-003**	**0.0755**	**5.0000e-005**	**4.7300e-003**	**6.0000e-005**	**4.8000e-003**	**1.2700e-003**	**6.0000e-005**	**1.3300e-003**		**5.6821**	**5.6821**	**1.3800e-003**	**8.1000e-004**	**5.9577**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Other Non-Asphalt Surfaces	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Parking Lot	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670
Unrefrigerated Warehouse-No Rail	0.531212	0.053720	0.175693	0.143990	0.023462	0.006329	0.014830	0.022874	0.000693	0.000284	0.022838	0.001406	0.002670

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
Mitigated	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Unmitigated	1.2362	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Total	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**		**0.0136**

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.9500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	3.0000e-005		0.0136
Total	**1.2362**	**5.0000e-005**	**5.9500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**3.0000e-005**		**0.0136**

7.0 Water Detail

7.1 Mitigation Measures Water

Phase 2 - Unmitigated Construction - Localized Assessment - Fresno County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment

Fresno County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	110.22	1000sqft	2.53	110,224.00	0
Other Non-Asphalt Surfaces	0.68	Acre	0.68	29,620.80	0
Parking Lot	2.70	Acre	2.70	117,612.00	0
City Park	0.52	Acre	0.52	22,651.20	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 - Area, Building Operations, and Passenger Vehicle Operations - Localized Screening Analysis
Full buildout scenario in earliest operational year (2024)

Land Use - Project Site Totals 6.43 acres
Buildings totaling approximately 110,224 sf.

Construction Phase - Operational run only (zeroed out construction only inputs)

Off-road Equipment - Operational run only (zeroed out construction only inputs)

Trips and VMT - Operational run only

Architectural Coating - Operational run only

Vehicle Trips - Trip lengths updated to 0.50 mile to account for on-site and localized emissions (0.25 on-site mi + 0.25 mi localized off-site)
122.3 daily passenger trips, consistent with project-specific TIA

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings and building code standards

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle diversion mandate

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2024 operational year Fresno County fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	6.8290e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.16	0.17
tblFleetMix	MH	2.9750e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	0.00
tblFleetMix	UBUS	2.8900e-004	0.00
tblLandUse	LandUseSquareFeet	110,220.00	110,224.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

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

tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	24.00	0.00
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.11
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.11
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	572.3136	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**572.3136**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	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	lb/day										lb/day					
2023	572.3136	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**572.3136**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	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**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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

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	lb/day										lb/day					
Area	2.5700	1.1000e-004	0.0116	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0250	0.0250	7.0000e-005		0.0266
Energy	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Mobile	0.2038	0.0629	0.6441	5.7000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		57.9919	57.9919	0.0132	7.7300e-003	60.6272
Total	**2.8322**	**0.5933**	**1.1012**	**3.7500e-003**	**0.0465**	**0.0410**	**0.0875**	**0.0123**	**0.0409**	**0.0533**		**694.3140**	**694.3140**	**0.0255**	**0.0194**	**700.7322**

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	lb/day										lb/day					
Area	2.5700	1.0000e-004	0.0115	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0246	0.0246	6.0000e-005		0.0262
Energy	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Mobile	0.2038	0.0629	0.6441	5.7000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		57.9919	57.9919	0.0132	7.7300e-003	60.6272
Total	**2.8321**	**0.5933**	**1.1010**	**3.7500e-003**	**0.0465**	**0.0410**	**0.0875**	**0.0123**	**0.0409**	**0.0533**		**694.3137**	**694.3137**	**0.0255**	**0.0194**	**700.7318**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	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	Architectural Coating	Architectural Coating	2/1/2023	2/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.38

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 165,338; Non-Residential Outdoor: 55,113; Striped Parking Area: 8,834 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	572.3136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	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	**572.3136**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	lb/day										lb/day					
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
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
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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

3.2 Architectural Coating - 2023

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	lb/day										lb/day					
Archit. Coating	572.3136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	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	**572.3136**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction 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	lb/day										lb/day					
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
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
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2038	0.0629	0.6441	5.7000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		57.9919	57.9919	0.0132	7.7300e-003	60.6272
Unmitigated	0.2038	0.0629	0.6441	5.7000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		57.9919	57.9919	0.0132	7.7300e-003	60.6272

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	122.34	122.34	122.34	22,267	22,267
Total	122.34	122.34	122.34	22,267	22,267

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	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
Unrefrigerated Warehouse-No Rail	0.572362	0.058972	0.195002	0.173664	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
NaturalGas Unmitigated	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	5408.53	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Total		**0.0583**	**0.5303**	**0.4454**	**3.1800e-003**		**0.0403**	**0.0403**		**0.0403**	**0.0403**		**636.2971**	**636.2971**	**0.0122**	**0.0117**	**640.0783**

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	5.40853	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Total		**0.0583**	**0.5303**	**0.4454**	**3.1800e-003**		**0.0403**	**0.0403**		**0.0403**	**0.0403**		**636.2971**	**636.2971**	**0.0122**	**0.0117**	**640.0783**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Summer

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	lb/day										lb/day					
Mitigated	2.5700	1.0000e-004	0.0115	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0246	0.0246	6.0000e-005		0.0262
Unmitigated	2.5700	1.1000e-004	0.0116	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0250	0.0250	7.0000e-005		0.0266

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	lb/day										lb/day					
Architectural Coating	0.1568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0700e-003	1.1000e-004	0.0116	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0250	0.0250	7.0000e-005		0.0266
Total	**2.5700**	**1.1000e-004**	**0.0116**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0250**	**0.0250**	**7.0000e-005**		**0.0266**

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	lb/day										lb/day					
Architectural Coating	0.1568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0600e-003	1.0000e-004	0.0115	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0246	0.0246	6.0000e-005		0.0262
Total	**2.5700**	**1.0000e-004**	**0.0115**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0246**	**0.0246**	**6.0000e-005**		**0.0262**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment

Fresno County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	110.22	1000sqft	2.53	110,224.00	0
Other Non-Asphalt Surfaces	0.68	Acre	0.68	29,620.80	0
Parking Lot	2.70	Acre	2.70	117,612.00	0
City Park	0.52	Acre	0.52	22,651.20	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 - Area, Building Operations, and Passenger Vehicle Operations - Localized Screening Analysis
Full buildout scenario in earliest operational year (2024)

Land Use - Project Site Totals 6.43 acres
Buildings totaling approximately 110,224 sf.

Construction Phase - Operational run only (zeroed out construction only inputs)

Off-road Equipment - Operational run only (zeroed out construction only inputs)

Trips and VMT - Operational run only

Architectural Coating - Operational run only

Vehicle Trips - Trip lengths updated to 0.50 mile to account for on-site and localized emissions (0.25 on-site mi + 0.25 mi localized off-site)
122.3 daily passenger trips, consistent with project-specific TIA

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings and building code standards

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle diversion mandate

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2024 operational year Fresno County fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.52	0.57
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	6.8290e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.16	0.17
tblFleetMix	MH	2.9750e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	0.00
tblFleetMix	UBUS	2.8900e-004	0.00
tblLandUse	LandUseSquareFeet	110,220.00	110,224.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	24.00	0.00
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CW_TL	9.50	0.50
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.11
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.11
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	572.3136	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**572.3136**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	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	lb/day										lb/day					
2023	572.3136	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**572.3136**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	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**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

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	lb/day										lb/day					
Area	2.5700	1.1000e-004	0.0116	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0250	0.0250	7.0000e-005		0.0266
Energy	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Mobile	0.1459	0.0740	0.8633	5.3000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		53.8484	53.8484	0.0179	8.6700e-003	56.8810
Total	**2.7742**	**0.6044**	**1.3203**	**3.7100e-003**	**0.0465**	**0.0410**	**0.0875**	**0.0123**	**0.0409**	**0.0533**		**690.1705**	**690.1705**	**0.0302**	**0.0203**	**696.9859**

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	lb/day										lb/day					
Area	2.5700	1.0000e-004	0.0115	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0246	0.0246	6.0000e-005		0.0262
Energy	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Mobile	0.1459	0.0740	0.8633	5.3000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		53.8484	53.8484	0.0179	8.6700e-003	56.8810
Total	**2.7742**	**0.6044**	**1.3202**	**3.7100e-003**	**0.0465**	**0.0410**	**0.0875**	**0.0123**	**0.0409**	**0.0533**		**690.1701**	**690.1701**	**0.0302**	**0.0203**	**696.9856**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	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	Architectural Coating	Architectural Coating	2/1/2023	2/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.38

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 165,338; Non-Residential Outdoor: 55,113; Striped Parking Area: 8,834 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	572.3136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	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	**572.3136**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	lb/day										lb/day					
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
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
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

3.2 Architectural Coating - 2023

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	lb/day										lb/day					
Archit. Coating	572.3136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	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	**572.3136**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction 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	lb/day										lb/day					
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
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
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1459	0.0740	0.8633	5.3000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		53.8484	53.8484	0.0179	8.6700e-003	56.8810
Unmitigated	0.1459	0.0740	0.8633	5.3000e-004	0.0465	6.5000e-004	0.0471	0.0123	6.0000e-004	0.0129		53.8484	53.8484	0.0179	8.6700e-003	56.8810

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	122.34	122.34	122.34	22,267	22,267
Total	122.34	122.34	122.34	22,267	22,267

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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

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
Unrefrigerated Warehouse-No	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	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
Unrefrigerated Warehouse-No Rail	0.572362	0.058972	0.195002	0.173664	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
NaturalGas Unmitigated	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	5408.53	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Total		**0.0583**	**0.5303**	**0.4454**	**3.1800e-003**		**0.0403**	**0.0403**		**0.0403**	**0.0403**		**636.2971**	**636.2971**	**0.0122**	**0.0117**	**640.0783**

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	lb/day										lb/day					
City Park	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
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
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
Unrefrigerated Warehouse-No Rail	5.40853	0.0583	0.5303	0.4454	3.1800e-003		0.0403	0.0403		0.0403	0.0403		636.2971	636.2971	0.0122	0.0117	640.0783
Total		**0.0583**	**0.5303**	**0.4454**	**3.1800e-003**		**0.0403**	**0.0403**		**0.0403**	**0.0403**		**636.2971**	**636.2971**	**0.0122**	**0.0117**	**640.0783**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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	lb/day										lb/day					
Mitigated	2.5700	1.0000e-004	0.0115	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0246	0.0246	6.0000e-005		0.0262
Unmitigated	2.5700	1.1000e-004	0.0116	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0250	0.0250	7.0000e-005		0.0266

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	lb/day										lb/day					
Architectural Coating	0.1568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0700e-003	1.1000e-004	0.0116	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0250	0.0250	7.0000e-005		0.0266
Total	**2.5700**	**1.1000e-004**	**0.0116**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0250**	**0.0250**	**7.0000e-005**		**0.0266**

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	lb/day										lb/day					
Architectural Coating	0.1568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0600e-003	1.0000e-004	0.0115	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0246	0.0246	6.0000e-005		0.0262
Total	**2.5700**	**1.0000e-004**	**0.0115**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0246**	**0.0246**	**6.0000e-005**		**0.0262**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Nielsen Warehouse - Operations (Passenger, Area, & Building) - Localized Assessment - Fresno County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Nielsen Warehouse - Project Truck Trips (Localized Assessment)

Fresno County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Nielsen Warehouse Project - Project Truck Trips
Analyzed for full buildout in earliest operational year (2024)

Land Use - Truck only run
1 k used to separate out truck emissions only (land use development and passenger vehicle trips evaluated in a separate run)

Construction Phase - Truck only run (zeroed out construction inputs)

Off-road Equipment - Truck only run (zeroed out construction equipment)

Architectural Coating - Truck only run (zeroed out construction inputs)

Vehicle Trips - 66.15 total daily truck trips, consistent with project-specific trip generation provided in the TIA
Trip lengths updated to 0.50 mile to account for on-site and localized emissions (0.25 on-site mi + 0.25 mi localized off-site)

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

Landscape Equipment - Truck only run

Energy Use - Truck only run (zeroed out energy use - analyzed in a separate run)

Water And Wastewater - Truck only run (water and wastewater analyzed in a separate run)

Solid Waste - Truck only run

Fleet Mix - Truck only fleet mix
80% HHDT and 20% MHDT

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblArchitecturalCoating	EF_Parking	150.00	0.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblFleetMix	HHD	0.02	0.80
tblFleetMix	LDA	0.52	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	6.8290e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	2.9750e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	0.00
tblFleetMix	UBUS	2.8900e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TTP	0.00	41.00
tblVehicleTrips	CW_TL	9.50	0.50

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

tblVehicleTrips	CW_TTP	0.00	59.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	66.15
tblVehicleTrips	SU_TR	0.00	66.15
tblVehicleTrips	WD_TR	0.00	66.15

2.0 Emissions Summary

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	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	lb/day										lb/day					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	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**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

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	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0660	1.1626	0.8983	2.2000e-003	0.0296	1.9400e-003	0.0315	8.2800e-003	1.8500e-003	0.0101		233.2663	233.2663	3.6500e-003	0.0365	244.2378
Total	**0.0661**	**1.1626**	**0.8984**	**2.2000e-003**	**0.0296**	**1.9400e-003**	**0.0315**	**8.2800e-003**	**1.8500e-003**	**0.0101**		**233.2665**	**233.2665**	**3.6500e-003**	**0.0365**	**244.2381**

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	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0660	1.1626	0.8983	2.2000e-003	0.0296	1.9400e-003	0.0315	8.2800e-003	1.8500e-003	0.0101		233.2663	233.2663	3.6500e-003	0.0365	244.2378
Total	**0.0661**	**1.1626**	**0.8984**	**2.2000e-003**	**0.0296**	**1.9400e-003**	**0.0315**	**8.2800e-003**	**1.8500e-003**	**0.0101**		**233.2665**	**233.2665**	**3.6500e-003**	**0.0365**	**244.2381**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	7/1/2023	6/30/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

3.2 Architectural Coating - 2023

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	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0660	1.1626	0.8983	2.2000e-003	0.0296	1.9400e-003	0.0315	8.2800e-003	1.8500e-003	0.0101		233.2663	233.2663	3.6500e-003	0.0365	244.2378
Unmitigated	0.0660	1.1626	0.8983	2.2000e-003	0.0296	1.9400e-003	0.0315	8.2800e-003	1.8500e-003	0.0101		233.2663	233.2663	3.6500e-003	0.0365	244.2378

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	66.15	66.15	66.15	12,039	12,039
Total	66.15	66.15	66.15	12,039	12,039

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
User Defined Industrial	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.200000	0.800000	0.000000	0.000000	0.000000	0.000000	0.000000

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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	lb/day										lb/day					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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	lb/day										lb/day					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Nielsen Warehouse - Project Truck Trips (Localized Assessment)

Fresno County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Nielsen Warehouse Project - Project Truck Trips
Analyzed for full buildout in earliest operational year (2024)

Land Use - Truck only run
1 k used to separate out truck emissions only (land use development and passenger vehicle trips evaluated in a separate run)

Construction Phase - Truck only run (zeroed out construction inputs)

Off-road Equipment - Truck only run (zeroed out construction equipment)

Architectural Coating - Truck only run (zeroed out construction inputs)

Vehicle Trips - 66.15 total daily truck trips, consistent with project-specific trip generation provided in the TIA
Trip lengths updated to 0.50 mile to account for on-site and localized emissions (0.25 on-site mi + 0.25 mi localized off-site)

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

Landscape Equipment - Truck only run

Energy Use - Truck only run (zeroed out energy use - analyzed in a separate run)

Water And Wastewater - Truck only run (water and wastewater analyzed in a separate run)

Solid Waste - Truck only run

Fleet Mix - Truck only fleet mix
80% HHDT and 20% MHDT

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblArchitecturalCoating	EF_Parking	150.00	0.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblFleetMix	HHD	0.02	0.80
tblFleetMix	LDA	0.52	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	6.8290e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	2.9750e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	0.00
tblFleetMix	UBUS	2.8900e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblVehicleTrips	CC_TL	7.30	0.50
tblVehicleTrips	CNW_TL	7.30	0.50
tblVehicleTrips	CNW_TTP	0.00	41.00
tblVehicleTrips	CW_TL	9.50	0.50

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

tblVehicleTrips	CW_TTP	0.00	59.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	66.15
tblVehicleTrips	SU_TR	0.00	66.15
tblVehicleTrips	WD_TR	0.00	66.15

2.0 Emissions Summary

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	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	lb/day										lb/day					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	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**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

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	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0578	1.2547	0.9317	2.2400e-003	0.0296	2.0200e-003	0.0316	8.2800e-003	1.9300e-003	0.0102		237.4686	237.4686	3.3000e-003	0.0372	248.6324
Total	**0.0578**	**1.2547**	**0.9318**	**2.2400e-003**	**0.0296**	**2.0200e-003**	**0.0316**	**8.2800e-003**	**1.9300e-003**	**0.0102**		**237.4689**	**237.4689**	**3.3000e-003**	**0.0372**	**248.6327**

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	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0578	1.2547	0.9317	2.2400e-003	0.0296	2.0200e-003	0.0316	8.2800e-003	1.9300e-003	0.0102		237.4686	237.4686	3.3000e-003	0.0372	248.6324
Total	**0.0578**	**1.2547**	**0.9318**	**2.2400e-003**	**0.0296**	**2.0200e-003**	**0.0316**	**8.2800e-003**	**1.9300e-003**	**0.0102**		**237.4689**	**237.4689**	**3.3000e-003**	**0.0372**	**248.6327**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	7/1/2023	6/30/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

3.2 Architectural Coating - 2023

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	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0578	1.2547	0.9317	2.2400e-003	0.0296	2.0200e-003	0.0316	8.2800e-003	1.9300e-003	0.0102		237.4686	237.4686	3.3000e-003	0.0372	248.6324
Unmitigated	0.0578	1.2547	0.9317	2.2400e-003	0.0296	2.0200e-003	0.0316	8.2800e-003	1.9300e-003	0.0102		237.4686	237.4686	3.3000e-003	0.0372	248.6324

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	66.15	66.15	66.15	12,039	12,039
Total	66.15	66.15	66.15	12,039	12,039

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
User Defined Industrial	0.50	0.50	0.50	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.200000	0.800000	0.000000	0.000000	0.000000	0.000000	0.000000

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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	lb/day										lb/day					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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	lb/day										lb/day					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Nielsen Warehouse - Project Truck Trips (Localized Assessment) - Fresno County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

Passenger Vehicles, Area, & Building (BAU 2024 Operations)

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	110.22	1000sqft	2.53	110,224.00	0
Other Non-Asphalt Surfaces	0.68	Acre	0.68	29,620.80	0
Parking Lot	2.70	Acre	2.70	117,612.00	0
City Park	0.52	Acre	0.52	22,651.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2005
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Area, Building Operations, and Passenger Vehicle Operations - 2024 BAU Operations
PG&E CO2 Intensity Factors for 2005

Land Use - Project Site Totals 6.43 acres
Buildings totaling approximately 110,224 sf.

Construction Phase - Operational run only (zeroed out construction only inputs)

Off-road Equipment - Operational run only (zeroed out construction only inputs)

Trips and VMT - Operational run only

Architectural Coating - Operational run only

Vehicle Trips - Passenger car trip generation rate
122.3 daily passenger trips, consistent with project-specific TIA

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

Area Coating -

Energy Use - Using historical data

Water And Wastewater -

Solid Waste -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2024 operational year Fresno County fleet mix (Earliest Operational Year BAU Scenario)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.48	0.57
tblFleetMix	LDT1	0.08	0.06
tblFleetMix	LDT2	0.16	0.20
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	6.7150e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.17	0.17
tblFleetMix	MH	7.9820e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	8.9300e-004	0.00
tblFleetMix	SBUS	9.6600e-004	0.00
tblFleetMix	UBUS	3.0700e-004	0.00
tblLandUse	LandUseSquareFeet	110,220.00	110,224.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

tblProjectCharacteristics	CO2IntensityFactor	203.98	641.35
tblTripsAndVMT	WorkerTripNumber	24.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.11
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.11
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

		Highest		

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											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Energy											0.0000	476.3484	476.3484	0.0209	4.3200e-003	478.1596
Mobile											0.0000	149.0788	149.0788	0.0205	0.0164	154.4734
Waste											21.0400	0.0000	21.0400	1.2434	0.0000	52.1257
Water											8.0863	40.7527	48.8389	0.8326	0.0199	75.5746
Total											**29.1263**	**666.1818**	**695.3081**	**2.1175**	**0.0406**	**760.3356**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Energy											0.0000	476.3484	476.3484	0.0209	4.3200e-003	478.1596
Mobile											0.0000	149.0788	149.0788	0.0205	0.0164	154.4734
Waste											21.0400	0.0000	21.0400	1.2434	0.0000	52.1257
Water											8.0863	40.7527	48.8389	0.8326	0.0199	75.5746
Total											**29.1263**	**666.1818**	**695.3081**	**2.1175**	**0.0406**	**760.3356**

	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	Architectural Coating	Architectural Coating	2/1/2023	2/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.38

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 165,338; Non-Residential Outdoor: 55,113; Striped Parking Area: 8,834 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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											0.0000	149.0788	149.0788	0.0205	0.0164	154.4734
Unmitigated											0.0000	149.0788	149.0788	0.0205	0.0164	154.4734

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	122.34	122.34	122.34	357,185	357,185
Total	122.34	122.34	122.34	357,185	357,185

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.477591	0.081668	0.164575	0.168109	0.036290	0.006715	0.016687	0.017024	0.000893	0.000307	0.021194	0.000966	0.007982
Other Non-Asphalt Surfaces	0.477591	0.081668	0.164575	0.168109	0.036290	0.006715	0.016687	0.017024	0.000893	0.000307	0.021194	0.000966	0.007982
Parking Lot	0.477591	0.081668	0.164575	0.168109	0.036290	0.006715	0.016687	0.017024	0.000893	0.000307	0.021194	0.000966	0.007982
Unrefrigerated Warehouse-No Rail	0.572362	0.058972	0.195002	0.173664	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	364.4145	364.4145	0.0188	2.2700e-003	365.5605
Electricity Unmitigated											0.0000	364.4145	364.4145	0.0188	2.2700e-003	365.5605
NaturalGas Mitigated											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991
NaturalGas Unmitigated											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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

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					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0											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
Unrefrigerated Warehouse-No Rail	2.09756e+006											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991
Total												**0.0000**	**111.9339**	**111.9339**	**2.1500e-003**	**2.0500e-003**	**112.5991**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0											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
Unrefrigerated Warehouse-No Rail	2.09756e+006											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991
Total												**0.0000**	**111.9339**	**111.9339**	**2.1500e-003**	**2.0500e-003**	**112.5991**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	103028	29.9721	1.5400e-003	1.9000e-004	30.0663
Unrefrigerated Warehouse-No Rail	1.14964e+006	334.4424	0.0172	2.0900e-003	335.4942
Total		**364.4145**	**0.0188**	**2.2800e-003**	**365.5605**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	103028	29.9721	1.5400e-003	1.9000e-004	30.0663
Unrefrigerated Warehouse-No Rail	1.14964e+006	334.4424	0.0172	2.0900e-003	335.4942
Total		**364.4145**	**0.0188**	**2.2800e-003**	**365.5605**

6.0 Area Detail

6.1 Mitigation Measures Area

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Unmitigated											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Total											**0.0000**	**2.0400e-003**	**2.0400e-003**	**1.0000e-005**	**0.0000**	**2.2800e-003**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Total											**0.0000**	**2.0400e-003**	**2.0400e-003**	**1.0000e-005**	**0.0000**	**2.2800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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	48.8389	0.8326	0.0199	75.5746
Unmitigated	48.8389	0.8326	0.0199	75.5746

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.61957	0.6308	3.0000e-005	0.0000	0.6328
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
Unrefrigerated Warehouse-No Rail	25.4884 / 0	48.2081	0.8326	0.0199	74.9418
Total		**48.8389**	**0.8326**	**0.0199**	**75.5746**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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			
City Park	0 / 0.61957	0.6308	3.0000e-005	0.0000	0.6328
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
Unrefrigerated Warehouse-No Rail	25.4884 / 0	48.2081	0.8326	0.0199	74.9418
Total		**48.8389**	**0.8326**	**0.0199**	**75.5746**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - 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	21.0400	1.2434	0.0000	52.1257
Unmitigated	21.0400	1.2434	0.0000	52.1257

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	103.61	21.0319	1.2430	0.0000	52.1056
Total		**21.0400**	**1.2434**	**0.0000**	**52.1258**

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	103.61	21.0319	1.2430	0.0000	52.1056
Total		**21.0400**	**1.2434**	**0.0000**	**52.1258**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Passenger Vehicles, Area, & Building (BAU 2024 Operations) - Fresno County, Annual

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

Equipment Type	Number

11.0 Vegetation

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

Passenger Vehicles, Area, & Building (BAU 2030 Operations)

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	110.22	1000sqft	2.53	110,224.00	0
Other Non-Asphalt Surfaces	0.68	Acre	0.68	29,620.80	0
Parking Lot	2.70	Acre	2.70	117,612.00	0
City Park	0.52	Acre	0.52	22,651.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2005
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Area, Building Operations, and Passenger Vehicle Operations - 2030 BAU Operations
PG&E CO2 Intensity Factors for 2005

Land Use - Project Site Totals 6.43 acres
Buildings totaling approximately 110,224 sf.

