

The Arc Fresno/Madera Counties

(GPA 2022-03, REZ 2022-02, ANX 2022-03,
CUP 2022-07, SPR 2022-12)

Initial Study / Negative Declaration
(ENV 2022-03)

November 2022

Prepared for:



Planning Department
205 W. 4th Street
Madera, CA 93637

Table of Contents

Chapter 1	Introduction.....	1-1
1.1	Regulatory Information	1-1
1.2	Document Format	1-1
Chapter 2	Project Description	2-1
2.1	Project Background	2-1
2.1.1	Project Title	2-1
2.1.2	Lead Agency Name and Address	2-1
2.1.3	Contact Person and Phone Number	2-1
2.1.4	Study Prepared By	2-1
2.1.5	Project Location.....	2-1
2.1.6	Latitude and Longitude.....	2-1
2.1.7	General Plan Designation	2-2
2.1.8	Zoning.....	2-2
2.1.9	Description of Project.....	2-2
2.1.10	Surrounding Land Uses and Setting.....	2-6
2.1.11	Consultation with California Native American Tribes	2-7
Chapter 3	Determination	3-1
3.1	Environmental Factors Potentially Affected.....	3-1
3.2	Determination	3-2
Chapter 4	Impact Analysis.....	4-1
4.1	Aesthetics.....	4-1
4.1.1	Environmental Setting	4-1
4.1.2	Impact Assessment.....	4-2
4.2	Agriculture and Forestry Resources	4-3
4.2.1	Environmental Setting	4-4
4.2.2	Impact Assessment.....	4-4
4.3	Air Quality.....	4-5
4.3.1	Environmental Setting	4-6
4.3.2	Impact Assessment.....	4-9
4.4	Biological Resources	4-11
4.4.1	Environmental Setting	4-12

4.4.2	Impact Assessment.....	4-12
4.5	Cultural Resources.....	4-14
4.5.1	Environmental Setting.....	4-14
4.5.2	Impact Assessment.....	4-14
4.6	Energy.....	4-15
4.6.1	Environmental Setting.....	4-15
4.6.2	Impact Assessment.....	4-16
4.7	Geology and Soils.....	4-17
4.7.1	Environmental Setting.....	4-18
4.7.2	Impact Assessment.....	4-18
4.8	Greenhouse Gas Emissions.....	4-21
4.8.1	Environmental Setting.....	4-21
4.8.2	Impact Assessment.....	4-22
4.9	Hazards and Hazardous Materials.....	4-23
4.9.1	Environmental Setting.....	4-23
4.9.2	Impact Assessment.....	4-24
4.10	Hydrology and Water Quality.....	4-26
4.10.1	Environmental Setting.....	4-27
4.10.2	Impact Assessment.....	4-27
4.11	Land Use and Planning.....	4-30
4.11.1	Environmental Setting.....	4-30
4.11.2	Impact Assessment.....	4-31
4.12	Mineral Resources.....	4-31
4.12.1	Environmental Setting.....	4-31
4.12.2	Impact Assessment.....	4-32
4.13	Noise.....	4-32
4.13.1	Environmental Setting.....	4-32
4.13.2	Impact Assessment.....	4-33
4.14	Population and Housing.....	4-34
4.14.1	Environmental Setting.....	4-34
4.14.2	Impact Assessment.....	4-34
4.15	Public Services.....	4-35
4.15.1	Environmental Setting.....	4-35

4.15.2	Impact Assessment.....	4-36
4.16	Recreation	4-37
4.16.1	Environmental Setting	4-37
4.16.2	Impact Assessment.....	4-38
4.17	Transportation.....	4-38
4.17.1	Environmental Setting	4-39
4.17.2	Impact Assessment.....	4-39
4.18	Tribal Cultural Resources.....	4-40
4.18.1	Environmental Setting	4-41
4.18.2	Impact Assessment.....	4-41
4.19	Utilities and Service Systems	4-42
4.19.1	Environmental Setting	4-43
4.19.2	Impact Assessment.....	4-44
4.20	Wildfire.....	4-45
4.20.1	Environmental Setting	4-46
4.20.2	Impact Assessment.....	4-46
4.21	CEQA Mandatory Findings of Significance.....	4-47
4.21.1	Environmental Setting	4-47
4.21.2	Impact Assessment.....	4-48
Chapter 5	References.....	5-1
Appendix A: CalEEMod Output Files		
Appendix B: Tribal Consultation Letters		