Construction Phase - Operational run only (zeroed out construction only inputs)

Off-road Equipment - Operational run only (zeroed out construction only inputs)

Trips and VMT - Operational run only

Architectural Coating - Operational run only

Vehicle Trips - Passenger car trip generation rate
122.3 daily passenger trips, consistent with project-specific TIA

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

Area Coating -

Energy Use - Using historical data

Water And Wastewater -

Solid Waste -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2030 operational year Fresno County fleet mix (2030 Operational Year BAU Scenario)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.48	0.60
tblFleetMix	LDT1	0.08	0.06
tblFleetMix	LDT2	0.16	0.19
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	6.7150e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.17	0.15
tblFleetMix	MH	7.9820e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	8.9300e-004	0.00
tblFleetMix	SBUS	9.6600e-004	0.00
tblFleetMix	UBUS	3.0700e-004	0.00
tblLandUse	LandUseSquareFeet	110,220.00	110,224.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

tblProjectCharacteristics	CO2IntensityFactor	203.98	641.35
tblTripsAndVMT	WorkerTripNumber	24.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.11
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.11
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

		Highest		

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											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Energy											0.0000	476.4852	476.4852	0.0209	4.3300e-003	478.2969
Mobile											0.0000	147.4774	147.4774	0.0205	0.0163	152.8427
Waste											21.0400	0.0000	21.0400	1.2434	0.0000	52.1257
Water											8.0863	40.7527	48.8389	0.8326	0.0199	75.5746
Total											**29.1263**	**664.7174**	**693.8437**	**2.1175**	**0.0405**	**758.8422**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Energy											0.0000	476.4852	476.4852	0.0209	4.3300e-003	478.2969
Mobile											0.0000	147.4774	147.4774	0.0205	0.0163	152.8427
Waste											21.0400	0.0000	21.0400	1.2434	0.0000	52.1257
Water											8.0863	40.7527	48.8389	0.8326	0.0199	75.5746
Total											**29.1263**	**664.7174**	**693.8437**	**2.1175**	**0.0405**	**758.8422**

	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	Architectural Coating	Architectural Coating	2/1/2023	2/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.38

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 165,338; Non-Residential Outdoor: 55,113; Striped Parking Area: 8,834 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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											0.0000	147.4774	147.4774	0.0205	0.0163	152.8427
Unmitigated											0.0000	147.4774	147.4774	0.0205	0.0163	152.8427

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	122.34	122.34	122.34	357,185	357,185
Total	122.34	122.34	122.34	357,185	357,185

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.477591	0.081668	0.164575	0.168109	0.036290	0.006715	0.016687	0.017024	0.000893	0.000307	0.021194	0.000966	0.007982
Other Non-Asphalt Surfaces	0.477591	0.081668	0.164575	0.168109	0.036290	0.006715	0.016687	0.017024	0.000893	0.000307	0.021194	0.000966	0.007982
Parking Lot	0.477591	0.081668	0.164575	0.168109	0.036290	0.006715	0.016687	0.017024	0.000893	0.000307	0.021194	0.000966	0.007982
Unrefrigerated Warehouse-No Rail	0.597500	0.060010	0.194130	0.148360	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	364.5513	364.5513	0.0188	2.2700e-003	365.6978
Electricity Unmitigated											0.0000	364.5513	364.5513	0.0188	2.2700e-003	365.6978
NaturalGas Mitigated											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991
NaturalGas Unmitigated											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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

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					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0											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
Unrefrigerated Warehouse-No Rail	2.09756e+006											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991
Total												**0.0000**	**111.9339**	**111.9339**	**2.1500e-003**	**2.0500e-003**	**112.5991**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0											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
Unrefrigerated Warehouse-No Rail	2.09756e+006											0.0000	111.9339	111.9339	2.1500e-003	2.0500e-003	112.5991
Total												**0.0000**	**111.9339**	**111.9339**	**2.1500e-003**	**2.0500e-003**	**112.5991**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	103499	30.1089	1.5500e-003	1.9000e-004	30.2036
Unrefrigerated Warehouse-No Rail	1.14964e+006	334.4424	0.0172	2.0900e-003	335.4942
Total		**364.5513**	**0.0188**	**2.2800e-003**	**365.6978**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	103499	30.1089	1.5500e-003	1.9000e-004	30.2036
Unrefrigerated Warehouse-No Rail	1.14964e+006	334.4424	0.0172	2.0900e-003	335.4942
Total		**364.5513**	**0.0188**	**2.2800e-003**	**365.6978**

6.0 Area Detail

6.1 Mitigation Measures Area

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Unmitigated											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Total											**0.0000**	**2.0400e-003**	**2.0400e-003**	**1.0000e-005**	**0.0000**	**2.2800e-003**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.2800e-003
Total											**0.0000**	**2.0400e-003**	**2.0400e-003**	**1.0000e-005**	**0.0000**	**2.2800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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	48.8389	0.8326	0.0199	75.5746
Unmitigated	48.8389	0.8326	0.0199	75.5746

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.61957	0.6308	3.0000e-005	0.0000	0.6328
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
Unrefrigerated Warehouse-No Rail	25.4884 / 0	48.2081	0.8326	0.0199	74.9418
Total		**48.8389**	**0.8326**	**0.0199**	**75.5746**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.61957	0.6308	3.0000e-005	0.0000	0.6328
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
Unrefrigerated Warehouse-No Rail	25.4884 / 0	48.2081	0.8326	0.0199	74.9418
Total		**48.8389**	**0.8326**	**0.0199**	**75.5746**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - 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	21.0400	1.2434	0.0000	52.1257
Unmitigated	21.0400	1.2434	0.0000	52.1257

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	103.61	21.0319	1.2430	0.0000	52.1056
Total		**21.0400**	**1.2434**	**0.0000**	**52.1258**

Passenger Vehicles, Area, & Building (BAU 2030 Operations) - Fresno County, Annual

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			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	103.61	21.0319	1.2430	0.0000	52.1056
Total		**21.0400**	**1.2434**	**0.0000**	**52.1258**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

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

Nielsen Warehouse - Project Truck Trips (BAU Operations)

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2005
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Nielsen Warehouse Project - Project Truck Trips

Land Use - Truck only run
1 k used to separate out truck emissions only (land use development and passenger vehicle trips evaluated in a separate run)

Construction Phase - Truck only run (zeroed out construction inputs)

Off-road Equipment - Truck only run (zeroed out construction equipment)

Architectural Coating - Truck only run (zeroed out construction inputs)

Vehicle Trips - 66.15 total daily truck trips, consistent with project-specific trip generation provided in the TIA
50-mile truck trip length applied, consistent with SJVAPCD recommendations for truck trips barring project-specific information

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Landscape Equipment - Truck only run

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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

Energy Use - Truck only run (zeroed out energy use - analyzed in a separate run)

Water And Wastewater - Truck only run (water and wastewater analyzed in a separate run)

Solid Waste - Truck only run

Area Mitigation -

Fleet Mix - Truck only fleet mix
80% HHDT and 20% MHDT

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblArchitecturalCoating	EF_Parking	150.00	0.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblFleetMix	HHD	0.02	0.80
tblFleetMix	LDA	0.48	0.00
tblFleetMix	LDT1	0.08	0.00
tblFleetMix	LDT2	0.16	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	6.7150e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.17	0.00
tblFleetMix	MH	7.9820e-003	0.00
tblFleetMix	MHD	0.02	0.20
tblFleetMix	OBUS	8.9300e-004	0.00
tblFleetMix	SBUS	9.6600e-004	0.00
tblFleetMix	UBUS	3.0700e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblProjectCharacteristics	CO2IntensityFactor	203.98	641.35
tblVehicleTrips	CC_TL	7.30	50.00
tblVehicleTrips	CNW_TL	7.30	50.00
tblVehicleTrips	CNW_TTP	0.00	41.00

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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

tblVehicleTrips	CW_TL	9.50	50.00
tblVehicleTrips	CW_TTP	0.00	59.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	66.15
tblVehicleTrips	SU_TR	0.00	66.15
tblVehicleTrips	WD_TR	0.00	66.15

2.0 Emissions Summary

Nielsen Warehouse - Project Truck Trips (BAU Operations) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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

		Highest		

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	2,049.6513	2,049.6513	0.0910	0.3160	2,146.0790
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**2,049.6513**	**2,049.6513**	**0.0910**	**0.3160**	**2,146.0790**

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	2,049.6513	2,049.6513	0.0910	0.3160	2,146.0790
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**2,049.6513**	**2,049.6513**	**0.0910**	**0.3160**	**2,146.0790**

	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	Architectural Coating	Architectural Coating	7/1/2023	6/30/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

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

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	2,049.6513	2,049.6513	0.0910	0.3160	2,146.0790
Unmitigated											0.0000	2,049.6513	2,049.6513	0.0910	0.3160	2,146.0790

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	66.15	66.15	66.15	1,203,930	1,203,930
Total	66.15	66.15	66.15	1,203,930	1,203,930

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
User Defined Industrial	50.00	50.00	50.00	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.200000	0.800000	0.000000	0.000000	0.000000	0.000000	0.000000

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

Nielsen Warehouse - Project Truck Trips (BAU Operations) - 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

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					
User Defined Industrial	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
User Defined Industrial	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (BAU Operations) - 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			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Nielsen Warehouse - Project Truck Trips (BAU Operations) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (BAU Operations) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

Nielsen Warehouse - Project Truck Trips (BAU Operations) - 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	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

Nielsen Warehouse - Project Truck Trips (BAU Operations) - Fresno County, Annual

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			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Passenger Vehicles, Area, & Building Operations - 2030 - Fresno County, Annual

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

Passenger Vehicles, Area, & Building Operations - 2030

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	110.22	1000sqft	2.53	110,224.00	0
Other Non-Asphalt Surfaces	0.68	Acre	0.68	29,620.80	0
Parking Lot	2.70	Acre	2.70	117,612.00	0
City Park	0.52	Acre	0.52	22,651.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	184	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Area, Building Operations, and Passenger Vehicle Operations - 2030
2030 operational year scenario

Land Use - Project Site Totals 6.43 acres
Buildings totaling approximately 110,224 sf.

Construction Phase - Operational run only (zeroed out construction only inputs)

Off-road Equipment - Operational run only (zeroed out construction only inputs)

Trips and VMT - Operational run only

Architectural Coating - Operational run only

Vehicle Trips - Passenger car trip generation rate
122.3 daily passenger trips, consistent with project-specific TIA

Passenger Vehicles, Area, & Building Operations - 2030 - Fresno County, Annual

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

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings and building code standards

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle diversion mandate

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2030 operational year Fresno County fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.54	0.60
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.18	0.19
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9260e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.15
tblFleetMix	MH	2.4420e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	6.7900e-004	0.00
tblFleetMix	SBUS	1.3250e-003	0.00
tblFleetMix	UBUS	2.7800e-004	0.00
tblLandUse	LandUseSquareFeet	110,220.00	110,224.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

Passenger Vehicles, Area, & Building Operations - 2030 - Fresno County, Annual

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

tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	184
tblTripsAndVMT	WorkerTripNumber	24.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.11
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.11
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.11

2.0 Emissions Summary

Passenger Vehicles, Area, & Building Operations - 2030 - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Passenger Vehicles, Area, & Building Operations - 2030 - Fresno County, Annual

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

		Highest		

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											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.1700e-003
Energy											0.0000	194.1522	194.1522	0.0180	3.8600e-003	195.7517
Mobile											0.0000	86.6409	86.6409	2.0600e-003	2.3000e-003	87.3792
Waste											21.0400	0.0000	21.0400	1.2434	0.0000	52.1257
Water											8.0863	11.6917	19.7780	0.8326	0.0199	46.5137
Total											**29.1263**	**292.4869**	**321.6132**	**2.0961**	**0.0260**	**381.7725**

Passenger Vehicles, Area, & Building Operations - 2030 - Fresno County, Annual

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											0.0000	2.0100e-003	2.0100e-003	1.0000e-005	0.0000	2.1400e-003
Energy											0.0000	194.1522	194.1522	0.0180	3.8600e-003	195.7517
Mobile											0.0000	86.6409	86.6409	2.0600e-003	2.3000e-003	87.3792
Waste											15.7800	0.0000	15.7800	0.9326	0.0000	39.0943
Water											6.4690	9.3534	15.8224	0.6661	0.0159	37.2109
Total											**22.2490**	**290.1485**	**312.3976**	**1.6187**	**0.0221**	**359.4383**

	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**	**23.61**	**0.80**	**2.87**	**22.78**	**15.26**	**5.85**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/1/2023	2/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Passenger Vehicles, Area, & Building Operations - 2030 - Fresno County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.38

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 165,338; Non-Residential Outdoor: 55,113; Striped Parking Area: 8,834 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Passenger Vehicles, Area, & Building Operations - 2030 - Fresno County, Annual

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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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											0.0000	86.6409	86.6409	2.0600e-003	2.3000e-003	87.3792
Unmitigated											0.0000	86.6409	86.6409	2.0600e-003	2.3000e-003	87.3792

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	122.34	122.34	122.34	357,185	357,185
Total	122.34	122.34	122.34	357,185	357,185

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.542478	0.054482	0.176258	0.134700	0.021641	0.005926	0.015139	0.022678	0.000679	0.000278	0.021974	0.001325	0.002442
Other Non-Asphalt Surfaces	0.542478	0.054482	0.176258	0.134700	0.021641	0.005926	0.015139	0.022678	0.000679	0.000278	0.021974	0.001325	0.002442
Parking Lot	0.542478	0.054482	0.176258	0.134700	0.021641	0.005926	0.015139	0.022678	0.000679	0.000278	0.021974	0.001325	0.002442
Unrefrigerated Warehouse-No Rail	0.597500	0.060010	0.194130	0.148360	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	88.8061	88.8061	0.0159	1.9300e-003	89.7796
Electricity Unmitigated											0.0000	88.8061	88.8061	0.0159	1.9300e-003	89.7796
NaturalGas Mitigated											0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722
NaturalGas Unmitigated											0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722

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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					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0											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
Unrefrigerated Warehouse-No Rail	1.97411e+006											0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722
Total												**0.0000**	**105.3461**	**105.3461**	**2.0200e-003**	**1.9300e-003**	**105.9722**

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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					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0											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
Unrefrigerated Warehouse-No Rail	1.97411e+006											0.0000	105.3461	105.3461	2.0200e-003	1.9300e-003	105.9722
Total												**0.0000**	**105.3461**	**105.3461**	**2.0200e-003**	**1.9300e-003**	**105.9722**

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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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	41164.2	3.4356	6.2000e-004	7.0000e-005	3.4733
Unrefrigerated Warehouse-No Rail	1.02288e+006	85.3705	0.0153	1.8600e-003	86.3063
Total		**88.8061**	**0.0159**	**1.9300e-003**	**89.7796**

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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			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	41164.2	3.4356	6.2000e-004	7.0000e-005	3.4733
Unrefrigerated Warehouse-No Rail	1.02288e+006	85.3705	0.0153	1.8600e-003	86.3063
Total		**88.8061**	**0.0159**	**1.9300e-003**	**89.7796**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

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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											0.0000	2.0100e-003	2.0100e-003	1.0000e-005	0.0000	2.1400e-003
Unmitigated											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.1700e-003

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	2.0400e-003	2.0400e-003	1.0000e-005	0.0000	2.1700e-003
Total											**0.0000**	**2.0400e-003**	**2.0400e-003**	**1.0000e-005**	**0.0000**	**2.1700e-003**

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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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	2.0100e-003	2.0100e-003	1.0000e-005	0.0000	2.1400e-003
Total											**0.0000**	**2.0100e-003**	**2.0100e-003**	**1.0000e-005**	**0.0000**	**2.1400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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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	15.8224	0.6661	0.0159	37.2109
Unmitigated	19.7780	0.8326	0.0199	46.5137

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.61957	0.1810	3.0000e-005	0.0000	0.1830
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
Unrefrigerated Warehouse-No Rail	25.4884 / 0	19.5970	0.8326	0.0199	46.3307
Total		**19.7780**	**0.8326**	**0.0199**	**46.5137**

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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			
City Park	0 / 0.495656	0.1448	3.0000e-005	0.0000	0.1464
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
Unrefrigerated Warehouse-No Rail	20.3907 / 0	15.6776	0.6661	0.0159	37.0646
Total		**15.8224**	**0.6661**	**0.0159**	**37.2110**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Passenger Vehicles, Area, & Building Operations - 2030 - 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	15.7800	0.9326	0.0000	39.0943
Unmitigated	21.0400	1.2434	0.0000	52.1257

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	103.61	21.0319	1.2430	0.0000	52.1056
Total		**21.0400**	**1.2434**	**0.0000**	**52.1258**

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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			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	77.7075	15.7739	0.9322	0.0000	39.0792
Total		**15.7800**	**0.9326**	**0.0000**	**39.0943**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

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

Nielsen Warehouse - Project Truck Operations (2030)

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	184	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Nielsen Warehouse Project - Project Truck Trips (2030)

Land Use - Truck only run
1 k used to separate out truck emissions only (land use development and passenger vehicle trips evaluated in a separate run)

Construction Phase - Truck only run (zeroed out construction inputs)

Off-road Equipment - Truck only run (zeroed out construction equipment)

Architectural Coating - Truck only run (zeroed out construction inputs)

Vehicle Trips - 66.15 total daily truck trips, consistent with project-specific trip generation provided in the TIA
50-mile truck trip length applied, consistent with SJVAPCD recommendations for truck trips barring project-specific information

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Landscape Equipment - Truck only run

Nielsen Warehouse - Project Truck Operations (2030) - Fresno County, Annual

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

Energy Use - Truck only run (zeroed out energy use - analyzed in a separate run)

Water And Wastewater - Truck only run (water and wastewater analyzed in a separate run)

Solid Waste - Truck only run

Fleet Mix - Truck only fleet mix
80% HHDT and 20% MHDT

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblArchitecturalCoating	EF_Parking	150.00	0.00
tblAreaCoating	ReapplicationRatePercent	10	0
tblFleetMix	HHD	0.02	0.80
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9260e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	2.4420e-003	0.00
tblFleetMix	MHD	0.02	0.20
tblFleetMix	OBUS	6.7900e-004	0.00
tblFleetMix	SBUS	1.3250e-003	0.00
tblFleetMix	UBUS	2.7800e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblProjectCharacteristics	CO2IntensityFactor	203.98	184
tblVehicleTrips	CC_TL	7.30	50.00
tblVehicleTrips	CNW_TL	7.30	50.00
tblVehicleTrips	CNW_TTP	0.00	41.00
tblVehicleTrips	CW_TL	9.50	50.00

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

tblVehicleTrips	CW_TTP	0.00	59.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	66.15
tblVehicleTrips	SU_TR	0.00	66.15
tblVehicleTrips	WD_TR	0.00	66.15

2.0 Emissions Summary

Nielsen Warehouse - Project Truck Operations (2030) - 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

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

		Highest		

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	1,358.3995	1,358.3995	5.8500e-003	0.2098	1,421.0511
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**1,358.3995**	**1,358.3995**	**5.8500e-003**	**0.2098**	**1,421.0511**

Nielsen Warehouse - Project Truck Operations (2030) - Fresno County, Annual

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	1,358.3995	1,358.3995	5.8500e-003	0.2098	1,421.0511
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**1,358.3995**	**1,358.3995**	**5.8500e-003**	**0.2098**	**1,421.0511**

	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	Architectural Coating	Architectural Coating	7/1/2023	6/30/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

Nielsen Warehouse - Project Truck Operations (2030) - Fresno County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

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

Nielsen Warehouse - Project Truck Operations (2030) - Fresno County, Annual

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	1,358.3995	1,358.3995	5.8500e-003	0.2098	1,421.0511
Unmitigated											0.0000	1,358.3995	1,358.3995	5.8500e-003	0.2098	1,421.0511

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	66.15	66.15	66.15	1,203,930	1,203,930
Total	66.15	66.15	66.15	1,203,930	1,203,930

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
User Defined Industrial	50.00	50.00	50.00	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.200000	0.800000	0.000000	0.000000	0.000000	0.000000	0.000000

Nielsen Warehouse - Project Truck Operations (2030) - Fresno County, Annual

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

Nielsen Warehouse - Project Truck Operations (2030) - 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

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					
User Defined Industrial	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
User Defined Industrial	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Nielsen Warehouse Project Construction Assumptions

Construction Schedule

Construction Actvity	Start Date	End Date	Num Days Week	Num Days
Phase 1				
Site Preparation	2/1/2023	2/14/2023	5	10
Grading	2/15/2023	3/14/2023	5	20
Paving	3/15/2023	4/11/2023	5	20
Building Construction	4/12/2023	2/27/2024	5	230
Architectural Coating	2/2/2024	2/29/2024	5	20
Phase 2				
Grading	2/2/2026	2/11/2026	5	8
Paving	2/12/2026	3/9/2026	5	18
Building Construction	3/10/2026	1/25/2027	5	230
Architectural Coating	1/26/2027	2/18/2027	5	18

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1					
Site Preparation	Rubber Tired Dozers	3	8	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	1	8	158	0.38
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8	97	0.37
Paving	Pavers	2	8	130	0.42
Paving	Paving Equipment	2	8	132	0.36
Paving	Rollers	2	8	80	0.38
Building Construction	Cranes	1	7	231	0.29
Building Construction	Forklifts	3	8	89	0.20
Building Construction	Generator Sets	1	8	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37
Building Construction	Welders	1	8	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48
Phase 2					
Grading	Excavators	1	8	158	0.38
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8	97	0.37
Paving	Cement and Mortar Mixers	2	6	9	0.56
Paving	Pavers	1	8	130	0.42
Paving	Paving Equipment	2	6	132	0.36
Paving	Rollers	2	6	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8	97	0.37
Building Construction	Cranes	1	7	231	0.29
Building Construction	Forklifts	3	8	89	0.20
Building Construction	Generator Sets	1	8	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37
Building Construction	Welders	1	8	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48

Construction Trips and VMT

Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Phase 1						
Site Preparation	18	0	14	10.8	7.3	20
Grading	15	0	637	10.8	7.3	20
Paving	15	0	12	10.8	7.3	20
Building Construction	57	22	18	10.8	7.3	20
Architectural Coating	11	0	2	10.8	7.3	20
Phase 2						
Grading	15	0	12	10.8	7.3	20
Paving	20	0	16	10.8	7.3	20
Building Construction	60	24	18	10.8	7.3	20
Architectural Coating	12	0	2	10.8	7.3	20

Trip Generation for 1625 W Nielsen Avenue

Phase I

Land Use (ITE Code)	Unit of Measure-ment	Project size (per 1,000 sf.)	Daily		A.M Peak Hour		P.M. Peak Hour	
			Rate	**Total**	Trip Rate	**Total**	Trip Rate	**Total**
Warehousing (150)	1,000 sf.	53.76	1.71	**91.92**	0.21	**11.28**	0.23	**12.36**

Phase II

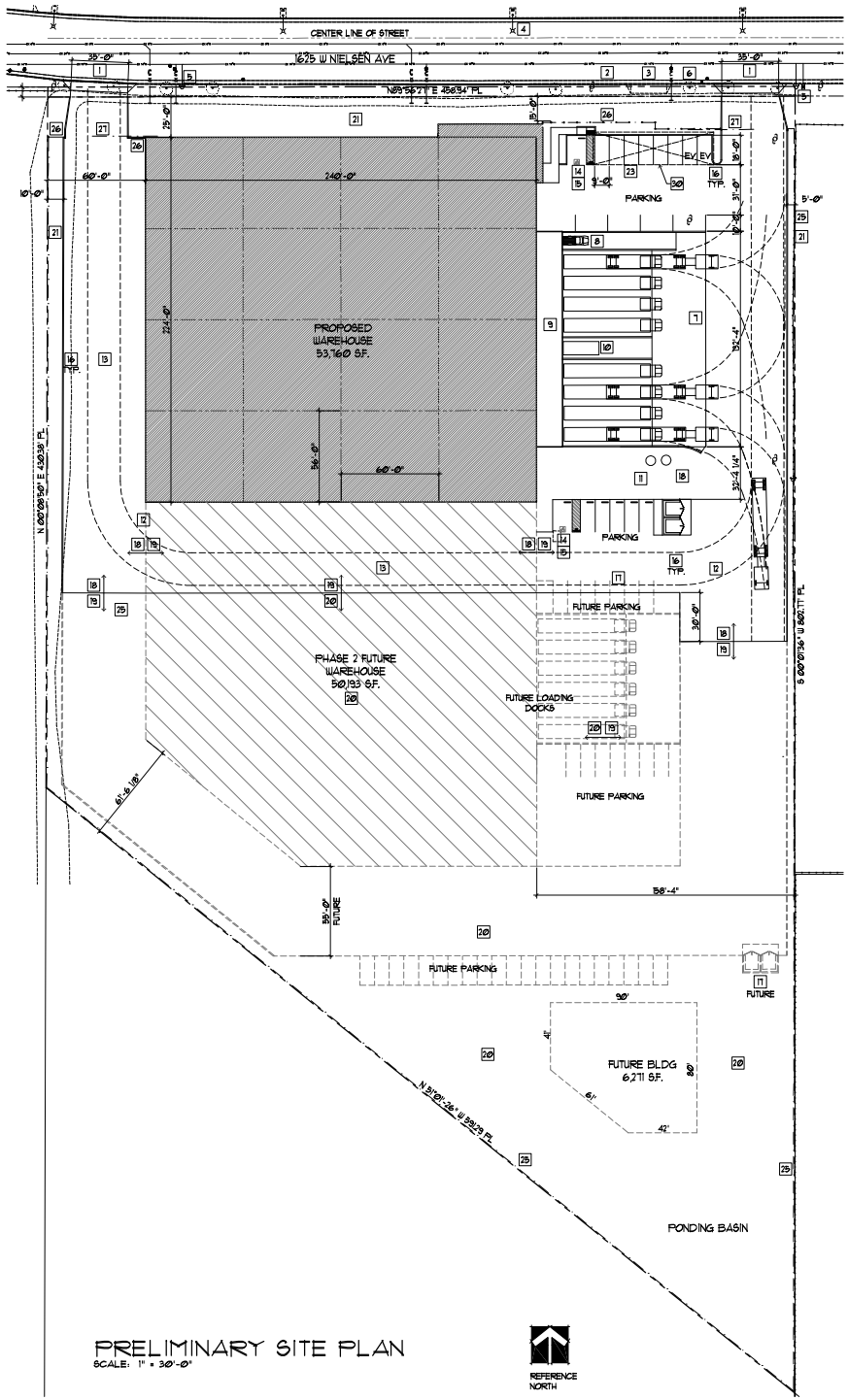
Land Use (ITE Code)	Unit of Measure-ment	Project size (per 1,000 sf.)	Daily		A.M Peak Hour		P.M. Peak Hour	
			Rate	**Total**	Trip Rate	**Total**	Trip Rate	**Total**
Warehousing (150)	1,000 sf.	56.46	1.71	**96.54**	0.21	**11.85**	0.23	**12.98**

Total Buildout

Land Use (ITE Code)	Unit of Measure-ment	Project size (per 1,000 sf.)	Daily		A.M Peak Hour		P.M. Peak Hour	
			Rate	**Total**	Trip Rate	**Total**	Trip Rate	**Total**
Total Project Trips	—	—	—	**188.46**	—	**23.13**	—	**25.34**

Industrial Truck Percentages for 1625 W Nielsen Avenue

Land Use (ITE Code)	Daily	AM (7-9) Peak Hour	PM (4-6) Peak Hour
	Rate	Trip Rate	Trip Rate
Warehousing (150)	35.1%	11.8%	16.7%



PRELIMINARY SITE PLAN
SCALE: 1" = 30'-0"

35. IF ANIMAL FOSSILS ARE UNCOVERED, THE MUSEUM OF PATHOLOGY, LLC. BERKELEY SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED PATHOLOGISTS. AN ASSESSMENT SHALL BE CONDUCTED BY A PATHOLOGIST AND, IF THE PATHOLOGIST DETERMINES THE MATERIAL TO BE SIGNIFICANT, IT SHALL BE PRESERVED.

36. IF THERE ARE SUSPECTED HUMAN REMAINS, THE FRESNO COUNTY CORONER SHALL BE IMMEDIATELY CONTACTED. IF THE REMAINS OR ARCHAEOLOGICAL MATERIALS IS POSSIBLY NATIVE AMERICAN IN ORIGIN, THE NATIVE AMERICAN HERITAGE COMMISSION (PHONE: (916) 653-4082) SHALL BE IMMEDIATELY CONTACTED, AND THE CALIFORNIA ARCHAEOLOGICAL INVENTORY/SOUTHERN SAN JOAQUIN VALLEY INFORMATION CENTER (PHONE:(805) 644-2289) SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED ARCHAEOLOGIST. AN ARCHAEOLOGICAL ASSESSMENT SHALL BE CONDUCTED FOR THE PROJECT, THE SITE SHALL BE FORMALLY RECORDED, AND RECOMMENDATIONS MADE TO THE CITY AS TO ANY FURTHER SITE INVESTIGATION OR SITE AVOIDANCE/PRESERVATION.

37. OPEN STREET CUTS ARE NOT PERMITTED: ALL UTILITY CONNECTIONS MUST BE BORED.

38. ALL EXISTING SIDEWALKS IN EXCESS OF 2% MAX CROSS SLPOE MUST BE BROUGHT UP INTO COMPLIANCE PRIOR TO ACCEPTANCE BY PUBLIC WORKS

SITE PLAN KEYNOTES

1. NEW 35' WIDE DRIVE APPROACH
2. EXISTING CONC CURB AND GUTTER
3. EXISTING DRIVE APPROACH TO BE REMOVED, NEW CURB AND GUTTER TO BE INSTALLED PER CITY STANDARDS
4. EXISTING STREET LIGHT
5. EXISTING FIRE HYDRANT
6. EXISTING TREES, TREES AT NEW DRIVE APPROACHED TO BE REMOVED. OTHER TREE LOCATIONS SHALL BE EVALUATED FOR CONDITION IF TO BE REPLACED OR TO REMAIN
7. LOADING DOCKS
8. TRUCK LEVEL DOCK
9. LOADING DOCK PLATFORM
10. TRASH BIN LOCATION.
11. TRUCK PATH TURNING RADIUS OUT SIDE RADIUS 45'
12. 44' FIRE TRUCK TURNING RADIUS
13. EMERGENCY VEHICLE PATH OF TRAVEL
14. NEW ACCESSIBLE PARKING STALL TO COMPLY WITH CURRENT CBC2019.
15. NEW ACCESSIBLE PARKING SIGNAGE TO COMPLY WITH CURRENT CBC2019
16. NEW 6" CONCRETE CURB
17. NEW TRASH ENCLOSURE PER CITY STANDARDS P-33 & P34.
18. NEW AC PAVING PER CITY STANDARDS P-21, P-22 & P-23
19. BASE GRAVEL AREA
20. ROUGH GRADED AREA
21. NEW LANDSCAPE AREA (DRY SCAPE DESIGN)
22. NEW DIRECTIONAL ARROUS STRIPING
23. NEW PARKING STRIPING PER CITY STANDARDS
24. BIKE STALLS PER CITY STANDARDS.
25. 6' HIGH CHAINLINK FENCE
26. 6' WROUGHT IRON FENCE
27. WROUGHT SLIDING IRON GATES
28. PROPOSED FIRE RISER LOCATION
29. PROPOSED MAIN ELECTRICAL SERVICE PANEL
30. FUTURE CANOPY FOR SOLAR (20'X14')

SITE INFORMATION

1. PROPERTY OWNER'S FULL NAME: MM PROPERTIES 2016, INC.
2. OWNER'S ADDRESS: 2106 WEST FIR AVE.
3. CITY, STATE : FRESNO, CA 93711
4. OWNER'S NUMBER: 559-363-4125
8. APN: 458-060-04
9. USE ZONE : IL/UGM/CZ (LIGHT INDUSTRIAL/URBAN GROWTH MANAGEMENT/CONDITIONS OF ZONING)
10. PLAN USE: LIGHT INDUSTRIAL
11. OCCUPANCY GROUP : S-1
12. TYPE OF CONSTRUCTION: VB SPRINKLERED
13. AREA OF BUILDING : 54,210 SF.
14. AREA OF PHASE 2 BUILDING = 50,193 SF.
15. FUTURE BUILDING AREA= 6,211 SF.
16. AREA OF SITE: 6.43 ACRES
18. REQUIRED PARKING: INDUSTRIAL PARKING: ONE PARKING FOR EACH 5000 SQUARE FOOT OF FLOOR AREA 53,752 SF. / 5,000 SF. (ONE STALL AREA) = 11 REQUIRED PARKING STALLS.
19. BUILDING COVERAGE: 39%
20. SEISMIC DESIGN CATEGORY: "D"
21. POLITICAL JURISDICTION : CITY OF FRESNO
22. 2 WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT OF WAY AND / OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA) CALL 1-800-642-2444
23. REPAIR ALL DAMAGE AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT PRIOR TO OCCUPANCY.
24. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
25. ADJACENT ZONE USES: LIGHT INDUSTRIAL.
26. ALL OVERHEAD UTILITIES MUST BE UNDERGROUND.
27. STREET WORK PERMIT IS REQUIRED FOR ANY WORK IN THE RIGHT-OF-WAY.
28. ABANDON ANY EXISTING ON-SITE PRIVATE SEPTIC SYSTEMS.
29. LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF OCCUPANCY. A HOLD ON OCCUPANCY SHALL BE PLACED ON THE PROPERTY DEVELOPMENT UNTIL SUCH TIME THAT LANDSCAPING HAS BEEN APPROVED AND VERIFIED FOR PROPER INSTALLATION BY THE DEVELOPMENT SERVICES DIVISION.
30. ALL ACCESSIBLE STALLS SHALL BE MARKED WITH THE INTERNATIONAL SYMBOL OF SPACING AND WARNING THAT VEHICLES IN VIOLATION OF SECTION 10-1011 OF THE MUNICIPAL CODE SHALL BE TOWED AWAY. THE INTERNATIONAL SYMBOL AND TOW-AWAY WARNING SHALL BE POSTED CONSPICUOUSLY ON SEVEN-FOOT POLE.
31. APPLICANTS ARE ENCOURAGED TO PROVIDE SHARED VEHICLE AND PEDESTRIAN ACCESS BETWEEN ADJACENT PROPERTIES FOR CONVENIENCE, SAFETY, AND EFFICIENT CIRCULATION. A JOINT ACCESS COVENANT SHALL BE REQUIRED.
32. ALL FUTURE SIGNS SHALL BE ARCHITECTURALLY COMPATIBLE WITH THE PROPOSED BUILDING.
33. SIGNS, OTHER THAN DIRECTIONAL SIGNS, IF APPLICABLE, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SPECIAL PERMIT.
34. IF ARCHAEOLOGICAL AND/OR ANIMAL FOSSIL MATERIAL IS ENCOUNTERED DURING PROJECT SURVEYING, GRADING, EXCAVATING, OR CONSTRUCTION, WORK SHALL STOP IMMEDIATELY.

PROJECT LOCATION

VICINITY MAP

REFERENCE NORTH

GOMEZ ARCHITECTS INC.
ARCHITECTURE PLANNING INTERIORS
5948 E. CHRISTINE, FRESNO, CA. 93727
Ph. (559) 226-9115 Fax (888) 783-2410

PRELIMINARY SITE PLAN

PROPOSED
WAREHOUSE BUILDING
FOR
MM PROPERTIES 2016, LLC
1625 W NIELSEN AVE, FRESNO, CA. 93706

CAD BY: RG
DATE: 05-11-2022
CK.
APP.

LICENSED ARCHITECT RICHARD R. GOMEZ NO. C-29911 EXP. 8-31-23 STATE OF CALIFORNIA

JOB NO.: 2106
FILE: 2106-SITE-SHT-CUP
SCALE: AS NOTED

SHEET NO.
A1.0
OF - SHEETS -


Project Site Boundary and Site Plan Overlay
Legend
Project Site
W Nielsen Ave
W Nielsen Ave
W Ray Johnson Dr
S Pleasant Ave
S Reading Dr
W Dan Ronquillo Dr
S West Ave
N Tieman Ave
99
180
180
180
W Whitesbridge Ave
W Whitesbridge Ave
Google Earth
2000 ft
N

ATTACHMENT B

Health Risk Assessments

Health Risk Assessment

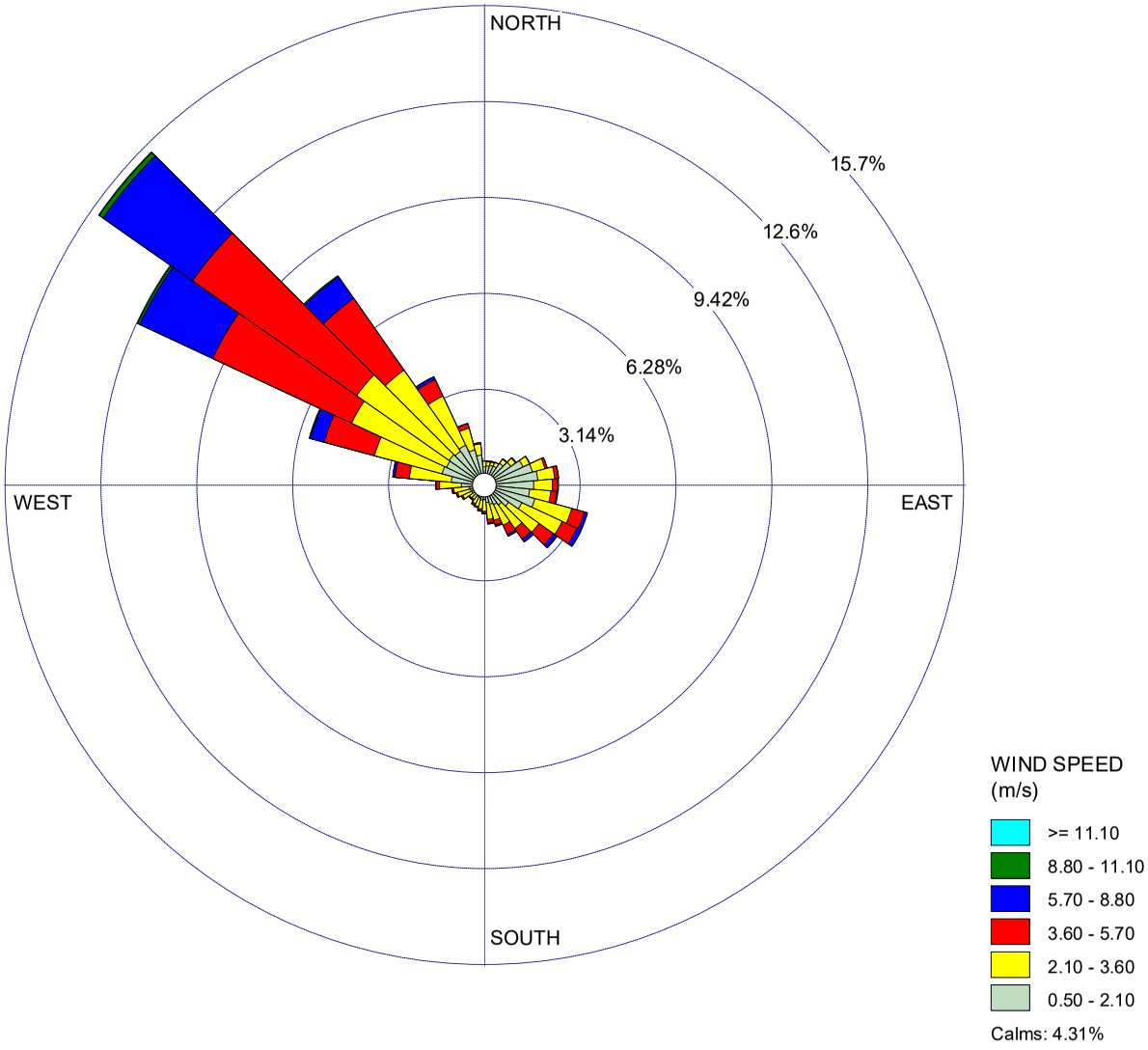
Parameters and Supporting Information

WIND ROSE PLOT:

Wind Rose - Station #93193 (Blowing From)

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS:	DATA PERIOD: **Start Date: 1/1/2013 - 00:00** **End Date: 12/31/2017 - 23:59**		
	CALM WINDS: **4.31%**	TOTAL COUNT: **43534 hrs.**	
	AVG. WIND SPEED: **2.95 m/s**	DATE: **11/8/2021**	PROJECT NO.:

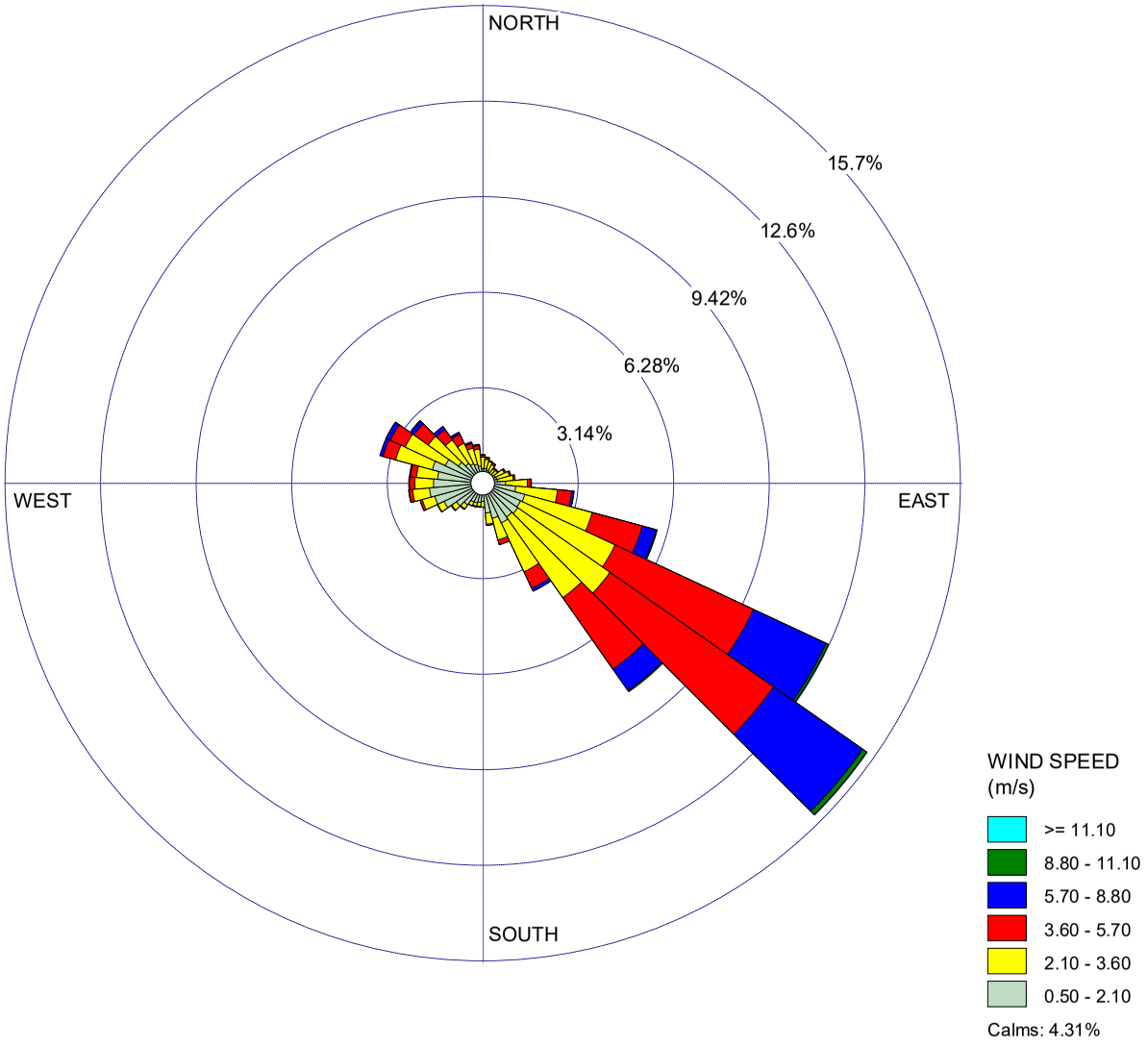
WRPLOT View - Lakes Environmental Software

WIND ROSE PLOT:

Wind Rose - Station #93193 (Flow Vector - Blowing To)