List of Figures

Figure 2-1 Vicinity Map	2-9
Figure 2-2 Aerial Map	2-10
Figure 2-3 General Plan Land Use Map (Existing)	2-11
Figure 2-4 General Plan Land Use Map (Amended)	2-12
Figure 2-5 County Zoning Map	2-13
Figure 2-6 City Zoning Map (Prezoned)	2-14
Figure 2-7 Site Plan	2-15
Figure 2-8 Elevations	2-16

List of Tables

Table 2-1 Parcels to be Annexed	2-2
Table 2-2 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties (Annexation Area)	2-6
Table 2-3 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties (Arc Development Site)	2-7
Table 4-1. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants	4-9
Table 4-2. Unmitigated Long-Term Operational Emissions of Criteria Air Pollutants	4-9
Table 4-3. Maximum Daily Unmitigated Emissions of Criteria Air Pollutants	4-10
Table 4-4. Unmitigated Short-Term Construction-Generated Emissions of CO ₂ e, 2022	4-22
Table 4-5. Unmitigated Long-Term Operational Emissions of CO ₂ e, 2030	4-22

Chapter 1 Introduction

Provost & Pritchard Consulting Group has prepared this Initial Study/Negative Declaration (IS/ND) on behalf of the City of Madera to address the environmental effects of the proposed The Arc Fresno/Madera Counties (Project) facility and related actions. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. The City of Madera is the CEQA lead agency for this Project.

The site and the proposed Project are described in detail in [Chapter 2 Project Description](#).

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, *et seq.*)-- also known as the CEQA Guidelines-- Section 15064(a)(1) states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels. A negative declaration (ND) may be prepared instead if the lead agency finds that there is *no substantial* evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, an 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 Mitigated ND 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/ND contains four chapters plus appendices. [Chapter 1 Introduction](#) provides an overview of the proposed project and the CEQA process. [Chapter 2 Project Description](#) provides a detailed description of proposed project components. [Chapter 3 Determination](#) identifies the environmental factors potentially affected based on the analyses contained in this IS and includes the Lead Agency's determination based upon those analyses. [Chapter 4 Impact Analysis](#) 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 less than significant or why no impacts are expected is included. [Chapter 5 References](#) contains the sources used for the analysis contained in this initial study. The CalEEMod Output Files are provided as technical [Appendix A](#) and Tribal Consultation Letters are provided as [Appendix B](#) at the end of this document.

Chapter 2 Project Description

2.1 Project Background

2.1.1 Project Title

The Arc Fresno/Madera Counties (GPA 2022-03, REZ 2022-02, ANX 2022-03, CUP 2022-07, SPR 2022-12)

2.1.2 Lead Agency Name and Address

City of Madera
205 W. 4th Street
Madera, CA 93637

2.1.3 Contact Person and Phone Number

Lead Agency Contact

Gary Conte, AICP
Planning Manager
559.661.5430

Applicant Information

George Egawa
The Arc Fresno/Madera Counties
559.213.3733

2.1.4 Study Prepared By

Provost & Pritchard Consulting Group
455 West Fir Avenue
Clovis, CA 93611

2.1.5 Project Location

The Project area, which includes the proposed annexation area, is located in Madera County and is approximately 230 acres located north of the City of Madera limits. Development of The Arc Fresno/Madera Counties (Arc) facility is proposed within the annexation area on a 2.12-acre parcel located approximately 1,800 feet north of the City limits along the west side of Road 26 (Country Club Drive), north of Ellis Street. The annexation area occupies a portion of Section 11 and Section 12, Township 11 South, Range 17 East, of the Mount Diablo Quadrangle. The Arc facility is proposed on Assessor's Parcel Number (APN) 038-060-018 (see [Figure 2-1](#) and see [Figure 2-2](#)). The Project area, including the annexation area, is also shown on [Figure 2-1](#) and [Figure 2-2](#).

2.1.6 Latitude and Longitude

The centroid of the Project area is 36° 59' 16" N, 120° 4' 6" W.

2.1.7 General Plan Designation

The proposed annexation area is planned MD (Medium Density Residential), LD (Low Density Residential), P&SP (Other Public & Semi-Public Uses), and OS (Open Space) as shown on [Figure 2-3](#).

2.1.8 Zoning

The annexation area is zoned RRM (County – Residential, Rural, Multiple Family District), CRM (County – Commercial, Rural, Median), and AR-5 (Agricultural, Rural, Five Acres) (see [Figure 2-5](#)).