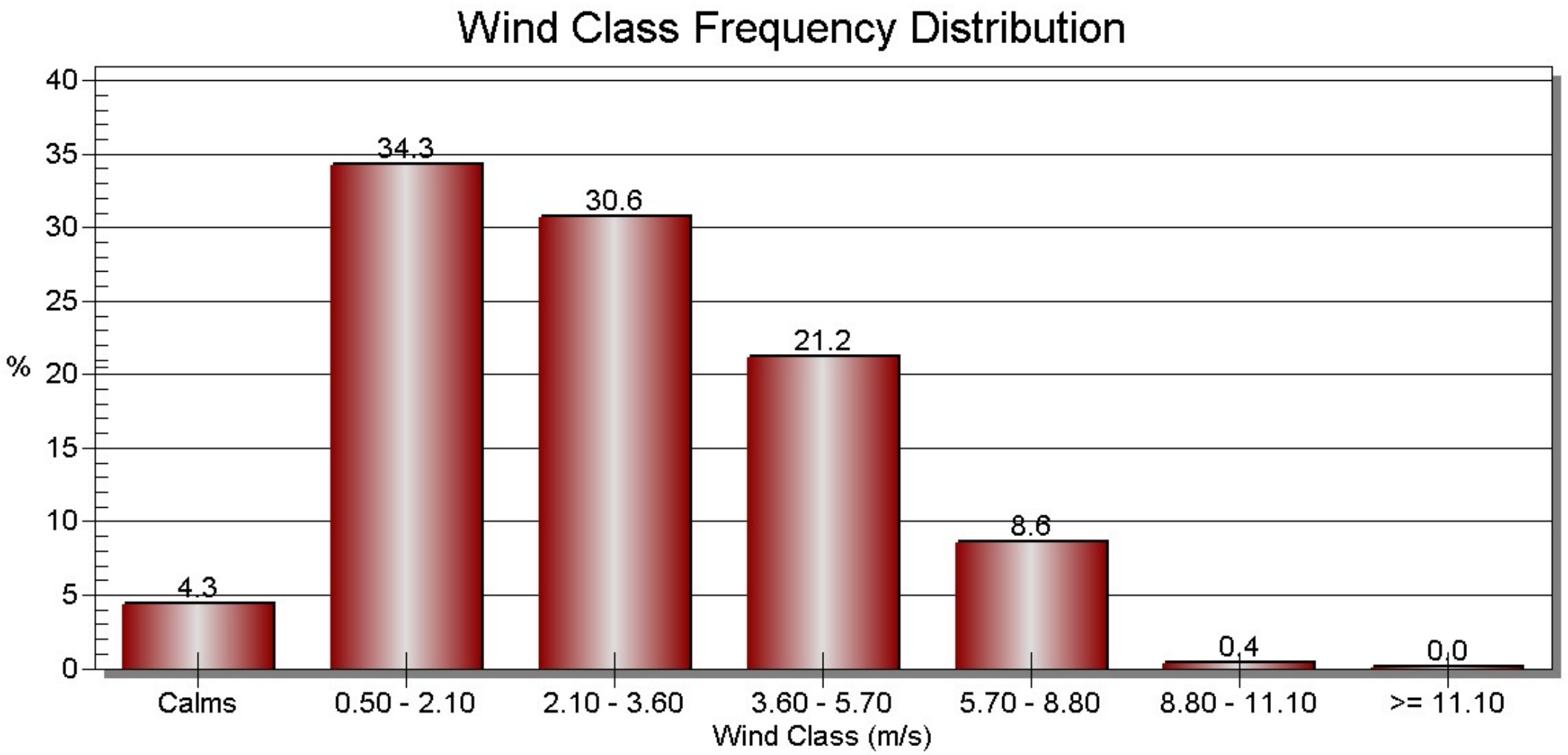
DISPLAY:

Wind Speed
Flow Vector (blowing to)



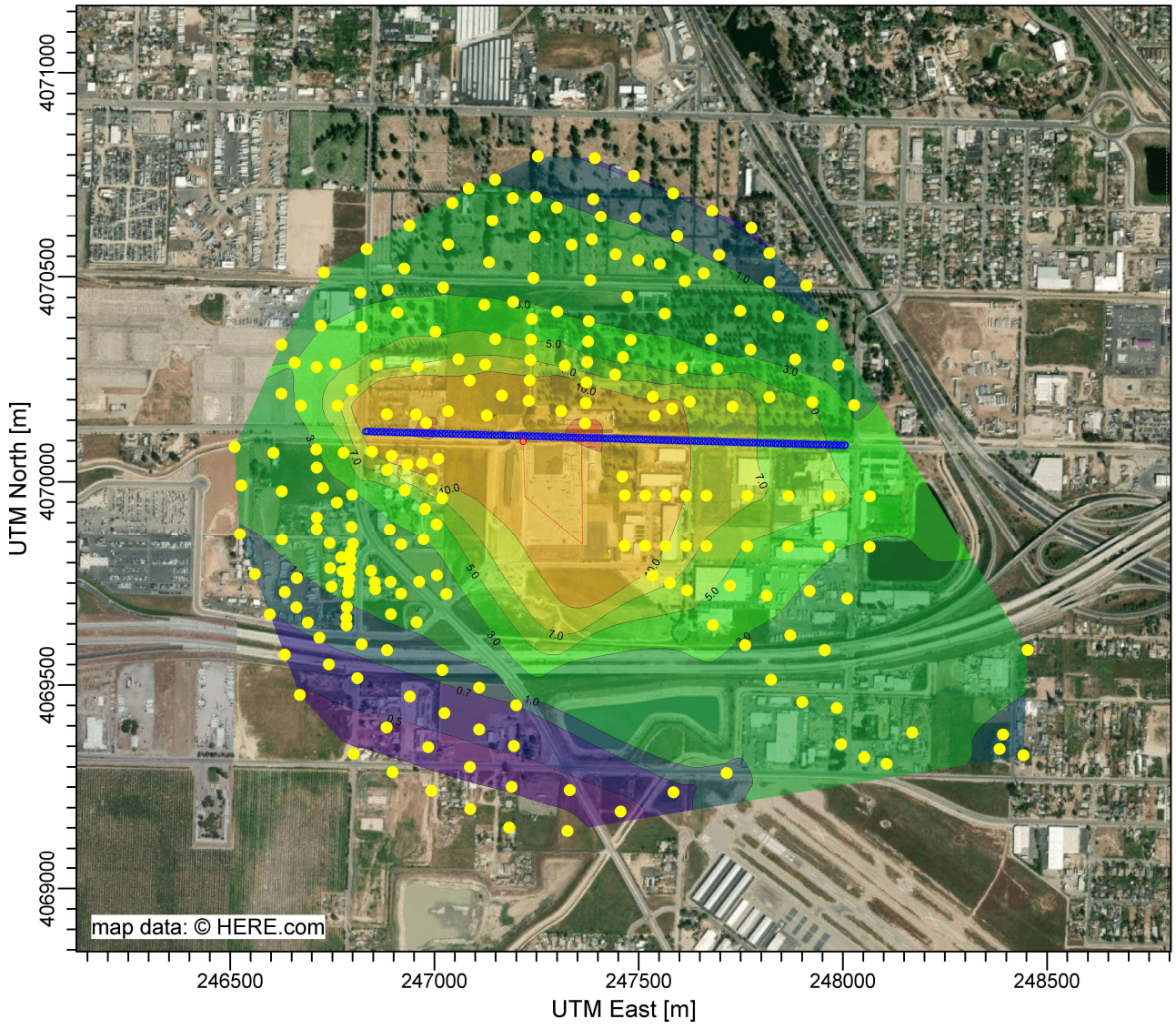
COMMENTS:	DATA PERIOD: **Start Date: 1/1/2013 - 00:00** **End Date: 12/31/2017 - 23:59**		
	CALM WINDS: **4.31%**	TOTAL COUNT: **43534 hrs.**	
	AVG. WIND SPEED: **2.95 m/s**	DATE: **11/8/2021**	PROJECT NO.:

WRPLOT View - Lakes Environmental Software


Wind Class Frequency Distribution
40
35
30
25
20
15
10
5
0
%
34.3
30.6
21.2
8.6
4.3
0.4
0.0
Calms
0.50 - 2.10
2.10 - 3.60
3.60 - 5.70
5.70 - 8.80
8.80 - 11.10
>= 11.10
Wind Class (m/s)

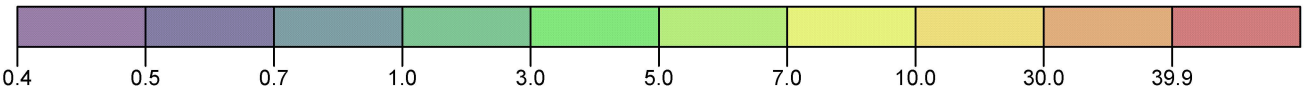
PROJECT TITLE:

Air Dispersion Trend - Construction (Unit Emissions)



PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: ALL ug/m^3

Max: 39.9 [ug/m^3] at (246979.91, 4070142.91)



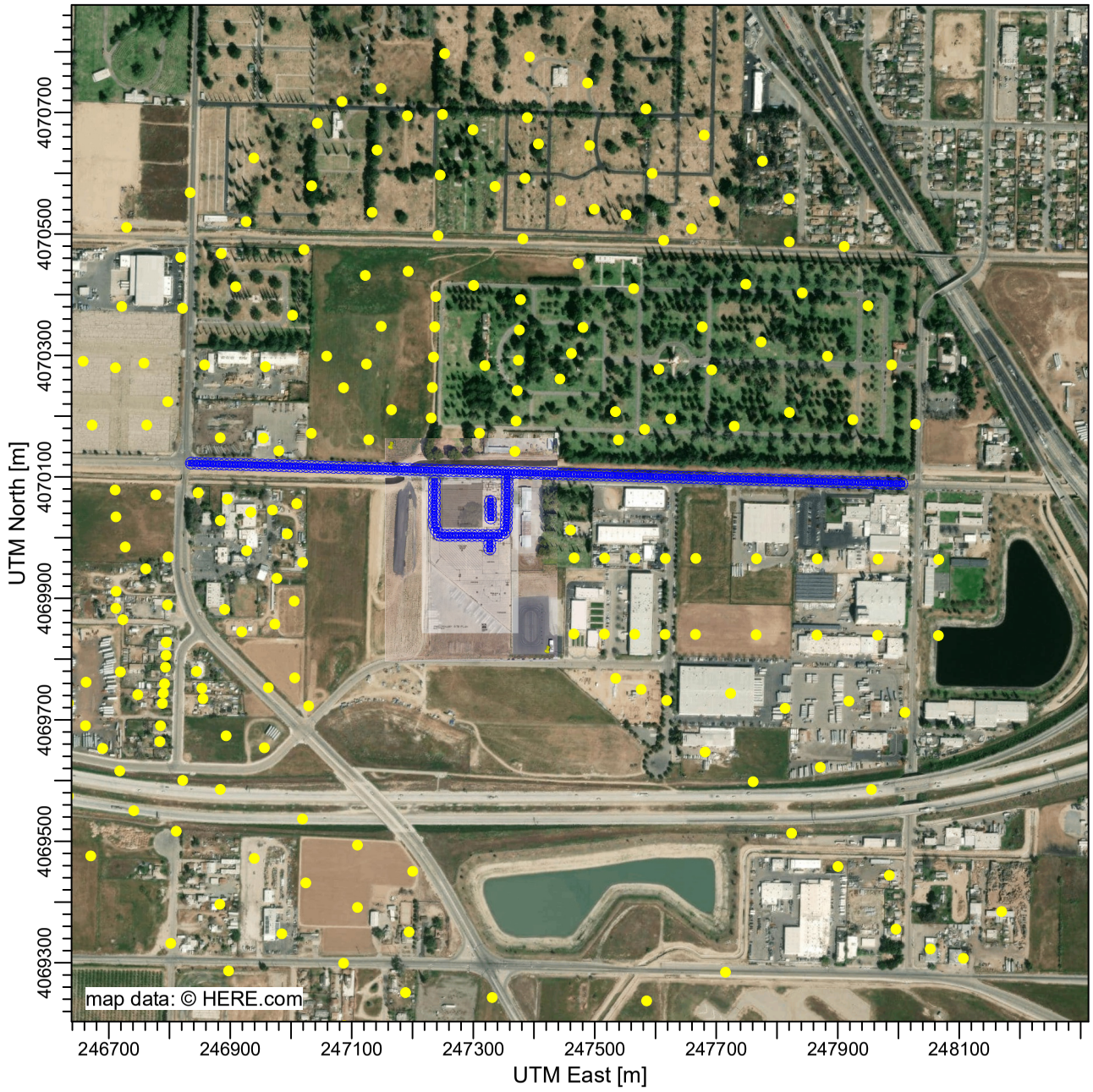
COMMENTS:	SOURCES: **2**		
	RECEPTORS: **238**		
	OUTPUT TYPE: **Concentration**	SCALE: 1:16,846 0 0.5 km	
	MAX: **39.9 ug/m^3**	DATE: **9/14/2022**	PROJECT NO.:

AERMOD View - Lakes Environmental Software

G:\0004-0005\Construction\2022.isc

PROJECT TITLE:

AERMOD Graphical Representation of Inputs – Operations



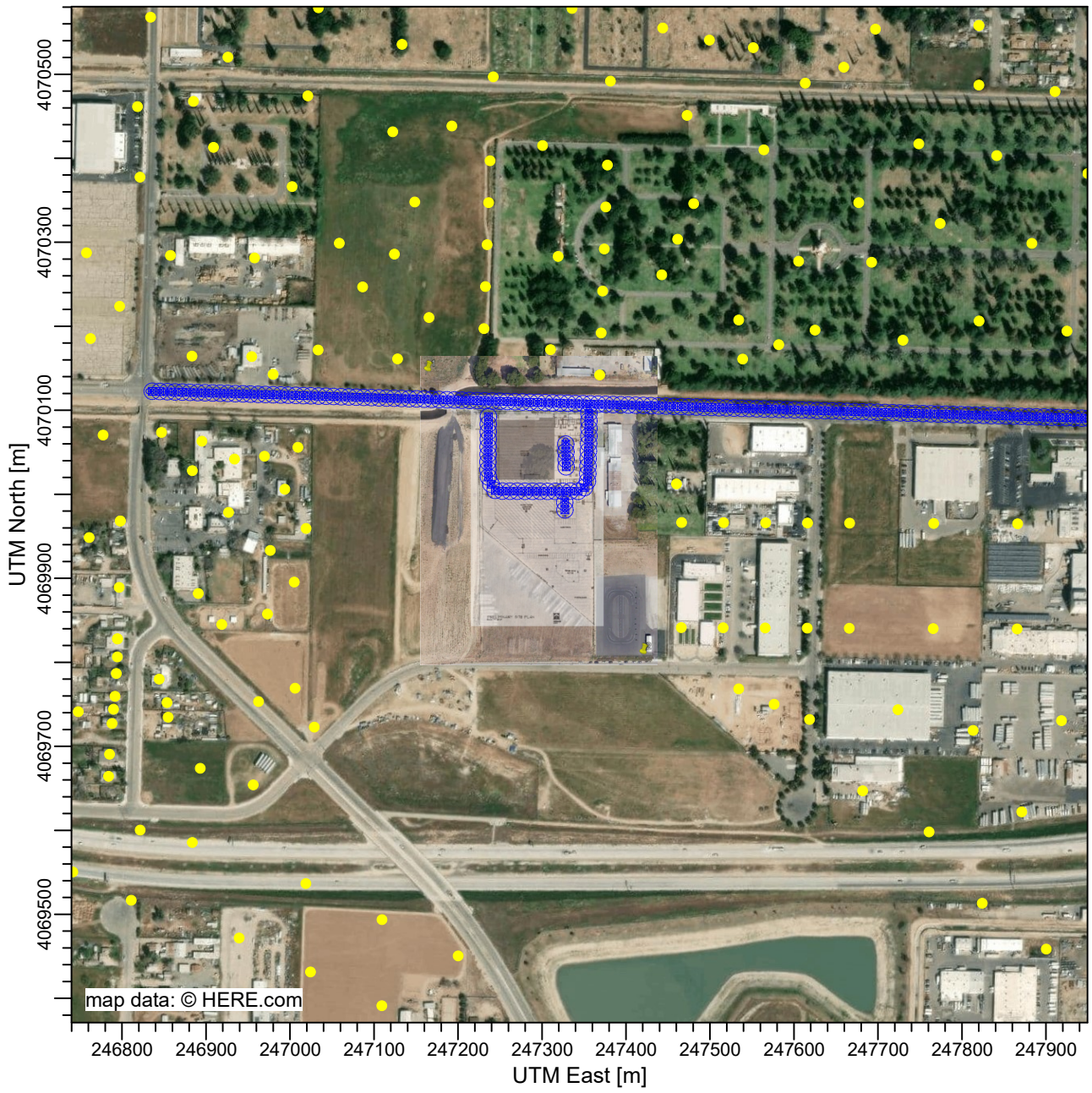
COMMENTS:	SOURCES: **4**		
	RECEPTORS: **228**		
		SCALE: 1:10,523 0 0.3 km	
		DATE: **9/14/2022**	PROJECT NO.:

AERMOD View - Lakes Environmental Software

G:\0004-0005\2022.09\2022.isc

PROJECT TITLE:

AERMOD Graphical Representation of Inputs – Operations
(Zoomed in Near Project Site)



COMMENTS:	SOURCES: **4**		
	RECEPTORS: **228**		
		SCALE: 1:7,603 0 0.2 km	
		DATE: **9/14/2022**	PROJECT NO.:

AERMOD View - Lakes Environmental Software

G:\0004-0005\2022.09\2022.isc

Health Risk Assessment

Construction Health Risk Assessment

Warehouse Distribution and Storage Facility in Fresno (Phase 1 Construction)

Estimation of Annual Onsite Construction Emissions

Start of Construction	2/1/2023	
End of Construction	2/29/2024	**Total**
Number of Days	393	393
Number of Hours	9,432	9,432

Size of the construction area source: **27,369.7** **sq-meters**

Phase	Year	On-site Construction Activity	Unmitigated On-site DPM (tons)
Phase 1	2023	On-site Site Preparation	0.00633
Phase 1	2023	On-site Grading	0.00775
Phase 1	2023	On-site Paving	0.00510
Phase 1	2023	On-site Building Construction 2023	0.06580
Phase 1	2024	On-site Building Construction 2024	0.01290
Phase 1	2024	On-site Architectural Coating	0.00061

Total Unmitigated DPM (On-site) 9.849E-02 tons

Average Emission	8.943E+04	grams
	2.634E-03	grams/sec
	9.623E-08	grams/m2-sec

Tons/year	9.849E-02
Pounds/year	1.970E+02
Pounds/Day	5.397E-01
Pounds/Hour	2.249E-02
Maximum Pounds/Hour	2.811E-03

Warehouse Distribution and Storage Facility in Fresno (Phase 1 Construction)

Estimation of Annual Offsite Construction DPM Emissions (Unmitigated)

Start of Construction	2/1/2023		
End of Construction	2/29/2024		**Total**
Number of Days	393		393
Number of Hours	9,432		9,432

Construction Trip Type	Phase 1 2023 Site Preparation	Phase 1 2023 Grading	Phase 1 2023 Paving	Phase 1 2023 Building Construction	Phase 1 2024 Building Construction	Phase 1 2024 Architectural Coating
Haul Truck	0.00001	0.00038	0.00001	0.00001	0.00000	0.00000
Vendor Truck	0.00000	0.00000	0.00000	0.00058	0.00013	0.00000
Worker	0.00000	0.00001	0.00001	0.00021	0.00004	0.00000
Total	0.00001	0.00039	0.00002	0.00080	0.00017	0.00000

	Haul Truck (tons)	**Vendor Truck (tons)**	**Worker (tons)**	**Total (tons)**
Total DPM	4.100E-04	7.100E-04	2.700E-04	1.390E-03
Average Emissions				
Grams	3.723E+02	6.447E+02	2.452E+02	
Grams/sec	1.096E-05	1.899E-05	7.220E-06	
Default Distance	20	7.3	10.8	Default Vehicle Travel Distance in CalEEMod

Vehicle Travel Distances in the Construction HRA (miles)

Road Segment 1 (mi)	0.73	0.73	0.73	miles

Trip Distribution (percent)

Off-site Road Segment 1	100.0%	100.0%	100.0%	off-site

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)				**Total**
Road Segment 1	4.026E-07	1.910E-06	4.910E-07	2.804E-06

	Grams/sec	Pounds/Hour	Pounds/Day	Pounds/year	Tons/year
Road Segment 1	2.804E-06	2.225E-05	5.341E-04	2.099E-01	1.049E-04

Unmitigated Construction (Summary of HARP2 Results for Phase 1 Construction)

Warehouse Distribution and Storage Facility in Fresno

			MAXHI	MAXHI
	RISK_SUM	Cancer Risk/million	NonCancer Chronic	Acute
Maximum Risk	9.639E-06	9.64	9.92E-03	0.00E+00

	X	Y
MEI UTM	247466.28	4069966.53
Receptor # 72		

*HARP - HRACalc v22118 9/14/2022 6:43:44 PM - Cancer Risk - Input File: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitHRAInput.hra
*HARP - HRACalc v22118 9/14/2022 6:43:44 PM - Chronic Risk - Input File: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitHRAInput.hra
*HARP - HRACalc v22118 9/14/2022 6:43:44 PM - Acute Risk - Input File: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitHRAInput.hra

REC	GRP	X	Y	RISK_SUM	SCENARIO	MAXHI NonCancerChroni	MAXHI Acute
1	ALL	247310.12	4070172.16	5.598E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.76E-03	0.00E+00
2	ALL	247460.08	4070012.43	8.254E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.50E-03	0.00E+00
3	ALL	247019.14	4069959.31	2.094E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.16E-03	0.00E+00
4	ALL	246976.55	4069933.22	1.416E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.46E-03	0.00E+00
5	ALL	247005.18	4069895.45	1.348E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.39E-03	0.00E+00
6	ALL	246890.69	4069881.92	7.773E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.00E-04	0.00E+00
7	ALL	246918.69	4069845.00	7.439E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.66E-04	0.00E+00
8	ALL	246794.59	4069827.86	4.812E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.95E-04	0.00E+00
9	ALL	246844.28	4069779.94	4.702E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.84E-04	0.00E+00
10	ALL	246853.47	4069751.96	4.348E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.48E-04	0.00E+00
11	ALL	246744.42	4069786.69	3.796E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.91E-04	0.00E+00
12	ALL	246747.85	4069741.25	3.381E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.48E-04	0.00E+00
13	ALL	246785.24	4069690.49	3.105E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.20E-04	0.00E+00
14	ALL	246633.39	4069727.68	2.643E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.72E-04	0.00E+00
15	ALL	246661.65	4069690.40	2.546E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.62E-04	0.00E+00
16	ALL	246689.92	4069653.12	2.413E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.48E-04	0.00E+00
17	ALL	246718.18	4069615.84	2.257E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.32E-04	0.00E+00
18	ALL	247368.64	4070142.11	4.959E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.11E-03	0.00E+00
19	ALL	247230.91	4070197.21	5.672E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.84E-03	0.00E+00
20	ALL	247370.48	4070192.07	2.506E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.58E-03	0.00E+00
21	ALL	247165.43	4070210.39	4.869E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.01E-03	0.00E+00
22	ALL	247232.75	4070247.18	2.986E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.07E-03	0.00E+00
23	ALL	247372.32	4070242.04	1.535E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.58E-03	0.00E+00
24	ALL	247234.59	4070297.14	1.789E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.84E-03	0.00E+00
25	ALL	247374.16	4070292.00	1.038E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.07E-03	0.00E+00
26	ALL	247124.23	4070285.80	2.311E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.38E-03	0.00E+00
27	ALL	246979.91	4070142.91	2.752E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.83E-03	0.00E+00
28	ALL	247236.43	4070347.11	1.183E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.22E-03	0.00E+00
29	ALL	247376.00	4070341.97	7.455E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.67E-04	0.00E+00
30	ALL	247148.51	4070348.03	1.397E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.44E-03	0.00E+00
31	ALL	247058.74	4070298.99	1.985E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.04E-03	0.00E+00
32	ALL	246954.52	4070163.90	2.351E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.42E-03	0.00E+00
33	ALL	246969.59	4070045.37	2.197E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.26E-03	0.00E+00
34	ALL	247238.27	4070397.08	8.382E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.63E-04	0.00E+00
35	ALL	247377.84	4070391.94	5.594E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.76E-04	0.00E+00
36	ALL	247122.27	4070431.62	8.324E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.57E-04	0.00E+00
37	ALL	247002.58	4070366.22	1.255E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.29E-03	0.00E+00
38	ALL	246883.30	4070164.45	1.649E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.70E-03	0.00E+00
39	ALL	246883.71	4070028.06	1.262E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.30E-03	0.00E+00
40	ALL	247241.95	4070497.01	4.789E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.93E-04	0.00E+00
41	ALL	247381.52	4070491.87	3.483E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.59E-04	0.00E+00
42	ALL	247133.43	4070535.64	4.788E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.93E-04	0.00E+00
43	ALL	247021.22	4070474.33	7.177E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.39E-04	0.00E+00
44	ALL	246909.02	4070413.02	9.173E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.44E-04	0.00E+00
45	ALL	246797.19	4070223.86	1.146E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.18E-03	0.00E+00
46	ALL	246777.47	4070070.53	8.738E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.00E-04	0.00E+00
47	ALL	246797.95	4069968.14	7.184E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.40E-04	0.00E+00
48	ALL	247245.63	4070596.94	3.112E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.20E-04	0.00E+00
49	ALL	247385.20	4070591.80	2.368E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.44E-04	0.00E+00
50	ALL	247141.59	4070638.02	3.111E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.20E-04	0.00E+00
51	ALL	247033.88	4070579.17	4.425E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.56E-04	0.00E+00

52	ALL	246926.16	4070520.31	5.941E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.12E-04	0.00E+00
53	ALL	246818.44	4070461.46	6.971E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.18E-04	0.00E+00
54	ALL	246711.09	4070279.86	8.475E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.73E-04	0.00E+00
55	ALL	246672.59	4070185.26	7.277E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.49E-04	0.00E+00
56	ALL	246711.83	4070034.37	6.248E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.43E-04	0.00E+00
57	ALL	246712.19	4069911.62	4.680E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.82E-04	0.00E+00
58	ALL	247249.31	4070696.87	2.189E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.25E-04	0.00E+00
59	ALL	247388.88	4070691.73	1.728E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.78E-04	0.00E+00
60	ALL	247148.27	4070739.59	2.206E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.27E-04	0.00E+00
61	ALL	247043.54	4070682.37	2.957E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.04E-04	0.00E+00
62	ALL	246938.82	4070625.15	3.972E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.09E-04	0.00E+00
63	ALL	246834.09	4070567.93	4.894E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.04E-04	0.00E+00
64	ALL	246729.37	4070510.71	5.503E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.67E-04	0.00E+00
65	ALL	246625.00	4070334.16	6.566E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.76E-04	0.00E+00
66	ALL	246625.35	4070214.82	6.469E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.66E-04	0.00E+00
67	ALL	246605.61	4070070.02	4.818E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.96E-04	0.00E+00
68	ALL	246626.07	4069976.15	4.194E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.32E-04	0.00E+00
69	ALL	246626.42	4069856.81	3.350E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.45E-04	0.00E+00
70	ALL	247252.99	4070796.81	1.641E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.69E-04	0.00E+00
71	ALL	247392.56	4070791.67	1.328E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.37E-04	0.00E+00
72	ALL	247466.28	4069966.53	9.639E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.92E-03	0.00E+00
73	ALL	247465.77	4069841.34	8.761E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.02E-03	0.00E+00
74	ALL	247516.28	4069966.33	5.494E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.66E-03	0.00E+00
75	ALL	247515.77	4069841.13	6.083E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.26E-03	0.00E+00
76	ALL	247538.94	4070160.98	9.728E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.00E-03	0.00E+00
77	ALL	247442.62	4070261.32	8.901E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.16E-04	0.00E+00
78	ALL	247566.28	4069966.12	3.416E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.52E-03	0.00E+00
79	ALL	247565.77	4069840.93	4.331E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.46E-03	0.00E+00
80	ALL	247581.98	4070178.19	6.870E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.07E-04	0.00E+00
81	ALL	247461.58	4070303.62	6.385E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.57E-04	0.00E+00
82	ALL	247616.28	4069965.92	2.274E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.34E-03	0.00E+00
83	ALL	247615.77	4069840.72	3.142E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.23E-03	0.00E+00
84	ALL	247625.01	4070195.40	4.992E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.14E-04	0.00E+00
85	ALL	247480.53	4070345.91	4.813E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.95E-04	0.00E+00
86	ALL	247666.28	4069965.71	1.592E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.64E-03	0.00E+00
87	ALL	247665.77	4069840.52	2.312E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.38E-03	0.00E+00
88	ALL	247729.65	4070183.38	3.439E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.54E-04	0.00E+00
89	ALL	247692.51	4070276.26	2.709E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.79E-04	0.00E+00
90	ALL	247564.09	4070410.05	2.820E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.90E-04	0.00E+00
91	ALL	247472.80	4070450.96	3.256E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.35E-04	0.00E+00
92	ALL	247766.28	4069965.30	8.853E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.11E-04	0.00E+00
93	ALL	247765.77	4069840.10	1.331E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.37E-03	0.00E+00
94	ALL	247820.37	4070206.18	2.295E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.36E-04	0.00E+00
95	ALL	247773.94	4070322.28	1.808E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.86E-04	0.00E+00
96	ALL	247613.41	4070489.52	1.942E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.00E-04	0.00E+00
97	ALL	247499.31	4070540.66	2.249E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.31E-04	0.00E+00
98	ALL	247866.28	4069964.89	5.568E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.73E-04	0.00E+00
99	ALL	247865.77	4069839.69	8.319E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.56E-04	0.00E+00
100	ALL	247925.01	4070194.16	1.788E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.84E-04	0.00E+00
101	ALL	247883.23	4070298.65	1.433E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.48E-04	0.00E+00
102	ALL	247841.44	4070403.14	1.248E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.28E-04	0.00E+00
103	ALL	247696.96	4070553.66	1.348E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.39E-04	0.00E+00
104	ALL	247594.27	4070599.68	1.569E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.61E-04	0.00E+00
105	ALL	247491.58	4070645.71	1.686E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.74E-04	0.00E+00
106	ALL	247966.28	4069964.48	3.817E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.93E-04	0.00E+00
107	ALL	247965.76	4069839.28	5.565E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.73E-04	0.00E+00
108	ALL	248027.79	4070186.79	1.408E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.45E-04	0.00E+00
109	ALL	247988.80	4070284.31	1.149E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.18E-04	0.00E+00
110	ALL	247949.80	4070381.83	1.012E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.04E-04	0.00E+00
111	ALL	247910.80	4070479.36	9.193E-08	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.46E-05	0.00E+00
112	ALL	247775.95	4070619.84	9.994E-08	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.03E-04	0.00E+00
113	ALL	247680.10	4070662.80	1.154E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.19E-04	0.00E+00
114	ALL	247584.26	4070705.75	1.265E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.30E-04	0.00E+00
115	ALL	247488.41	4070748.71	1.305E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.34E-04	0.00E+00
116	ALL	248066.28	4069964.07	2.787E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.87E-04	0.00E+00
117	ALL	248065.76	4069838.87	3.955E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.07E-04	0.00E+00
118	ALL	247534.27	4069768.48	3.926E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.04E-03	0.00E+00
119	ALL	247576.39	4069750.17	3.075E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.17E-03	0.00E+00
120	ALL	247618.52	4069731.85	2.466E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.54E-03	0.00E+00
121	ALL	247681.77	4069646.92	1.487E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.53E-03	0.00E+00

122	ALL	247723.77	4069743.51	1.698E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.75E-03	0.00E+00
123	ALL	247200.15	4069450.62	2.069E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.13E-04	0.00E+00
124	ALL	247760.77	4069598.21	1.080E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.11E-03	0.00E+00
125	ALL	247813.27	4069718.95	1.168E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.20E-03	0.00E+00
126	ALL	247194.40	4069350.79	1.507E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.55E-04	0.00E+00
127	ALL	247824.02	4069513.29	7.486E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.71E-04	0.00E+00
128	ALL	247871.27	4069621.95	8.863E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.12E-04	0.00E+00
129	ALL	247918.52	4069730.62	7.862E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.09E-04	0.00E+00
130	ALL	247331.29	4069242.74	1.238E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.27E-04	0.00E+00
131	ALL	247188.65	4069250.95	1.154E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.19E-04	0.00E+00
132	ALL	247455.48	4069190.12	1.251E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.29E-04	0.00E+00
133	ALL	247585.41	4069237.34	1.828E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.88E-04	0.00E+00
134	ALL	247715.34	4069284.55	2.786E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.87E-04	0.00E+00
135	ALL	247900.39	4069458.54	5.896E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.07E-04	0.00E+00
136	ALL	247955.51	4069585.32	6.839E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.04E-04	0.00E+00
137	ALL	248010.64	4069712.09	5.840E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.01E-04	0.00E+00
138	ALL	247325.55	4069142.91	9.637E-08	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.92E-05	0.00E+00
139	ALL	247182.91	4069151.12	9.180E-08	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.45E-05	0.00E+00
140	ALL	247006.02	4069769.27	6.670E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.87E-04	0.00E+00
141	ALL	246973.24	4069857.46	9.594E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.88E-04	0.00E+00
142	ALL	246962.59	4069753.14	5.545E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.71E-04	0.00E+00
143	ALL	246926.86	4069978.52	1.324E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.36E-03	0.00E+00
144	ALL	246993.82	4070006.08	2.225E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.29E-03	0.00E+00
145	ALL	246893.23	4069673.83	3.453E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.55E-04	0.00E+00
146	ALL	247018.84	4069536.71	2.320E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.39E-04	0.00E+00
147	ALL	247109.49	4069493.67	2.195E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.26E-04	0.00E+00
148	ALL	246821.68	4069600.40	2.409E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.48E-04	0.00E+00
149	ALL	246939.44	4069471.85	1.739E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.79E-04	0.00E+00
150	ALL	247024.42	4069431.50	1.656E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.70E-04	0.00E+00
151	ALL	247109.41	4069391.14	1.588E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.64E-04	0.00E+00
152	ALL	246743.08	4069848.16	4.412E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.54E-04	0.00E+00
153	ALL	246726.95	4069984.52	5.825E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.00E-04	0.00E+00
154	ALL	246710.43	4070078.61	6.895E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.10E-04	0.00E+00
155	ALL	246662.73	4069762.14	3.007E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.10E-04	0.00E+00
156	ALL	246741.39	4069550.49	1.908E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.96E-04	0.00E+00
157	ALL	246882.70	4069396.23	1.346E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.39E-04	0.00E+00
158	ALL	246984.68	4069347.81	1.278E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.32E-04	0.00E+00
159	ALL	247086.67	4069299.38	1.225E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.26E-04	0.00E+00
160	ALL	246560.15	4069772.20	2.519E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.59E-04	0.00E+00
161	ALL	246596.86	4069673.43	2.220E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.29E-04	0.00E+00
162	ALL	246633.56	4069574.65	1.841E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.90E-04	0.00E+00
163	ALL	246670.27	4069475.88	1.474E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.52E-04	0.00E+00
164	ALL	246802.16	4069331.91	1.093E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.13E-04	0.00E+00
165	ALL	246897.35	4069286.71	1.041E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.07E-04	0.00E+00
166	ALL	246992.53	4069241.51	1.007E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.04E-04	0.00E+00
167	ALL	247087.72	4069196.32	9.707E-08	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.99E-05	0.00E+00
168	ALL	246523.45	4069870.97	2.728E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.81E-04	0.00E+00
169	ALL	246527.04	4069990.53	3.345E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.44E-04	0.00E+00
170	ALL	246510.52	4070084.61	3.827E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.94E-04	0.00E+00
171	ALL	247128.08	4070161.19	6.775E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.98E-03	0.00E+00
172	ALL	247319.21	4070283.20	1.448E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.49E-03	0.00E+00
173	ALL	247086.44	4070246.84	2.990E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.08E-03	0.00E+00
174	ALL	247033.43	4070171.71	3.590E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.70E-03	0.00E+00
175	ALL	247534.13	4070207.43	7.409E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.63E-04	0.00E+00
176	ALL	247300.64	4070415.19	6.340E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.53E-04	0.00E+00
177	ALL	247192.78	4070438.45	7.204E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.42E-04	0.00E+00
178	ALL	246957.71	4070281.39	1.748E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.80E-03	0.00E+00
179	ALL	247605.64	4070277.33	3.769E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.88E-04	0.00E+00
180	ALL	246857.75	4070284.40	1.297E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.34E-03	0.00E+00
181	ALL	247677.15	4070347.23	2.286E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.35E-04	0.00E+00
182	ALL	247551.53	4070531.73	2.049E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.11E-04	0.00E+00
183	ALL	247443.67	4070554.99	2.402E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.47E-04	0.00E+00
184	ALL	247335.81	4070578.25	2.774E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.86E-04	0.00E+00
185	ALL	246885.01	4070467.72	7.208E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.42E-04	0.00E+00
186	ALL	246821.40	4070377.56	9.216E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.49E-04	0.00E+00
187	ALL	246757.80	4070287.40	9.633E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.92E-04	0.00E+00
188	ALL	247659.38	4070508.47	1.632E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.68E-04	0.00E+00
189	ALL	247748.66	4070417.13	1.538E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.58E-04	0.00E+00
190	ALL	247407.32	4070648.15	1.904E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.96E-04	0.00E+00
191	ALL	247299.46	4070671.41	2.173E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.24E-04	0.00E+00

192	ALL	247191.60	4070694.67	2.404E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.47E-04	0.00E+00
193	ALL	247083.74	4070717.93	2.526E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.60E-04	0.00E+00
194	ALL	246721.45	4070380.56	7.596E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.82E-04	0.00E+00
195	ALL	246657.84	4070290.40	7.276E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.49E-04	0.00E+00
196	ALL	247820.18	4070487.03	1.114E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.15E-04	0.00E+00
197	ALL	247028.96	4069722.89	5.436E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.60E-04	0.00E+00
198	ALL	246956.30	4069654.18	3.469E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.57E-04	0.00E+00
199	ALL	246883.65	4069585.48	2.435E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.51E-04	0.00E+00
200	ALL	246810.99	4069516.77	1.818E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.87E-04	0.00E+00
201	ALL	246847.04	4070073.72	1.200E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.24E-03	0.00E+00
202	ALL	246933.90	4070041.87	1.739E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.79E-03	0.00E+00
203	ALL	246895.10	4070063.29	1.491E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.53E-03	0.00E+00
204	ALL	247009.49	4070055.83	3.002E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.09E-03	0.00E+00
205	ALL	246794.59	4069827.86	4.812E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.95E-04	0.00E+00
206	ALL	246794.42	4069806.36	4.518E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.65E-04	0.00E+00
207	ALL	246793.21	4069786.71	4.249E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.37E-04	0.00E+00
208	ALL	246791.70	4069759.51	3.901E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.02E-04	0.00E+00
209	ALL	246854.88	4069734.72	4.094E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.21E-04	0.00E+00
210	ALL	246788.07	4069727.16	3.504E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.61E-04	0.00E+00
211	ALL	246789.88	4069744.09	3.706E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.82E-04	0.00E+00
212	ALL	246784.00	4069664.30	2.847E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.93E-04	0.00E+00
213	ALL	247820.10	4070557.99	9.907E-08	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.02E-04	0.00E+00
214	ALL	247820.10	4070557.99	9.907E-08	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.02E-04	0.00E+00
215	ALL	246797.95	4069968.14	7.184E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.40E-04	0.00E+00
216	ALL	246796.59	4069889.29	5.749E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.92E-04	0.00E+00
217	ALL	246760.94	4069948.56	5.968E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.14E-04	0.00E+00
218	ALL	246711.54	4069883.70	4.389E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.52E-04	0.00E+00
219	ALL	247984.88	4069444.10	5.190E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.34E-04	0.00E+00
220	ALL	248052.38	4069322.78	3.724E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.83E-04	0.00E+00
221	ALL	248106.95	4069307.40	3.477E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.58E-04	0.00E+00
222	ALL	248169.81	4069384.35	3.678E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.79E-04	0.00E+00
223	ALL	248452.52	4069585.74	2.172E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.24E-04	0.00E+00
224	ALL	248383.99	4069343.55	2.608E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.69E-04	0.00E+00
225	ALL	248392.39	4069378.97	2.607E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.68E-04	0.00E+00
226	ALL	248442.31	4069328.11	2.383E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.45E-04	0.00E+00
227	ALL	247995.78	4069355.45	4.168E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.29E-04	0.00E+00
228	ALL	246762.45	4070185.48	9.990E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.03E-03	0.00E+00
229	ALL	246797.19	4070223.86	1.146E-06	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.18E-03	0.00E+00
230	ALL	246774.49	4069778.80	3.976E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.09E-04	0.00E+00
231	ALL	246800.06	4069846.74	5.159E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.31E-04	0.00E+00
232	ALL	246892.47	4069752.86	4.748E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.89E-04	0.00E+00
233	ALL	246918.04	4069723.64	4.425E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.56E-04	0.00E+00
234	ALL	246744.42	4069786.69	3.796E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.91E-04	0.00E+00
235	ALL	246785.24	4069690.49	3.105E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.20E-04	0.00E+00
236	ALL	246784.42	4069646.28	2.686E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.77E-04	0.00E+00
237	ALL	246771.54	4069813.48	4.351E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.48E-04	0.00E+00
238	ALL	246784.00	4069664.30	2.847E-07	1.1YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.93E-04	0.00E+00

HARP2 - HRACalc (dated 22118) 9/14/2022 6:43:44 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully
****
RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

****
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 1.1

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 1.1
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

****
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The
remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: True
Fish: False
Homegrown crops: True
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

****
INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors
Worker adjustment factors enabled: NO

Fraction at time at home
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

****
SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02
Soil mixing depth (m): 0.01
Dermal climate: Mixed

****
WATER PATHWAY SETTINGS

Surface area (m^2): 0
Volume (kg): 0
Volume changes per year: 0
Fraction from contaminated source: 0

****
HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

****
TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.
Tier2 - What was changed: ED or start age changed|
Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitCancerRisk.csv
Cancer risk total by receptor saved to: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitCancerRiskSumByRec.csv
Calculating chronic risk
Chronic risk breakdown by pollutant and receptor saved to: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitNCChronicRisk.csv
Chronic risk total by receptor saved to: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitNCChronicRiskSumByRec.csv
Calculating acute risk
Acute risk breakdown by pollutant and receptor saved to: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitNCAcuteRisk.csv
Acute risk total by receptor saved to: F:\0004-0005\Con_P1_HARP\P1 CONSTRUCTION\hra\P1_UnmitNCAcuteRiskSumByRec.csv
HRA ran successfully

Warehouse Distribution and Storage Facility in Fresno (Phase 2 Construction)

Estimation of Annual Onsite Construction Emissions

Start of Construction	2/2/2026	
End of Construction	2/18/2027	**Total**
Number of Days	381	381
Number of Hours	9,144	9,144

Size of the construction area source: **27,369.7** **sq-meters**

Phase	Year	On-site Construction Activity	Unmitigated On-site DPM (tons)
Phase 2	2026	On-site Grading	0.00249
Phase 2	2026	On-site Paving	0.00317
Phase 2	2026	On-site Building Construction 2026	0.05620
Phase 2	2027	On-site Building Construction 2027	0.00448
Phase 2	2027	On-site Architectural Coating	0.00046

Total Unmitigated DPM (On-site) 6.680E-02 tons

Average Emission	6.065E+04	grams
	1.843E-03	grams/sec
	6.732E-08	grams/m2-sec

Tons/year	6.680E-02
Pounds/year	1.336E+02
Pounds/Day	3.660E-01
Pounds/Hour	1.525E-02
Maximum Pounds/Hour	1.906E-03

Warehouse Distribution and Storage Facility in Fresno (Phase 2 Construction)

Estimation of Annual Offsite Construction DPM Emissions (Unmitigated)

Start of Construction		2/2/2026	
End of Construction		2/18/2027	**Total**
Number of Days		381	381
Number of Hours		9,144	9,144

Construction Trip Type	Phase 2 2026 Grading	Phase 2 2026 Paving	Phase 2 2026 Building Construction	Phase 2 2027 Building Construction	Phase 2 2027 Architectural Coating
Haul Truck	0.00001	0.00001	0.00001	0.00000	0.00000
Vendor Truck	0.00000	0.00000	0.00072	0.00006	0.00000
Worker	0.00000	0.00001	0.00021	0.00002	0.00000
Total	0.00001	0.00002	0.00094	0.00008	0.00000

	Haul Truck (tons)	**Vendor Truck (tons)**	**Worker (tons)**	**Total (tons)**	
Total DPM	3.000E-05	7.800E-04	2.400E-04	1.050E-03	
Average Emissions					
Grams	2.724E+01	7.082E+02	2.179E+02		
Grams/sec	8.275E-07	2.152E-05	6.620E-06		
Default Distance	20	7.3	10.8	Default Vehicle Travel Distance in CalEEMod	

Vehicle Travel Distances in the Construction HRA (miles)

Road Segment 1 (mi)	0.73	0.73	0.73	miles

Trip Distribution (percent)

Off-site Road Segment 1	100.0%	100.0%	100.0%	off-site

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)				**Total**
Road Segment 1	3.039E-08	2.165E-06	4.502E-07	2.645E-06

	Grams/sec	Pounds/Hour	Pounds/Day	Pounds/year	Tons/year
Road Segment 1	2.645E-06	2.099E-05	5.038E-04	1.920E-01	9.598E-05

Unmitigated Construction (Summary of HARP2 Results for Phase 2 Construction)

Warehouse Distribution and Storage Facility in Fresno

			MAXHI	MAXHI
	RISK_SUM	Cancer Risk/million	NonCancer Chronic	Acute
Maximum Risk	5.805E-06	5.80	6.73E-03	0.00E+00

	X	Y
MEI UTM	247466.28	4069966.53
Receptor # 72		

*HARP - HRACalc v22118 9/14/2022 7:49:50 PM - Cancer Risk - Input File: F:\0004-0005\Con_P2_HARP\P2 CONSTRUCTION\hra\P2_UnmitHRAInput.hra
*HARP - HRACalc v22118 9/14/2022 7:49:50 PM - Chronic Risk - Input File: F:\0004-0005\Con_P2_HARP\P2 CONSTRUCTION\hra\P2_UnmitHRAInput.hra
*HARP - HRACalc v22118 9/14/2022 7:49:50 PM - Acute Risk - Input File: F:\0004-0005\Con_P2_HARP\P2 CONSTRUCTION\hra\P2_UnmitHRAInput.hra