2.1.9 Description of Project

Project Description

The applicant, The Arc Fresno/Madera Counties, is proposing General Plan Amendment (GPA) 2022-03 to amend the General Plan Land Use designation for APN 038-060-018 (“development site”) to allow for the development of the Arc facility as proposed under Site Plan Review (SPR) 2022-12 and Conditional Use Permit (CUP) 2022-07 for that same parcel, described in more detail below. The parcel is currently located outside the City of Madera limits and would be annexed into the City through Annexation (ANX) 2022-03, requiring the rezoning of affected parcels under Rezone (REZ) 2022-02.

Annexation

The Project includes the annexation of approximately 242 acres of unincorporated property composed of 54 parcels and approximately 29.2 acres of developed and undeveloped roadways into the City of Madera. Annexation of the 242-acre Project area would be required prior to any ministerial actions (i.e., building permits) permitted for the Arc facility development site. Annexation of the project area into the City requires the approval by the Madera Local Agency Formation Commission (LAFCo). Madera LAFCo is the responsible agency for annexation requests. However, the City Council must first authorize an application to Madera LAFCo to initiate the annexation process.

To facilitate development of the Arc development site, the applicant is requesting City Council to initiate annexation of the proposed 242-acre project area (ANX 2022-03). The entire annexation area is located within the City’s Sphere of Influence and Urban Growth Boundary. The proposed annexation area includes the following Madera County Assessor’s parcel numbers and streets listed in the [Table 2-1](#) below.

Table 2-1 Parcels to be Annexed

APN	Acres ¹	Existing Conditions		
		City of Madera General Plan Land Use Designation	Madera County Zoning District	Use
038-010-018	0.36	P&SP	AR-5	Matilda Torres High School
038-010-019	4.10	P&SP	AR-5	Matilda Torres High School
038-010-020	2.42	P&SP	AR-5	Matilda Torres High School
038-010-021	19.33	P&SP	CRM	Matilda Torres High School
038-010-025	16.36	P&SP	AR-5	Nishimoto Elementary School
038-010-026	20.14	P&SP	AR-5	Jack G. Desmond Middle School

Chapter 2 Project Description
The Arc Fresno/Madera Counties

APN	Acres ¹	Existing Conditions		
		City of Madera General Plan Land Use Designation	Madera County Zoning District	Use
038-010-029	10.10	P&SP	AR-5	Matilda Torres High School
038-010-030	9.90	P&SP	AR-5	Matilda Torres High School
038-010-031	4.61	P&SP	AR-5	Matilda Torres High School
038-010-032	4.64	P&SP	AR-5	Matilda Torres High School
038-010-033	1.82	P&SP	AR-5	Matilda Torres High School
038-060-018	2.04	MD	RRM	Vacant
038-060-019	0.46	MD	RRM	Rural Residential
038-060-020	1.04	MD	RRM	Rural Residential
038-060-030	0.95	MD	RRM	Rural Residential
038-060-031	1.30	MD	RRM	Vacant
038-070-003	0.71	LD	CRM	Tire Shop
038-070-004	6.19	LD	AR-5	Rural Residential
038-070-007	8.63	LD	AR-5	Rural Residential
038-070-008	5.63	LD	AR-5	Rural Residential
038-070-009	0.98	LD	AR-5	Rural Residential
038-070-010	1.00	LD	AR-5	Rural Residential
038-070-011	1.06	LD	AR-5	Rural Residential
038-070-013	0.84	LD	AR-5	Rural Residential
038-070-014	1.48	LD	AR-5	Vacant
038-070-015	2.35	LD	AR-5	Kingdom Hall of Jehovah's Witnesses
038-070-016	2.96	LD	AR-5	Rural Residential
038-070-017	2.01	LD	AR-5	Rural Residential
038-070-018	4.90	LD	AR-5	Rural Residential
038-070-019	5.08	LD	AR-5	Vacant
038-070-020	0.84	LD	AR-5	Vacant
038-070-021	0.89	LD	AR-5	Vacant
038-070-023	4.79	LD	CRM	Rural Residential
038-070-024	2.38	LD	CRM	Mixed Commercial
038-070-025	5.37	LD	CRM/AR-5	County Drainage Basin
038-070-026	8.93	LD	AR-5	Ezequiel Tafoya Alvarado Academy
038-081-001	7.92	LD	AR-5	Vacant
038-100-002	11.87	LD	AR-5	Vacant
038-100-003	1.43	LD	AR-5	Rural Residential
038-100-004	2.54	LD	AR-5	Rural Residential
038-100-005	2.63	LD	AR-5	Rural Residential
038-100-006	2.62	LD	AR-5	Vacant
038-100-007	2.73	LD	AR-5	Rural Residential
038-100-008	4.75	LD	AR-5	Vacant
038-100-009	3.24	LD	AR-5	Sherman Thomas Charter High School
038-100-010	2.14	LD	AR-5	Sherman Thomas Charter High School
038-110-023	0.60	MD	RRM	Rural Residential
038-110-024	0.66	MD	RRM	Rural Residential
038-110-025	0.83	MD	RRM	Vacant
038-110-026	0.89	MD	RRM	Rural Residential
038-110-027	0.36	MD	RRM	Rural Residential
038-110-028	1.00	MD	RRM	Vacant