REC	GRP	X	Y	RISK_SUM	SCENARIO	MAXHI NonCancerChronic	MAXHI Acute
1	ALL	247310.12	4070172.16	3.372E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.91E-03	0.00E+00
2	ALL	247460.08	4070012.43	4.971E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.76E-03	0.00E+00
3	ALL	247019.14	4069959.31	1.261E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.46E-03	0.00E+00
4	ALL	246976.55	4069933.22	8.531E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.89E-04	0.00E+00
5	ALL	247005.18	4069895.45	8.120E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.42E-04	0.00E+00
6	ALL	246890.69	4069881.92	4.681E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.43E-04	0.00E+00
7	ALL	246918.69	4069845.00	4.480E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.20E-04	0.00E+00
8	ALL	246794.59	4069827.86	2.898E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.36E-04	0.00E+00
9	ALL	246844.28	4069779.94	2.832E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.28E-04	0.00E+00
10	ALL	246853.47	4069751.96	2.619E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.04E-04	0.00E+00
11	ALL	246744.42	4069786.69	2.286E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.65E-04	0.00E+00
12	ALL	246747.85	4069741.25	2.036E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.36E-04	0.00E+00
13	ALL	246785.24	4069690.49	1.870E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.17E-04	0.00E+00
14	ALL	246633.39	4069727.68	1.592E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.85E-04	0.00E+00
15	ALL	246661.65	4069690.40	1.533E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.78E-04	0.00E+00
16	ALL	246689.92	4069653.12	1.453E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.69E-04	0.00E+00
17	ALL	246718.18	4069615.84	1.359E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.58E-04	0.00E+00
18	ALL	247368.64	4070142.11	2.989E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.47E-03	0.00E+00
19	ALL	247230.91	4070197.21	3.416E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.96E-03	0.00E+00
20	ALL	247370.48	4070192.07	1.510E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.75E-03	0.00E+00
21	ALL	247165.43	4070210.39	2.932E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.40E-03	0.00E+00
22	ALL	247232.75	4070247.18	1.799E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.09E-03	0.00E+00
23	ALL	247372.32	4070242.04	9.247E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.07E-03	0.00E+00
24	ALL	247234.59	4070297.14	1.078E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.25E-03	0.00E+00
25	ALL	247374.16	4070292.00	6.251E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.25E-04	0.00E+00
26	ALL	247124.23	4070285.80	1.392E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.61E-03	0.00E+00
27	ALL	246979.91	4070142.91	1.661E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.93E-03	0.00E+00
28	ALL	247236.43	4070347.11	7.124E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.26E-04	0.00E+00
29	ALL	247376.00	4070341.97	4.492E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.21E-04	0.00E+00
30	ALL	247148.51	4070348.03	8.417E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.76E-04	0.00E+00
31	ALL	247058.74	4070298.99	1.195E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.39E-03	0.00E+00
32	ALL	246954.52	4070163.90	1.418E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.64E-03	0.00E+00
33	ALL	246969.59	4070045.37	1.324E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.54E-03	0.00E+00
34	ALL	247238.27	4070397.08	5.049E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.86E-04	0.00E+00
35	ALL	247377.84	4070391.94	3.371E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.91E-04	0.00E+00
36	ALL	247122.27	4070431.62	5.014E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.81E-04	0.00E+00
37	ALL	247002.58	4070366.22	7.557E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.76E-04	0.00E+00
38	ALL	246883.30	4070164.45	9.953E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.15E-03	0.00E+00
39	ALL	246883.71	4070028.06	7.604E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.82E-04	0.00E+00
40	ALL	247241.95	4070497.01	2.885E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.35E-04	0.00E+00
41	ALL	247381.52	4070491.87	2.098E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.43E-04	0.00E+00
42	ALL	247133.43	4070535.64	2.884E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.34E-04	0.00E+00
43	ALL	247021.22	4070474.33	4.323E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.01E-04	0.00E+00
44	ALL	246909.02	4070413.02	5.525E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.41E-04	0.00E+00
45	ALL	246797.19	4070223.86	6.908E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.01E-04	0.00E+00
46	ALL	246777.47	4070070.53	5.264E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.11E-04	0.00E+00
47	ALL	246797.95	4069968.14	4.327E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.02E-04	0.00E+00
48	ALL	247245.63	4070596.94	1.875E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.17E-04	0.00E+00
49	ALL	247385.20	4070591.80	1.427E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.65E-04	0.00E+00
50	ALL	247141.59	4070638.02	1.874E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.17E-04	0.00E+00
51	ALL	247033.88	4070579.17	2.666E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.09E-04	0.00E+00
52	ALL	246926.16	4070520.31	3.578E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.15E-04	0.00E+00
53	ALL	246818.44	4070461.46	4.199E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.87E-04	0.00E+00

54	ALL	246711.09	4070279.86	5.106E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.92E-04	0.00E+00
55	ALL	246672.59	4070185.26	4.384E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.08E-04	0.00E+00
56	ALL	246711.83	4070034.37	3.763E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.36E-04	0.00E+00
57	ALL	246712.19	4069911.62	2.819E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.27E-04	0.00E+00
58	ALL	247249.31	4070696.87	1.319E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.53E-04	0.00E+00
59	ALL	247388.88	4070691.73	1.041E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.21E-04	0.00E+00
60	ALL	247148.27	4070739.59	1.329E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.54E-04	0.00E+00
61	ALL	247043.54	4070682.37	1.781E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.07E-04	0.00E+00
62	ALL	246938.82	4070625.15	2.392E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.77E-04	0.00E+00
63	ALL	246834.09	4070567.93	2.948E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.42E-04	0.00E+00
64	ALL	246729.37	4070510.71	3.315E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.84E-04	0.00E+00
65	ALL	246625.00	4070334.16	3.955E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.59E-04	0.00E+00
66	ALL	246625.35	4070214.82	3.896E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.52E-04	0.00E+00
67	ALL	246605.61	4070070.02	2.902E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.37E-04	0.00E+00
68	ALL	246626.07	4069976.15	2.526E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.93E-04	0.00E+00
69	ALL	246626.42	4069856.81	2.017E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.34E-04	0.00E+00
70	ALL	247252.99	4070796.81	9.884E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.15E-04	0.00E+00
71	ALL	247392.56	4070791.67	7.999E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.28E-05	0.00E+00
72	ALL	247466.28	4069966.53	5.805E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.73E-03	0.00E+00
73	ALL	247465.77	4069841.34	5.275E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.12E-03	0.00E+00
74	ALL	247516.28	4069966.33	3.308E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.84E-03	0.00E+00
75	ALL	247515.77	4069841.13	3.663E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.25E-03	0.00E+00
76	ALL	247538.94	4070160.98	5.875E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.81E-04	0.00E+00
77	ALL	247442.62	4070261.32	5.365E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.22E-04	0.00E+00
78	ALL	247566.28	4069966.12	2.057E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.39E-03	0.00E+00
79	ALL	247565.77	4069840.93	2.608E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.02E-03	0.00E+00
80	ALL	247581.98	4070178.19	4.149E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.81E-04	0.00E+00
81	ALL	247461.58	4070303.62	3.848E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.46E-04	0.00E+00
82	ALL	247616.28	4069965.92	1.370E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.59E-03	0.00E+00
83	ALL	247615.77	4069840.72	1.892E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.19E-03	0.00E+00
84	ALL	247625.01	4070195.40	3.016E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.50E-04	0.00E+00
85	ALL	247480.53	4070345.91	2.901E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.36E-04	0.00E+00
86	ALL	247666.28	4069965.71	9.591E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.11E-03	0.00E+00
87	ALL	247665.77	4069840.52	1.392E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.61E-03	0.00E+00
88	ALL	247729.65	4070183.38	2.081E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.41E-04	0.00E+00
89	ALL	247692.51	4070276.26	1.635E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.90E-04	0.00E+00
90	ALL	247564.09	4070410.05	1.700E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.97E-04	0.00E+00
91	ALL	247472.80	4070450.96	1.962E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.28E-04	0.00E+00
92	ALL	247766.28	4069965.30	5.337E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.19E-04	0.00E+00
93	ALL	247765.77	4069840.10	8.014E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.29E-04	0.00E+00
94	ALL	247820.37	4070206.18	1.389E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.61E-04	0.00E+00
95	ALL	247773.94	4070322.28	1.091E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.27E-04	0.00E+00
96	ALL	247613.41	4070489.52	1.170E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.36E-04	0.00E+00
97	ALL	247499.31	4070540.66	1.355E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.57E-04	0.00E+00
98	ALL	247866.28	4069964.89	3.359E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.90E-04	0.00E+00
99	ALL	247865.77	4069839.69	5.012E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.81E-04	0.00E+00
100	ALL	247925.01	4070194.16	1.082E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.26E-04	0.00E+00
101	ALL	247883.23	4070298.65	8.650E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.00E-04	0.00E+00
102	ALL	247841.44	4070403.14	7.527E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.73E-05	0.00E+00
103	ALL	247696.96	4070553.66	8.127E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.42E-05	0.00E+00
104	ALL	247594.27	4070599.68	9.452E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.10E-04	0.00E+00
105	ALL	247491.58	4070645.71	1.016E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.18E-04	0.00E+00
106	ALL	247966.28	4069964.48	2.304E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.67E-04	0.00E+00
107	ALL	247965.76	4069839.28	3.354E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.89E-04	0.00E+00
108	ALL	248027.79	4070186.79	8.510E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.87E-05	0.00E+00
109	ALL	247988.80	4070284.31	6.936E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.04E-05	0.00E+00
110	ALL	247949.80	4070381.83	6.103E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.08E-05	0.00E+00
111	ALL	247910.80	4070479.36	5.542E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.43E-05	0.00E+00
112	ALL	247775.95	4070619.84	6.023E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.98E-05	0.00E+00
113	ALL	247680.10	4070662.80	6.955E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.07E-05	0.00E+00
114	ALL	247584.26	4070705.75	7.622E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.84E-05	0.00E+00
115	ALL	247488.41	4070748.71	7.860E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.11E-05	0.00E+00
116	ALL	248066.28	4069964.07	1.683E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.95E-04	0.00E+00
117	ALL	248065.76	4069838.87	2.384E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.76E-04	0.00E+00
118	ALL	247534.27	4069768.48	2.364E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.74E-03	0.00E+00
119	ALL	247576.39	4069750.17	1.852E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.15E-03	0.00E+00
120	ALL	247618.52	4069731.85	1.485E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.72E-03	0.00E+00
121	ALL	247681.77	4069646.92	8.951E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.04E-03	0.00E+00
122	ALL	247723.77	4069743.51	1.022E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.19E-03	0.00E+00
123	ALL	247200.15	4069450.62	1.246E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.45E-04	0.00E+00
124	ALL	247760.77	4069598.21	6.504E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.54E-04	0.00E+00
125	ALL	247813.27	4069718.95	7.036E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.16E-04	0.00E+00

126	ALL	247194.40	4069350.79	9.077E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.05E-04	0.00E+00
127	ALL	247824.02	4069513.29	4.508E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.23E-04	0.00E+00
128	ALL	247871.27	4069621.95	5.337E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.19E-04	0.00E+00
129	ALL	247918.52	4069730.62	4.735E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.49E-04	0.00E+00
130	ALL	247331.29	4069242.74	7.455E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.65E-05	0.00E+00
131	ALL	247188.65	4069250.95	6.953E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.06E-05	0.00E+00
132	ALL	247455.48	4069190.12	7.534E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.74E-05	0.00E+00
133	ALL	247585.41	4069237.34	1.101E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.28E-04	0.00E+00
134	ALL	247715.34	4069284.55	1.678E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.95E-04	0.00E+00
135	ALL	247900.39	4069458.54	3.551E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.12E-04	0.00E+00
136	ALL	247955.51	4069585.32	4.119E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.78E-04	0.00E+00
137	ALL	248010.64	4069712.09	3.518E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.08E-04	0.00E+00
138	ALL	247325.55	4069142.91	5.804E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.73E-05	0.00E+00
139	ALL	247182.91	4069151.12	5.529E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.41E-05	0.00E+00
140	ALL	247006.02	4069769.27	4.017E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.66E-04	0.00E+00
141	ALL	246973.24	4069857.46	5.778E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.70E-04	0.00E+00
142	ALL	246962.59	4069753.14	3.340E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.87E-04	0.00E+00
143	ALL	246926.86	4069978.52	7.977E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.25E-04	0.00E+00
144	ALL	246993.82	4070006.08	1.340E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.55E-03	0.00E+00
145	ALL	246893.23	4069673.83	2.079E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.41E-04	0.00E+00
146	ALL	247018.84	4069536.71	1.397E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.62E-04	0.00E+00
147	ALL	247109.49	4069493.67	1.322E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.53E-04	0.00E+00
148	ALL	246821.68	4069600.40	1.451E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.68E-04	0.00E+00
149	ALL	246939.44	4069471.85	1.048E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.21E-04	0.00E+00
150	ALL	247024.42	4069431.50	9.974E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.16E-04	0.00E+00
151	ALL	247109.41	4069391.14	9.566E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.11E-04	0.00E+00
152	ALL	246743.08	4069848.16	2.657E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.08E-04	0.00E+00
153	ALL	246726.95	4069984.52	3.508E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.07E-04	0.00E+00
154	ALL	246710.43	4070078.61	4.154E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.82E-04	0.00E+00
155	ALL	246662.73	4069762.14	1.811E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.10E-04	0.00E+00
156	ALL	246741.39	4069550.49	1.149E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.33E-04	0.00E+00
157	ALL	246882.70	4069396.23	8.105E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.40E-05	0.00E+00
158	ALL	246984.68	4069347.81	7.698E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.93E-05	0.00E+00
159	ALL	247086.67	4069299.38	7.380E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.56E-05	0.00E+00
160	ALL	246560.15	4069772.20	1.517E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.76E-04	0.00E+00
161	ALL	246596.86	4069673.43	1.337E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.55E-04	0.00E+00
162	ALL	246633.56	4069574.65	1.109E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.29E-04	0.00E+00
163	ALL	246670.27	4069475.88	8.876E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.03E-04	0.00E+00
164	ALL	246802.16	4069331.91	6.583E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.63E-05	0.00E+00
165	ALL	246897.35	4069286.71	6.272E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.27E-05	0.00E+00
166	ALL	246992.53	4069241.51	6.065E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.03E-05	0.00E+00
167	ALL	247087.72	4069196.32	5.847E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.78E-05	0.00E+00
168	ALL	246523.45	4069870.97	1.643E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.91E-04	0.00E+00
169	ALL	246527.04	4069990.53	2.015E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.34E-04	0.00E+00
170	ALL	246510.52	4070084.61	2.305E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.67E-04	0.00E+00
171	ALL	247128.08	4070161.19	4.082E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.73E-03	0.00E+00
172	ALL	247319.21	4070283.20	8.724E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.01E-03	0.00E+00
173	ALL	247086.44	4070246.84	1.801E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.09E-03	0.00E+00
174	ALL	247033.43	4070171.71	2.163E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.51E-03	0.00E+00
175	ALL	247534.13	4070207.43	4.470E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.18E-04	0.00E+00
176	ALL	247300.64	4070415.19	3.820E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.43E-04	0.00E+00
177	ALL	247192.78	4070438.45	4.340E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.03E-04	0.00E+00
178	ALL	246957.71	4070281.39	1.053E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.22E-03	0.00E+00
179	ALL	247605.64	4070277.33	2.274E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.64E-04	0.00E+00
180	ALL	246857.75	4070284.40	7.812E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.06E-04	0.00E+00
181	ALL	247677.15	4070347.23	1.379E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.60E-04	0.00E+00
182	ALL	247551.53	4070531.73	1.235E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.43E-04	0.00E+00
183	ALL	247443.67	4070554.99	1.447E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.68E-04	0.00E+00
184	ALL	247335.81	4070578.25	1.671E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.94E-04	0.00E+00
185	ALL	246885.01	4070467.72	4.342E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.03E-04	0.00E+00
186	ALL	246821.40	4070377.56	5.551E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.44E-04	0.00E+00
187	ALL	246757.80	4070287.40	5.803E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.73E-04	0.00E+00
188	ALL	247659.38	4070508.47	9.837E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.14E-04	0.00E+00
189	ALL	247748.66	4070417.13	9.277E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.08E-04	0.00E+00
190	ALL	247407.32	4070648.15	1.147E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.33E-04	0.00E+00
191	ALL	247299.46	4070671.41	1.309E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.52E-04	0.00E+00
192	ALL	247191.60	4070694.67	1.448E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.68E-04	0.00E+00
193	ALL	247083.74	4070717.93	1.521E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.76E-04	0.00E+00
194	ALL	246721.45	4070380.56	4.576E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.31E-04	0.00E+00
195	ALL	246657.84	4070290.40	4.383E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.08E-04	0.00E+00
196	ALL	247820.18	4070487.03	6.715E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.79E-05	0.00E+00
197	ALL	247028.96	4069722.89	3.274E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.80E-04	0.00E+00

198	ALL	246956.30	4069654.18	2.089E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.42E-04	0.00E+00
199	ALL	246883.65	4069585.48	1.466E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.70E-04	0.00E+00
200	ALL	246810.99	4069516.77	1.095E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.27E-04	0.00E+00
201	ALL	246847.04	4070073.72	7.238E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.39E-04	0.00E+00
202	ALL	246933.90	4070041.87	1.048E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.22E-03	0.00E+00
203	ALL	246895.10	4070063.29	8.988E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.04E-03	0.00E+00
204	ALL	247009.49	4070055.83	1.809E-06	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.10E-03	0.00E+00
205	ALL	246794.59	4069827.86	2.898E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.36E-04	0.00E+00
206	ALL	246794.42	4069806.36	2.721E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.16E-04	0.00E+00
207	ALL	246793.21	4069786.71	2.559E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.97E-04	0.00E+00
208	ALL	246791.70	4069759.51	2.349E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.72E-04	0.00E+00
209	ALL	246854.88	4069734.72	2.466E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.86E-04	0.00E+00
210	ALL	246788.07	4069727.16	2.110E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.45E-04	0.00E+00
211	ALL	246789.88	4069744.09	2.232E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.59E-04	0.00E+00
212	ALL	246784.00	4069664.30	1.715E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.99E-04	0.00E+00
213	ALL	247820.10	4070557.99	5.971E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.92E-05	0.00E+00
214	ALL	247820.10	4070557.99	5.971E-08	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.92E-05	0.00E+00
215	ALL	246797.95	4069968.14	4.327E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.02E-04	0.00E+00
216	ALL	246796.59	4069889.29	3.463E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.02E-04	0.00E+00
217	ALL	246760.94	4069948.56	3.595E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.17E-04	0.00E+00
218	ALL	246711.54	4069883.70	2.643E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.07E-04	0.00E+00
219	ALL	247984.88	4069444.10	3.125E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.62E-04	0.00E+00
220	ALL	248052.38	4069322.78	2.243E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.60E-04	0.00E+00
221	ALL	248106.95	4069307.40	2.094E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.43E-04	0.00E+00
222	ALL	248169.81	4069384.35	2.215E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.57E-04	0.00E+00
223	ALL	248452.52	4069585.74	1.308E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.52E-04	0.00E+00
224	ALL	248383.99	4069343.55	1.571E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.82E-04	0.00E+00
225	ALL	248392.39	4069378.97	1.570E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.82E-04	0.00E+00
226	ALL	248442.31	4069328.11	1.435E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.66E-04	0.00E+00
227	ALL	247995.78	4069355.45	2.510E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.91E-04	0.00E+00
228	ALL	246762.45	4070185.48	6.020E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.98E-04	0.00E+00
229	ALL	246797.19	4070223.86	6.908E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.01E-04	0.00E+00
230	ALL	246774.49	4069778.80	2.395E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.78E-04	0.00E+00
231	ALL	246800.06	4069846.74	3.107E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.60E-04	0.00E+00
232	ALL	246892.47	4069752.86	2.859E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.32E-04	0.00E+00
233	ALL	246918.04	4069723.64	2.665E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.09E-04	0.00E+00
234	ALL	246744.42	4069786.69	2.286E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.65E-04	0.00E+00
235	ALL	246785.24	4069690.49	1.870E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.17E-04	0.00E+00
236	ALL	246784.42	4069646.28	1.618E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.88E-04	0.00E+00
237	ALL	246771.54	4069813.48	2.620E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.04E-04	0.00E+00
238	ALL	246784.00	4069664.30	1.715E-07	1.05YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.99E-04	0.00E+00

HARP2 - HRACalc (dated 22118) 9/14/2022 7:49:50 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully
****
RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

****
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: 1
Total Exposure Duration: 1.05

Exposure Duration Bin Distribution
3rd Trimester Bin: 0
0<2 Years Bin: 1.05
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

****
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The
remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: True
Fish: False
Homegrown crops: True
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

****
INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors
Worker adjustment factors enabled: NO

```
**Fraction at time at home**
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

*********************************
SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02
Soil mixing depth (m): 0.01
Dermal climate: Mixed

*********************************
WATER PATHWAY SETTINGS

Surface area (m^2): 0
Volume (kg): 0
Volume changes per year: 0
Fraction from contaminated source: 0

*********************************
HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

*********************************
TIER 2 SETTINGS

Tier2 adjustments were used in this assessment.  Please see the input file for
details.
Tier2 - What was changed: ED or start age changed|
Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to:
F:\0004-0005\Con_P2_HARP\P2 CONSTRUCTION\hra\P2_UnmitCancerRisk.csv
Cancer risk total by receptor saved to: F:\0004-0005\Con_P2_HARP\P2
CONSTRUCTION\hra\P2_UnmitCancerRiskSumByRec.csv
Calculating chronic risk
Chronic risk breakdown by pollutant and receptor saved to:
F:\0004-0005\Con_P2_HARP\P2 CONSTRUCTION\hra\P2_UnmitNCChronicRisk.csv
Chronic risk total by receptor saved to: F:\0004-0005\Con_P2_HARP\P2
CONSTRUCTION\hra\P2_UnmitNCChronicRiskSumByRec.csv
Calculating acute risk
Acute risk breakdown by pollutant and receptor saved to:
F:\0004-0005\Con_P2_HARP\P2 CONSTRUCTION\hra\P2_UnmitNCAcuteRisk.csv
Acute risk total by receptor saved to: F:\0004-0005\Con_P2_HARP\P2
CONSTRUCTION\hra\P2_UnmitNCAcuteRiskSumByRec.csv
HRA ran successfully
```

Summary of Health Risks from Construction of Phases 1 and 2
Warehouse Distribution and Storage Facility in Fresno (Phase 1 Construction)

	X	Y
MEI UTM	247466.28	4069966.53
Receptor # 72		

	RISK_SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
Maximum Risk Phase 1	9.6393E-06	9.6393	0.0099236	0.00E+00
Maximum Risk Phase 2	5.8045E-06	5.8045	0.0067314	0.00E+00
Total Maximum Risk	**1.54438E-05**	**15.4438**	**0.016655**	**0.00E+00**

Health Risk Assessment

Operational Health Risk Assessment

Fresno Warehouse Distribution and Storage Facility **DPM**

Emission Assumptions

Emission Factors

1) Truck Emissions

(1) EMFAC2017 for running emissions

(a) Calculations for	Fresno County
(b) Truck Mix	Fleet mix consistent with the buildout year CalEEMod run and based on TIA
(c) Truck Idle	Two instances per trip
(d) Onsite Vehicle Travel Speed	5 mph for trucks
(e) Offsite Vehicle Travel Speed	5-25 mph aggregated for trucks (per SJVAPCD staff comment on modeling assumptions for a similar project)

Traffic Allocation

1) Traffic distribution based on site layout identified in the site plan
2) Project-specific trip generation
3) Onsite travel emissions generated from diesel vehicles
4) Onsite idling emissions generated only by trucks

Emission Source Configuration

1) Project onsite truck traffic represented by a line source
2) Project onsite truck idling represented as line sources (series of point sources)
3) Offsite vehicles represented by a line source

Onsite Vehicle Travel Segments

Segment	**Source ID**	**Segment Travel Distance (m)**
On-site Truck Route	ONSITE1	296.0
Onsite Truck Idling		
On-site Idling – Location 1	IDLE1	36.2
On-site Idling – Location 2	IDLE2	21.6

Offsite Vehicle Travel Segments

Segment		**Segment Travel Distance (m)**
Off-site Truck Route	Offsite	1181.7

Other Input Parameters

Facility Operations (hr/day): 24

Fresno Warehouse Distribution and Storage Facility

Vehicle Fleet Mix

Total Daily Truck Trips		Trucks	Total Daily Truck Trips
(Trips/day)	Daily Trips	66	66
66	Fleet Mix	100.0%	100.0%
—			
66			

Vehicle Fleet

	Trucks Project Vehicle Mix	**EMFAC % Diesel**	**Total Number of Daily Trips**	**Number of Daily Diesel Trips**	**Number of Daily Non-Trips**	**Total Number of Daily Trips**	**% Diesel Trips**	**% Non-Diesel Trips**	**Total Trips**
LHDT1 (2-axle truck)	0.0%	50.9%	0	0.0	0	0	0.00%	0.00%	
LHDT2 (2-axle truck)	0.0%	68.1%	0	0.0	0	0	0.00%	0.00%	
MHDT (3 axle truck)	20.0%	100.0%	13	13.2	0	13	20.00%	0.00%	
HHDT (4+ axle truck)	80.0%	100.0%	53	52.9	0	53	80.00%	0.00%	
Truck Subtotal	100.0%		66	66.2	0	66	100.00%	0.00%	100.00%

Truck fleet mix consistent with the project CalEEMod runs used in the Air Quality Analysis.
Assumed 100% diesel for MHDT and HHDT; % Diesel taken from EMFAC2017 for LHDT1, and LHDT2.

Fresno Warehouse Distribution and Storage Facility

Trip Distribution

Vehicle Allocation - Number of Daily Diesel Trips

Allocation of Building Trips

Percent Allocation - On-site Travel

100% On-site Travel – Route 1 (DSL trucks)
100% Total Diesel Truck Trips

Segment - On-site Travel	Source ID	LDA	LDT1	LDT2	MDT	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	SBUS	MH	Total
On-site Truck Route	ONSITE1	0.0	0.0	0.0	0.0	0.0	0.0	13.2	52.9	0.0	0.0	0.0	0.0	66.2
Total Diesel Trucks	—	0	0	0	0	0	0	13	53	0	0	0	0	66

Percent Allocation of Trips - On-site Diesel Truck Idling

48.8% On-site Idling – Location 1
51.2% On-site Idling – Location 2
100% Total Diesel Truck Trips (two occurrences per trip)

Segment - On-site Truck Idle	Source ID	LDA	LDT1	LDT2	MDT	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	SBUS	MH	Total
On-site Idling – Location 1	IDLE1	0.0	0.0	0.0	0.0	0.0	0.0	6.5	25.8	0.0	0.0	0.0	0.0	32.3
On-site Idling – Location 2	IDLE2	0.0	0.0	0.0	0.0	0.0	0.0	6.8	27.1	0.0	0.0	0.0	0.0	33.9
Total Idling (Diesel Trucks Idling)	—	0	0	0	0	0	0	13	53	0	0	0	0	66

Fresno Warehouse Distribution and Storage Facility

Diesel Vehicle Emissions

Processes Modeled

Diesel vehicle exhaust
Diesel vehicle idling

Facility Operations

24 hrs/day, 52 weeks/year

On-site Travel Links Modeled

Link	Truck Type	Average Speed (mph)	Emission Factor (g/mi)	Trips per Daily (in and out)	Link Length (m)	Link Length (mi)	Ave Emissions Over Link (g/day)	Ave Emissions (lbs/day)	Average Emissions (g/sec)	Total Emissions for all Vehicles (g/sec)	Total Emissions for all Vehicles (g/day)
ONSITE1	**LHDT1**	5	0.072	0.0	296	0.18	0.000E+00	0.00E+00	0.000E+00		
	LHDT2	5	0.066	0.0	296	0.18	0.000E+00	0.00E+00	0.000E+00		
	MHDT	5	0.007	13.2	296	0.18	1.746E-02	3.85E-05	2.021E-07		
	HHDT	5	0.015	52.9	296	0.18	1.457E-01	3.21E-04	1.687E-06	**1.89E-06**	**1.632E-01**

Fresno Warehouse Distribution and Storage Facility

Diesel Truck Idling Emissions

Onsite Vehicle Travel Segments	Truck Type	DPM Emission Factor (grams/trip)	Number Idling Vehicle Trips/day	Emissions (g/day)	Emissions (lb/day)	Average Emissions (g/sec)	Total Emissions for all Vehicles (g/sec)	Total Emissions for all Vehicles (g/day)
IDLE1	**LHDT1**	0.001	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.001	0.0	0.00E+00	0.00E+00	0.00E+00		
	MHDT	0.000	6.5	2.48E-03	5.47E-06	2.88E-08		
	HHDT	0.003	25.8	6.53E-02	1.44E-04	7.56E-07	**7.8457E-07**	**6.78E-02**
IDLE2	**LHDT1**	0.001	0.0	0.00E+00	0.00E+00	0.00E+00		
	LHDT2	0.001	0.0	0.00E+00	0.00E+00	0.00E+00		
	MHDT	0.000	6.8	2.61E-03	5.75E-06	3.02E-08		
	HHDT	0.003	27.1	6.86E-02	1.51E-04	7.94E-07	**8.2401E-07**	**7.12E-02**

Fresno Warehouse Distribution and Storage Facility

Project Operations **24 hours/day**

Emission Rates **Running Emissions 5-25 mph Averaged (EMFAC 2017 for Fresno County by vehicle type and speed)**

Offsite DSL Truck Roadway Emissions

Segment ID	Description	% total Trips
SLINE1	Off-site Truck Route	100.0%

Segment ID: SLINE1

Travel Distance: 1181.7 meters

Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
LHDT1-DSL	0.0	0.0451876	0.73	0.000	0.00E+00
LHDT2-DSL	0.0	0.0427955	0.73	0.000	0.00E+00
MHDT-DSL	13.2	0.0047463	0.73	0.046	5.34E-07
HHDT-DSL	52.9	0.0099946	0.73	0.388	4.49E-06
Total	**66.2**			**4.34E-01**	**5.03E-06**

DPM 2024

EMFAC Running Diesel Exhaust Emissions
in units of grams/mile

EMFAC2017

		Emission Factor (g/mi)			
		5 mph	10 mph	25 mph	35 mph
LHDT1	DSL	0.072	—	0.027	—
LHDT2	DSL	0.066	—	0.026	—
MHDT	DSL	0.007	—	0.003	—
HHDT	DSL	0.015	—	0.007	—

Idling Emissions for Trucks (Emission Factors from CalEEMod)
in units of grams/trip

CalEEMod.2020.4.0

Vehicle Class	Fuel	Vehicle Speed (mph)	DPM (grams/trip)	PM10 STREX
LHDT1	DSL	Idle	0.001025	0.000226
LHDT2	DSL	Idle	0.001408	0.000118
MHDT	DSL	Idle	0.000385	0.000084
HHDT	DSL	Idle	0.002530	0.000000

Off-site Truck Running Emissions for the Health Risk Screening Analysis—Fresno Warehouse Distribution and Storage Facility

EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: FRESNO
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW. Note 'day' in the unit is operation day.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
FRESNO	2024	HHDT	Aggregated	5	DSL	38243.48837	13.20039729	0.014328048	0.014975899	3414.675394	0.006660051	0.53673942	0.143389082	0.163237555	2.073434846	0.03226016
FRESNO	2024	HHDT	Aggregated	10	DSL	54792.98323	10.26134715	0.011811298	0.012345352	2826.681433	0.004146509	0.444314957	0.089273194	0.101630735	1.284569392	0.026705085
FRESNO	2024	HHDT	Aggregated	15	DSL	44653.22698	7.329398543	0.008704702	0.00909829	2233.541006	0.002219549	0.351081542	0.047786275	0.054401036	0.698987936	0.021101388
FRESNO	2024	HHDT	Aggregated	20	DSL	70823.8506	5.437763308	0.006299492	0.006584327	1874.608948	0.001370804	0.294662421	0.029513029	0.033598337	0.450704049	0.017710376
FRESNO	2024	HHDT	Aggregated	25	DSL	56440.80466	4.532544126	0.006667835	0.006969325	1646.854363	0.001143846	0.258862572	0.024626698	0.028035621	0.355839171	0.015558663
						Total	40.76145041	0.047811375	0.049973193	11996.36114	0.015540759	1.885660913	0.334588278	0.380903285	4.863535394	0.113335672
FRESNO	2024	LHDT1	Aggregated	5	DSL	6047.313897	1.888138288	0.068758024	0.071866957	1214.310203	0.03629112	0.190872654	0.781326445	0.889488211	3.38167157	0.011479598
FRESNO	2024	LHDT1	Aggregated	10	DSL	20110.07493	1.905943675	0.051411958	0.053736579	1020.817194	0.026515773	0.160458247	0.570868976	0.649896375	2.487122236	0.009650394
FRESNO	2024	LHDT1	Aggregated	15	DSL	43552.66121	1.890151215	0.03941704	0.041199303	666.6790511	0.015024061	0.104792663	0.323459183	0.368236775	1.427868893	0.006302515
FRESNO	2024	LHDT1	Aggregated	20	DSL	47747.78413	1.903663175	0.031134271	0.032542024	568.2432181	0.008193883	0.089319921	0.176409476	0.20083046	0.800383141	0.005371942
FRESNO	2024	LHDT1	Aggregated	25	DSL	51102.86732	1.962439909	0.025442692	0.026593098	503.977616	0.005866586	0.079218263	0.126304135	0.14378886	0.591471562	0.004764401
						Total	9.550336262	0.216163985	0.225937961	3974.027282	0.091891422	0.624661747	1.978368215	2.252240681	8.688517402	0.037568849
FRESNO	2024	LHDT2	Aggregated	5	DSL	2156.80417	1.63452061	0.063181045	0.066037812	1275.566867	0.035990722	0.200501348	0.774859061	0.882125525	3.373115574	0.012058694
FRESNO	2024	LHDT2	Aggregated	10	DSL	7172.356885	1.63028842	0.048520939	0.050714841	1133.636127	0.026415809	0.178191812	0.568716822	0.64744629	2.489352826	0.010716938
FRESNO	2024	LHDT2	Aggregated	15	DSL	15533.27029	1.587403028	0.037860117	0.039571984	754.6274812	0.014577054	0.118616931	0.313835397	0.357280734	1.387419079	0.007133944
FRESNO	2024	LHDT2	Aggregated	20	DSL	17029.48146	1.577359793	0.030251055	0.031618874	643.6417257	0.007568998	0.101171516	0.16295607	0.185514652	0.73692919	0.006084729
FRESNO	2024	LHDT2	Aggregated	25	DSL	18226.08834	1.615205761	0.02490762	0.026033832	573.5854834	0.00530971	0.09015965	0.114314929	0.130139947	0.531774965	0.005422446
						Total	8.044777612	0.204720777	0.213977343	4381.057685	0.089862294	0.688641258	1.934682279	2.202507148	8.518591634	0.04141675
FRESNO	2024	MHDT	Aggregated	5	DSL	27633.38523	6.846145119	0.006866954	0.007177448	2334.59622	0.002946496	0.366966015	0.06343725	0.07221848	0.799066245	0.022056107
FRESNO	2024	MHDT	Aggregated	10	DSL	32382.12619	5.195513116	0.005844938	0.00610922	1922.07205	0.001895279	0.30212296	0.040804826	0.046453189	0.492719653	0.018158784
FRESNO	2024	MHDT	Aggregated	15	DSL	25959.97142	3.640972053	0.004048319	0.004231366	1504.394489	0.000985315	0.236469864	0.021213569	0.024150033	0.266839402	0.014212773
FRESNO	2024	MHDT	Aggregated	20	DSL	32220.54296	2.878212145	0.003062326	0.003200791	1282.439882	0.000617257	0.20158169	0.013289383	0.015128951	0.17756507	0.012115856
FRESNO	2024	MHDT	Aggregated	25	DSL	44081.19319	2.261333854	0.002882124	0.003012441	1120.503534	0.000482879	0.176127552	0.010396262	0.011835353	0.135998652	0.010585962
						Total	20.82217629	0.022704661	0.023731265	8164.006174	0.006927227	1.28326808	0.14914129	0.169786005	1.872189021	0.077129482

Running Emissions 5-25 MPH Averaged

	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX
HHDT	**8.1523**	**0.0096**	**0.0100**	**2399.2722**	**0.0031**	**0.3771**	**0.0669**	**0.0762**	**0.9727**	**0.0227**
LHDT1	**1.9101**	**0.0432**	**0.0452**	**794.8055**	**0.0184**	**0.1249**	**0.3957**	**0.4504**	**1.7377**	**0.0075**
LHDT2	**1.6090**	**0.0409**	**0.0428**	**876.2115**	**0.0180**	**0.1377**	**0.3869**	**0.4405**	**1.7037**	**0.0083**
MHDT	**4.1644**	**0.0045**	**0.0047**	**1632.8012**	**0.0014**	**0.2567**	**0.0298**	**0.0340**	**0.3744**	**0.0154**

Fresno Warehouse Distribution and Storage Facility

Summary of Emissions in Pounds

Diesel Truck Idling Emissions

Segment - On-site Truck Idle	Source ID	Source #	Emissions (g/day)	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)
On-site Idling – Location 1	Idle 1	1	0.067787049	0.000149311	0.054498399	1.49311E-05
On-site Idling – Location 2	Idle 2	2	0.071194101	0.000156815	0.057237548	1.56815E-05
	Subtotal Idle		**0.13898115**	**0.000306126**	**0.111735947**	

Diesel Truck On-site Travel Emissions (5 mph)

Segment	Source ID	Source #	Source Group	Emissions (g/day)	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)
On-site Truck Route 1	ONSITE1	4	ONSITE1	0.163189155	0.000359447	0.131198329	3.59447E-05
		Subtotal On-site Travel		**0.163189155**	**0.000359447**	**0.131198329**	

Diesel Truck Localized Off-site Travel Emissions (5-25 mph aggregated)

Segment	Source ID	Source #	Source Group	Emissions (g/day)	Emissions (lb/day)	Emissions (lb/year)	Max Emissions in an Hour (lbs/hr)
Off-site Truck Route	Offsite	3	Off1	0.434365655	0.000956753	0.349214679	0.000159459
		Subtotal Off-site Travel		**0.434365655**	**0.000956753**	**0.349214679**	

Notes: Divided pounds per day by 10 hours to estimate maximum pounds in an hour.

Health Risk Summary (Summary of HARP2 Results from DPM During Project Operations)

Fresno Warehouse Distribution and Storage Facility

	RISK_SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
Maximum Risk	2.916E-07	0.29	5.56E-05	0.00E+00

	X	Y
MER UTM	247368.64	4070142.11

Receptor # 18

MER = Maximally Exposed Receptor

*HARP - HRACalc v22118 9/14/2022 4:40:52 PM - Cancer Risk - Input File: F:\0004-0005\Op_HARP\OPS\hra\Unmit ConHRAInput.hra
*HARP - HRACalc v22118 9/14/2022 4:40:52 PM - Chronic Risk - Input File: F:\0004-0005\Op_HARP\OPS\hra\Unmit ConHRAInput.hra
*HARP - HRACalc v22118 9/14/2022 4:40:52 PM - Acute Risk - Input File: F:\0004-0005\Op_HARP\OPS\hra\Unmit ConHRAInput.hra

REC	GRP	X	Y	RISK_SUM	SCENARIO	MAXHI NonCancerChronic	MAXHI Acute
1	ALL	247310.12	4070172.16	1.971E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.76E-05	0.00E+00
2	ALL	247460.08	4070012.43	2.724E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.19E-05	0.00E+00
3	ALL	247019.14	4069959.31	9.463E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.80E-05	0.00E+00
4	ALL	246976.55	4069933.22	6.926E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.32E-05	0.00E+00
5	ALL	247005.18	4069895.45	6.313E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.20E-05	0.00E+00
6	ALL	246890.69	4069881.92	4.100E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.81E-06	0.00E+00
7	ALL	246918.69	4069845.00	3.859E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.35E-06	0.00E+00
8	ALL	246794.59	4069827.86	2.729E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.20E-06	0.00E+00
9	ALL	246844.28	4069779.94	2.621E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.99E-06	0.00E+00
10	ALL	246853.47	4069751.96	2.450E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.67E-06	0.00E+00
11	ALL	246744.42	4069786.69	2.216E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.22E-06	0.00E+00
12	ALL	246747.85	4069741.25	1.987E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.79E-06	0.00E+00
13	ALL	246785.24	4069690.49	1.851E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.53E-06	0.00E+00
14	ALL	246633.39	4069727.68	1.609E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.07E-06	0.00E+00
15	ALL	246661.65	4069690.40	1.550E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.95E-06	0.00E+00
16	ALL	246689.92	4069653.12	1.484E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.83E-06	0.00E+00
17	ALL	246718.18	4069615.84	1.417E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.70E-06	0.00E+00
18	ALL	247368.64	4070142.11	2.916E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.56E-05	0.00E+00
19	ALL	247230.91	4070197.21	1.488E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.84E-05	0.00E+00
20	ALL	247370.48	4070192.07	1.413E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.69E-05	0.00E+00
21	ALL	247165.43	4070210.39	1.252E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.39E-05	0.00E+00
22	ALL	247232.75	4070247.18	9.457E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.80E-05	0.00E+00
23	ALL	247372.32	4070242.04	8.980E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.71E-05	0.00E+00
24	ALL	247234.59	4070297.14	6.681E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.27E-05	0.00E+00
25	ALL	247374.16	4070292.00	6.374E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.21E-05	0.00E+00
26	ALL	247124.23	4070285.80	6.928E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.32E-05	0.00E+00
27	ALL	246979.91	4070142.91	2.599E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.95E-05	0.00E+00
28	ALL	247236.43	4070347.11	5.016E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.56E-06	0.00E+00
29	ALL	247376.00	4070341.97	4.802E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.15E-06	0.00E+00
30	ALL	247148.51	4070348.03	4.945E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.42E-06	0.00E+00
31	ALL	247058.74	4070298.99	6.112E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.16E-05	0.00E+00
32	ALL	246954.52	4070163.90	1.662E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.17E-05	0.00E+00
33	ALL	246969.59	4070045.37	1.575E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.00E-05	0.00E+00
34	ALL	247238.27	4070397.08	3.937E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.50E-06	0.00E+00
35	ALL	247377.84	4070391.94	3.754E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.15E-06	0.00E+00
36	ALL	247122.27	4070431.62	3.359E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.40E-06	0.00E+00
37	ALL	247002.58	4070366.22	4.168E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.94E-06	0.00E+00
38	ALL	246883.30	4070164.45	1.485E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.83E-05	0.00E+00
39	ALL	246883.71	4070028.06	8.605E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.64E-05	0.00E+00
40	ALL	247241.95	4070497.01	2.597E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.95E-06	0.00E+00
41	ALL	247381.52	4070491.87	2.473E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.71E-06	0.00E+00
42	ALL	247133.43	4070535.64	2.297E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.38E-06	0.00E+00
43	ALL	247021.22	4070474.33	2.743E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.23E-06	0.00E+00
44	ALL	246909.02	4070413.02	3.162E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.03E-06	0.00E+00
45	ALL	246797.19	4070223.86	5.698E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.09E-05	0.00E+00
46	ALL	246777.47	4070070.53	6.068E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.16E-05	0.00E+00
47	ALL	246797.95	4069968.14	4.192E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.99E-06	0.00E+00
48	ALL	247245.63	4070596.94	1.857E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.54E-06	0.00E+00
49	ALL	247385.20	4070591.80	1.753E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.34E-06	0.00E+00
50	ALL	247141.59	4070638.02	1.662E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.17E-06	0.00E+00
51	ALL	247033.88	4070579.17	1.963E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.74E-06	0.00E+00
52	ALL	246926.16	4070520.31	2.233E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.26E-06	0.00E+00
53	ALL	246818.44	4070461.46	2.445E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.66E-06	0.00E+00
54	ALL	246711.09	4070279.86	3.419E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.52E-06	0.00E+00

55	ALL	246672.59	4070185.26	3.492E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.65E-06	0.00E+00
56	ALL	246711.83	4070034.37	3.765E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.18E-06	0.00E+00
57	ALL	246712.19	4069911.62	2.788E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.31E-06	0.00E+00
58	ALL	247249.31	4070696.87	1.381E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.63E-06	0.00E+00
59	ALL	247388.88	4070691.73	1.295E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.47E-06	0.00E+00
60	ALL	247148.27	4070739.59	1.272E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.42E-06	0.00E+00
61	ALL	247043.54	4070682.37	1.460E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.78E-06	0.00E+00
62	ALL	246938.82	4070625.15	1.663E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.17E-06	0.00E+00
63	ALL	246834.09	4070567.93	1.832E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.49E-06	0.00E+00
64	ALL	246729.37	4070510.71	1.941E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.70E-06	0.00E+00
65	ALL	246625.00	4070334.16	2.430E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.63E-06	0.00E+00
66	ALL	246625.35	4070214.82	2.828E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.39E-06	0.00E+00
67	ALL	246605.61	4070070.02	2.644E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.04E-06	0.00E+00
68	ALL	246626.07	4069976.15	2.521E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.80E-06	0.00E+00
69	ALL	246626.42	4069856.81	2.052E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.91E-06	0.00E+00
70	ALL	247252.99	4070796.81	1.083E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.06E-06	0.00E+00
71	ALL	247392.56	4070791.67	1.018E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.94E-06	0.00E+00
72	ALL	247466.28	4069966.53	2.590E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.94E-05	0.00E+00
73	ALL	247465.77	4069841.34	1.578E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.01E-05	0.00E+00
74	ALL	247516.28	4069966.33	1.841E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.51E-05	0.00E+00
75	ALL	247515.77	4069841.13	1.414E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.69E-05	0.00E+00
76	ALL	247538.94	4070160.98	1.442E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.75E-05	0.00E+00
77	ALL	247442.62	4070261.32	7.113E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.36E-05	0.00E+00
78	ALL	247566.28	4069966.12	1.473E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.81E-05	0.00E+00
79	ALL	247565.77	4069840.93	1.208E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.30E-05	0.00E+00
80	ALL	247581.98	4070178.19	1.107E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.11E-05	0.00E+00
81	ALL	247461.58	4070303.62	5.370E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.02E-05	0.00E+00
82	ALL	247616.28	4069965.92	1.274E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.43E-05	0.00E+00
83	ALL	247615.77	4069840.72	1.025E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.95E-05	0.00E+00
84	ALL	247625.01	4070195.40	8.793E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.68E-05	0.00E+00
85	ALL	247480.53	4070345.91	4.206E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.02E-06	0.00E+00
86	ALL	247666.28	4069965.71	1.154E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.20E-05	0.00E+00
87	ALL	247665.77	4069840.52	8.826E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.68E-05	0.00E+00
88	ALL	247729.65	4070183.38	8.670E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.65E-05	0.00E+00
89	ALL	247692.51	4070276.26	4.457E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.49E-06	0.00E+00
90	ALL	247564.09	4070410.05	2.818E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.37E-06	0.00E+00
91	ALL	247472.80	4070450.96	2.689E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.12E-06	0.00E+00
92	ALL	247766.28	4069965.30	1.014E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.93E-05	0.00E+00
93	ALL	247765.77	4069840.10	6.959E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.33E-05	0.00E+00
94	ALL	247820.37	4070206.18	5.867E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.12E-05	0.00E+00
95	ALL	247773.94	4070322.28	2.872E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.47E-06	0.00E+00
96	ALL	247613.41	4070489.52	1.967E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.75E-06	0.00E+00
97	ALL	247499.31	4070540.66	1.873E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.57E-06	0.00E+00
98	ALL	247866.28	4069964.89	9.151E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.74E-05	0.00E+00
99	ALL	247865.77	4069839.69	5.830E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.11E-05	0.00E+00
100	ALL	247925.01	4070194.16	5.045E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.61E-06	0.00E+00
101	ALL	247883.23	4070298.65	2.624E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.00E-06	0.00E+00
102	ALL	247841.44	4070403.14	1.809E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.45E-06	0.00E+00
103	ALL	247696.96	4070553.66	1.336E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.54E-06	0.00E+00
104	ALL	247594.27	4070599.68	1.421E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.71E-06	0.00E+00
105	ALL	247491.58	4070645.71	1.388E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.65E-06	0.00E+00
106	ALL	247966.28	4069964.48	7.987E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.52E-05	0.00E+00
107	ALL	247965.76	4069839.28	5.034E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.59E-06	0.00E+00
108	ALL	248027.79	4070186.79	3.180E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.06E-06	0.00E+00
109	ALL	247988.80	4070284.31	2.063E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.93E-06	0.00E+00
110	ALL	247949.80	4070381.83	1.535E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.92E-06	0.00E+00
111	ALL	247910.80	4070479.36	1.175E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.24E-06	0.00E+00
112	ALL	247775.95	4070619.84	1.018E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.94E-06	0.00E+00
113	ALL	247680.10	4070662.80	1.018E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.94E-06	0.00E+00
114	ALL	247584.26	4070705.75	1.098E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.09E-06	0.00E+00
115	ALL	247488.41	4070748.71	1.064E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.03E-06	0.00E+00
116	ALL	248066.28	4069964.07	6.232E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.19E-05	0.00E+00
117	ALL	248065.76	4069838.87	4.341E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.27E-06	0.00E+00
118	ALL	247534.27	4069768.48	9.790E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.87E-05	0.00E+00
119	ALL	247576.39	4069750.17	8.682E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.65E-05	0.00E+00
120	ALL	247618.52	4069731.85	7.714E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.47E-05	0.00E+00
121	ALL	247681.77	4069646.92	5.563E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.06E-05	0.00E+00
122	ALL	247723.77	4069743.51	6.575E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.25E-05	0.00E+00
123	ALL	247200.15	4069450.62	1.638E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.12E-06	0.00E+00
124	ALL	247760.77	4069598.21	4.599E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.76E-06	0.00E+00
125	ALL	247813.27	4069718.95	5.354E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.02E-05	0.00E+00
126	ALL	247194.40	4069350.79	1.269E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.42E-06	0.00E+00
127	ALL	247824.02	4069513.29	3.648E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.95E-06	0.00E+00
128	ALL	247871.27	4069621.95	4.261E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.12E-06	0.00E+00

129	ALL	247918.52	4069730.62	4.553E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	8.68E-06	0.00E+00
130	ALL	247331.29	4069242.74	1.126E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.14E-06	0.00E+00
131	ALL	247188.65	4069250.95	1.019E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.94E-06	0.00E+00
132	ALL	247455.48	4069190.12	1.130E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.15E-06	0.00E+00
133	ALL	247585.41	4069237.34	1.462E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.79E-06	0.00E+00
134	ALL	247715.34	4069284.55	1.927E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.67E-06	0.00E+00
135	ALL	247900.39	4069458.54	3.130E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.96E-06	0.00E+00
136	ALL	247955.51	4069585.32	3.661E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.98E-06	0.00E+00
137	ALL	248010.64	4069712.09	3.869E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.37E-06	0.00E+00
138	ALL	247325.55	4069142.91	9.135E-09	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.74E-06	0.00E+00
139	ALL	247182.91	4069151.12	8.395E-09	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.60E-06	0.00E+00
140	ALL	247006.02	4069769.27	3.533E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.73E-06	0.00E+00
141	ALL	246973.24	4069857.46	4.741E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.03E-06	0.00E+00
142	ALL	246962.59	4069753.14	3.026E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.77E-06	0.00E+00
143	ALL	246926.86	4069978.52	7.330E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.40E-05	0.00E+00
144	ALL	246993.82	4070006.08	1.180E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.25E-05	0.00E+00
145	ALL	246893.23	4069673.83	2.079E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.96E-06	0.00E+00
146	ALL	247018.84	4069536.71	1.694E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.23E-06	0.00E+00
147	ALL	247109.49	4069493.67	1.674E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.19E-06	0.00E+00
148	ALL	246821.68	4069600.40	1.554E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.96E-06	0.00E+00
149	ALL	246939.44	4069471.85	1.326E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.53E-06	0.00E+00
150	ALL	247024.42	4069431.50	1.316E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.51E-06	0.00E+00
151	ALL	247109.41	4069391.14	1.296E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.47E-06	0.00E+00
152	ALL	246743.08	4069848.16	2.576E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.91E-06	0.00E+00
153	ALL	246726.95	4069984.52	3.487E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.64E-06	0.00E+00
154	ALL	246710.43	4070078.61	4.131E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.87E-06	0.00E+00
155	ALL	246662.73	4069762.14	1.812E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.45E-06	0.00E+00
156	ALL	246741.39	4069550.49	1.266E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.41E-06	0.00E+00
157	ALL	246882.70	4069396.23	1.074E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.05E-06	0.00E+00
158	ALL	246984.68	4069347.81	1.064E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.03E-06	0.00E+00
159	ALL	247086.67	4069299.38	1.044E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.99E-06	0.00E+00
160	ALL	246560.15	4069772.20	1.563E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.98E-06	0.00E+00
161	ALL	246596.86	4069673.43	1.372E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.61E-06	0.00E+00
162	ALL	246633.56	4069574.65	1.178E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.24E-06	0.00E+00
163	ALL	246670.27	4069475.88	1.019E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.94E-06	0.00E+00
164	ALL	246802.16	4069331.91	8.900E-09	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.70E-06	0.00E+00
165	ALL	246897.35	4069286.71	8.873E-09	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.69E-06	0.00E+00
166	ALL	246992.53	4069241.51	8.759E-09	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.67E-06	0.00E+00
167	ALL	247087.72	4069196.32	8.592E-09	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.64E-06	0.00E+00
168	ALL	246523.45	4069870.97	1.712E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.26E-06	0.00E+00
169	ALL	246527.04	4069990.53	1.985E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.78E-06	0.00E+00
170	ALL	246510.52	4070084.61	1.994E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.80E-06	0.00E+00
171	ALL	247128.08	4070161.19	2.081E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.97E-05	0.00E+00
172	ALL	247319.21	4070283.20	7.056E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.34E-05	0.00E+00
173	ALL	247086.44	4070246.84	8.688E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.66E-05	0.00E+00
174	ALL	247033.43	4070171.71	1.602E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.05E-05	0.00E+00
175	ALL	247534.13	4070207.43	9.049E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.72E-05	0.00E+00
176	ALL	247300.64	4070415.19	3.556E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.78E-06	0.00E+00
177	ALL	247192.78	4070438.45	3.310E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.31E-06	0.00E+00
178	ALL	246957.71	4070281.39	6.008E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.14E-05	0.00E+00
179	ALL	247605.64	4070277.33	5.035E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.59E-06	0.00E+00
180	ALL	246857.75	4070284.40	4.953E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	9.44E-06	0.00E+00
181	ALL	247677.15	4070347.23	3.151E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.00E-06	0.00E+00
182	ALL	247551.53	4070531.73	1.822E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.47E-06	0.00E+00
183	ALL	247443.67	4070554.99	1.874E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.57E-06	0.00E+00
184	ALL	247335.81	4070578.25	1.885E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.59E-06	0.00E+00
185	ALL	246885.01	4070467.72	2.560E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.88E-06	0.00E+00
186	ALL	246821.40	4070377.56	3.205E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.11E-06	0.00E+00
187	ALL	246757.80	4070287.40	3.820E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.28E-06	0.00E+00
188	ALL	247659.38	4070508.47	1.746E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.33E-06	0.00E+00
189	ALL	247748.66	4070417.13	1.960E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.73E-06	0.00E+00
190	ALL	247407.32	4070648.15	1.445E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.75E-06	0.00E+00
191	ALL	247299.46	4070671.41	1.450E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.76E-06	0.00E+00
192	ALL	247191.60	4070694.67	1.418E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.70E-06	0.00E+00
193	ALL	247083.74	4070717.93	1.342E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.56E-06	0.00E+00
194	ALL	246721.45	4070380.56	2.679E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.11E-06	0.00E+00
195	ALL	246657.84	4070290.40	2.856E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.44E-06	0.00E+00
196	ALL	247820.18	4070487.03	1.378E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.63E-06	0.00E+00
197	ALL	247028.96	4069722.89	3.091E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.89E-06	0.00E+00
198	ALL	246956.30	4069654.18	2.162E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.12E-06	0.00E+00
199	ALL	246883.65	4069585.48	1.624E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.09E-06	0.00E+00
200	ALL	246810.99	4069516.77	1.274E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.43E-06	0.00E+00
201	ALL	246847.04	4070073.72	1.138E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.17E-05	0.00E+00
202	ALL	246933.90	4070041.87	1.326E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.53E-05	0.00E+00

203	ALL	246895.10	4070063.29	1.468E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.80E-05	0.00E+00
204	ALL	247009.49	4070055.83	1.980E-07	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.77E-05	0.00E+00
205	ALL	246794.59	4069827.86	2.729E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.20E-06	0.00E+00
206	ALL	246794.42	4069806.36	2.567E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.89E-06	0.00E+00
207	ALL	246793.21	4069786.71	2.423E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.62E-06	0.00E+00
208	ALL	246791.70	4069759.51	2.243E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.27E-06	0.00E+00
209	ALL	246854.88	4069734.72	2.333E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.45E-06	0.00E+00
210	ALL	246788.07	4069727.16	2.044E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.90E-06	0.00E+00
211	ALL	246789.88	4069744.09	2.145E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.09E-06	0.00E+00
212	ALL	246784.00	4069664.30	1.728E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.29E-06	0.00E+00
213	ALL	247820.10	4070557.99	1.126E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.15E-06	0.00E+00
214	ALL	247820.10	4070557.99	1.126E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	2.15E-06	0.00E+00
215	ALL	246797.95	4069968.14	4.192E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	7.99E-06	0.00E+00
216	ALL	246796.59	4069889.29	3.268E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.23E-06	0.00E+00
217	ALL	246760.94	4069948.56	3.507E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	6.68E-06	0.00E+00
218	ALL	246711.54	4069883.70	2.609E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.97E-06	0.00E+00
219	ALL	247984.88	4069444.10	2.891E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.51E-06	0.00E+00
220	ALL	248052.38	4069322.78	2.301E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.39E-06	0.00E+00
221	ALL	248106.95	4069307.40	2.181E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.16E-06	0.00E+00
222	ALL	248169.81	4069384.35	2.297E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.38E-06	0.00E+00
223	ALL	248452.52	4069585.74	1.751E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.34E-06	0.00E+00
224	ALL	248383.99	4069343.55	1.807E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.44E-06	0.00E+00
225	ALL	248392.39	4069378.97	1.826E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.48E-06	0.00E+00
226	ALL	248442.31	4069328.11	1.682E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.20E-06	0.00E+00
227	ALL	247995.78	4069355.45	2.486E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.74E-06	0.00E+00
228	ALL	246762.45	4070185.48	5.767E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.10E-05	0.00E+00
229	ALL	246797.19	4070223.86	5.698E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	1.09E-05	0.00E+00
230	ALL	246774.49	4069778.80	2.292E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.37E-06	0.00E+00
231	ALL	246800.06	4069846.74	2.915E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.56E-06	0.00E+00
232	ALL	246892.47	4069752.86	2.638E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	5.03E-06	0.00E+00
233	ALL	246918.04	4069723.64	2.516E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.79E-06	0.00E+00
234	ALL	246744.42	4069786.69	2.216E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.22E-06	0.00E+00
235	ALL	246785.24	4069690.49	1.851E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.53E-06	0.00E+00
236	ALL	246784.42	4069646.28	1.653E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.15E-06	0.00E+00
237	ALL	246771.54	4069813.48	2.501E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	4.77E-06	0.00E+00
238	ALL	246784.00	4069664.30	1.728E-08	70YrCancerHighEnd_InhSoilDermMMilkWaterCrops	3.29E-06	0.00E+00

HARP2 - HRACalc (dated 22118) 9/14/2022 4:40:52 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully
****
RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

****
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 70

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 14
16<30 Years Bin: 0
16 to 70 Years Bin: 54

****
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The
remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: True
Fish: False
Homegrown crops: True
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

****
INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors
Worker adjustment factors enabled: NO

```
**Fraction at time at home**
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

*********************************
SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.02
Soil mixing depth (m): 0.01
Dermal climate: Mixed

*********************************
WATER PATHWAY SETTINGS

Surface area (m^2): 0
Volume (kg): 0
Volume changes per year: 0
Fraction from contaminated source: 0

*********************************
HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

*********************************
TIER 2 SETTINGS

Tier2 adjustments were used in this assessment.  Please see the input file for
details.
Tier2 - What was changed: ED or start age changed|
Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to:
F:\0004-0005\Op_HARP\OPS\hra\Unmit ConCancerRisk.csv
Cancer risk total by receptor saved to: F:\0004-0005\Op_HARP\OPS\hra\Unmit
ConCancerRiskSumByRec.csv
Calculating chronic risk
Chronic risk breakdown by pollutant and receptor saved to:
F:\0004-0005\Op_HARP\OPS\hra\Unmit ConNCChronicRisk.csv
Chronic risk total by receptor saved to: F:\0004-0005\Op_HARP\OPS\hra\Unmit
ConNCChronicRiskSumByRec.csv
Calculating acute risk
Acute risk breakdown by pollutant and receptor saved to:
F:\0004-0005\Op_HARP\OPS\hra\Unmit ConNCAcuteRisk.csv
Acute risk total by receptor saved to: F:\0004-0005\Op_HARP\OPS\hra\Unmit
ConNCAcuteRiskSumByRec.csv
HRA ran successfully
```

7.2 Appendix B: Biological Technological Memorandum

Prepared by Argonaut Ecological, Inc., dated April 15, 2022.

ARGONAUT ECOLOGICAL CONSULTING, INC.

TECHNICAL MEMORANDUM

DATE: April 15, 2022

TO: Bonique Emerson, Precision Civil Engineering

FROM: Kathy Kinsland, Argonaut Ecological, Inc.

RE: Technical Memorandum –
1625 W. Nielsen Avenue, Fresno, California

Background

Argonaut Ecological, Inc., was retained to conduct a biological resource assessment of an approximately proposed 103,953-sf. warehouse distribution and storage facility. The Project would consist of two (2) phases within a 6./43 acre area (Study Area). The Study Area is located south of West Nielsen Avenue between South Hughes Avenue and South West Avenue at 1625 West Nielsen Avenue in Fresno, CA 93706 (APN: 458-060-04).

Location and Topography

The Study Area is relatively flat. Review of historical topographic maps indicates little to no change to elevations within the Study Area.

Drainage is the west. There is a drainage canal located on the north side of W. Nielsen Avenue. The canal runs under Nielsen Avenue just west of the Study Area and continues along the south side of W. Nielsen Avenue. No portion of the canal is within the Study Area. There is part of a narrow, shallow roadside ditch on the northern edge.

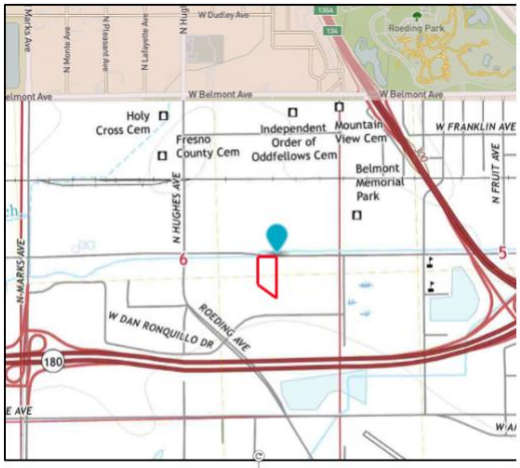


Figure 1- Location and Topographic Map

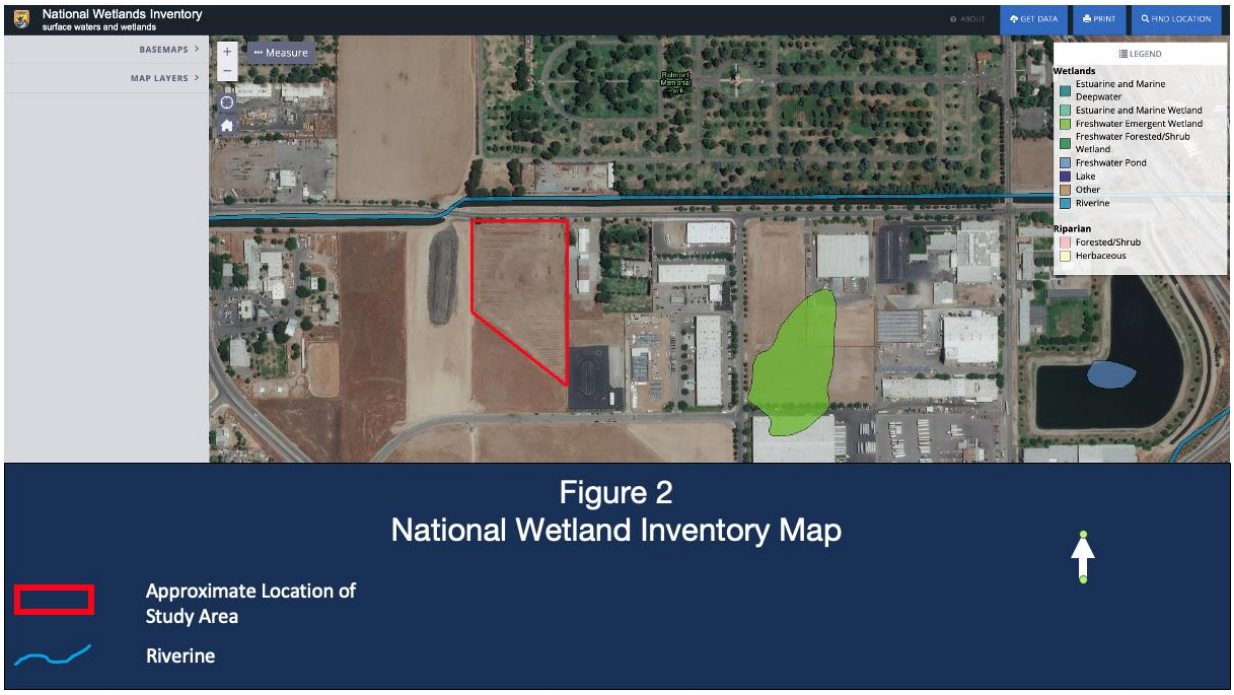
Land Use

Historically the property was used for agricultural production and had a rural residence on the property. At one time, the property was in orchard

production. Around 2018, the residence was removed but the large mature trees surrounding the home remained. The property is surrounded by a mixture of commercial (east), rural residential/agricultural on the north, west, and south boundary.

Potential Waters/Wetlands

Prior to completing the field work, we reviewed the National Wetland Inventory Map (NWI) and other databases to identify any known mapped wetlands within the property boundary. The NWI mapping is based on a combination of arial photography and other sources and is not always reliable. However, the NWI does provide a basis for determining if there were wetland or drainages mapped based on aerial photography interpretation. The NWI mapping is shown in Figure 2. The mapping does not show any drainages or wetlands within the Study Area or immediately adjacent to the Study Area.



Habitat

The Study Area is fallow agricultural land that has undergone significant disturbance. The homesite has been removed and the site is being used to stockpile dirt. There are no trees or shrubs within the interior of the site. There is a line of trees along the northern edge of the Study Area, along Nielsen Avenue. The trees include cedar, several landscape varieties, and ash. None of the trees had raptor nests. There is some vegetated habitat along the edges of the Study Area. The vegetation is forbs and grasses and is periodically mowed.

Attachment A shows photographs of the Study Area.

Special Status Species

A review of the California Natural Diversity Database (CNDDB) indicates the potential presence several species within region of the Study Area. However, there are no known records of special status species within or near the Study Area. The field review evaluated the habitat within the Study Area for the potential to support special status species, but no suitable habitat is present because of the highly disturbed habitat.

Table 1
Special Status Species Summary For 1625 W. Nielsen Avenue

Common Name	*Scientific Name*	*Status*[1]	*Effects*[2]	*Occurrence in the Study Area*[3]
Mammals				
San Joaquin pocket mouse	Perognathus inornatus	--/--	NE	**Absent.** Found in open habitats with sandy washes. Suitable habitat does not present within Study Area,
American badger	Taxidea taxus	--/--	NE	**Absent.** Ground burrowing mammal. No evidence of occupation observed. No underground burrows present.
San Joaquin kit fox	Vulpes macrotis mutica	FE/ST	NE	**Absent.** No evidence of occupation or den sites. Lack of prey base within Study Area.
Plants				
Sanford's arrowhead	*Sagittaria sanfordii*	--/-- 1B.2	NE	**Absent.** Occurs in sloughs and creeks. Suitable habitat not present.
Hairy Orcutt grass	*Orcuttia Pilosa*	FE/SE 1B.1	NE	**Absent.** Found in vernal pools, mesic sites. Suitable habitat is not present within the Study Area.

1 **Status= Listing of special status species, unless otherwise indicated**

CE: California listed as Endangered

CT: California listed as Threatened

FE: Federally listed as Endangered

FT: Federally listed as Threatened

1B.1, 1B.2, 2B.2, 2B.3: California Native Plant Society Ranking

2 **Effects = Effect determination**

NE: No Affect

ME: May affect, not likely to adversely affect

3 **Definition of Occurrence Indicators**

Present/Potentially: Species recorded in the area and some habitat elements present within Study Area similar to known occurrences.

Absent/Likely Absent: Species not recorded in Study Area and/or suitable habitat or critical habitat components not present.

Source: CNDDB = California Natural Diversity Database provided by CDFG

Summary:

- The Study Area is historically agricultural land and is heavily disturbed.
- There are no wetlands or waters of the US/State within or adjacent to the Study Area.
- There is no habitat suitable for special status species. There is also no nesting habitat for raptors.
- Development of the site for the proposed warehouse will not result in any adverse biological impacts.

Kathy R. Kinsland, CISEC, QSP-ToR
Senior Biologist

Attachment A: Photographs

ARGONAUT ECOLOGICAL CONSULTING, INC.

Photographic Documentation

Project: 1625 W Nielsen Avenue, Fresno,
Property Date: April 2022

Photograph No. 1:

View of east side of Study Area, looking south along fence line.

Photograph 2:

View of northeast corner of Study Area, looking north.

Project: 1625 W Nielsen Avenue, Fresno,
Property Date: April 2022

.

Photograph No 3 and 4:

View of Study Area. Site is heavily disturbed. Trucks in background are south of the Study Area.

Project: 1625 W Nielsen Avenue, Fresno,
Property Date: April 2022

Photograph No 5:

View of northern edge of Study along W. Nielsen Avenue.

Photograph No 6:

View of NE portion of Study Area of former home site.

7.3 Appendix C: CHRIS Record Search Results

Prepared by San Joaquin Valley Information Center on February 21, 2022.

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Shin Tu
Precision Civil Engineering
1234 O Street
Fresno, CA 93721

Record Search 22-061

Date: February 21, 2022

Re: Appliance Storage Facility

County: Fresno

Map(s): Fresno South 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-QUARTER MILE RADIUS

According to the information in our files, there has been three previous cultural resource studies in the project area: FR-00249, 00250, & 02232. There have been eight additional studies conducted within the one-half mile radius: See attached list. It should be noted that the studies conducted within the project area are greater than five years in age and should be considered "out-of-date" for current projects.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-QUARTER MILE RADIUS

There are no recorded resources within the project area. There are 24 recorded resources within the one-half mile radius: please see attached list. These resources consist of: historic railroads, canals, and historic property resources.

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

COMMENTS AND RECOMMENDATIONS

We understand the proposed Project includes a Development Permit to facilitate the development of an approximately 103,953-sf. warehouse distribution and storage facility for appliances to be leased by future tenants. We also understand this project will take place in two phases. Further, we understand the current existing land use is vacant. Because the previous studies within the project area are greater than five years old (with the most recent report being 18 years old) and the propensity for landforms to change over time, prior to ground disturbance activities we recommend a qualified, professional consultant conduct a field survey to determine if cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Jeremy E David, Assistant Coordinator **Date**: February 21, 2022

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

SSJVIC Record Search 22-061

Reports in PA:	Reports in 0.5 mile:	Resources in PA:	Resources in 0.5 mile:
FR-00249	FR-00382	None	P-10-003930
FR-00250	FR-01604		P-10-005027
FR-02232	FR-01974		P-10-005028
	FR-02026		P-10-005029
	FR-02071		P-10-005030
	FR-02293		P-10-005031
	FR-02722		P-10-005032
	FR-03033		P-10-005033
			P-10-006074
			P-10-006075
			P-10-006076
			P-10-006077
			P-10-006078
			P-10-006079
			P-10-006080
			P-10-006081
			P-10-006082
			P-10-006083
			P-10-006084
			P-10-006085
			P-10-006086
			P-10-006087
			P-10-006088
			P-10-007097