APN	Acres ¹	Existing Conditions		
		City of Madera General Plan Land Use Designation	Madera County Zoning District	Use
Subtotal	212.8	-	-	-

¹Does not include public rights of way.

General Plan Amendment

GPA 2022-03 would amend the City’s General Plan Land Use map to designate the development site as HD (High Density Residential) from MD (Medium Density Residential). The proposed General Plan Amendment would also amend the southern portion (five acres) of the Jack G. Desmond Middle School site (APN 038-010-026) from OS (Open Space) to P&SP (Other Public & Semi-Public Uses) to be consistent with the existing use of the property as a school site as oppose to a public park (see [Error! Reference source not found.](#)). No other amendments are proposed within the annexation area.

Prezone

In accordance with the proposed annexation, each parcel that would be annexed into the City would be prezoned. REZ 2022-02 would pre-zone the parcels within the proposed annexation area. REZ 2022-02 would result in the pre-zoning of the Arc facility development site (APN 38-060-018) to R3 (One unit per each 1,800 square feet (sqft)), from RRM (County – Rural, Residential, Multiple Family), consistent with the proposed land use designation of HD. The remaining parcels included within the annexation area would be prezoned according to, and consistent with, their existing or proposed General Plan Land Use designation shown in [Figure 2-4](#). The resulting prezoned designations are shown in [Figure 2-6](#).

Site Plan Review

SPR 2022-12 would allow for the construction of the Arc facility on the 2.12-acre development site. The building would be approximately 8,170 sqft in size and would include other site improvements, including landscaping, parking, and a sports court. The proposed site plan includes two driveways along Road 26, and the site would contain 43 total parking stalls including three Americans with Disabilities Act accessible stalls and 10 private van stalls behind a security gate (see [Figure 2-7](#)).

The Arc would operate an Intellectual and Developmental Disability Center (IDDC) within a residential zone district, which would be conditionally allowed following the acquisition of a use permit as a part of the Project. CUP 2022-07, would allow for the establishment and operation of an IDDC in a R3 zone district. The proposed IDDC is expected to serve approximately 50 individuals per day with a staff of approximately 27 people. Hours of operation would be 8am to 5pm Monday through Friday.

Projection Construction

Construction of the 2.12-acre development site, and any required piping to connect to the County owned stormwater basin east of the Arc Development site, would involve grading, paving, building construction, and painting. Additionally, the Arc would be required to install a median along the Arc development site frontage. As shown in [Appendix A](#) and generated through default parameters, Project construction activities are expected to be completed in approximately one year. No development is proposed for the additional parcels subject to the annexation. Site access during construction would be via Road 26. Principal deliveries to the development site would include construction equipment, concrete and asphalt materials,

building materials, and any additional hardware required to construct the Arc. Construction is limited by the City noise ordinance and General Plan Policy N-6 to between the hours of 7 am and 8 pm. At this time, no construction commencement schedule has been identified. Project construction commencement is subject to securing the entitlements and permits required for the Arc.

This Initial Study (IS) analyzes the project-specific impacts associated with the Arc facility proposed for the 2.12-acre development site. This IS also evaluates potential impacts associated with annexation of the area beyond the development site with the understanding that no development is proposed for these areas. For clarity purposes, the environmental setting, baseline conditions, and the impact analyses and statement (findings) in **Chapter 4 Impact Analysis** addresses the proposed Arc facility development independent of the proposed greater annexation area. For each topical subject addressed in **Chapter 4 Impact Analysis**, the IS makes a finding of the potential environmental effects resulting from the proposed Arc facility development and that of the proposed annexation. When described as the “Project,” it is understood to mean the whole of the Project – the “Arc development site” and the “proposed annexation area” combined.

Actions Required

The City of Madera has jurisdiction over the review and approval of the Project. The City of Madera Planning Commission would be requested to take action on the following:

- Adoption of Negative Declaration ENV 2022-03;
- Recommendation to City Council to Approve General Plan Amendment 2022-03;
- Recommendation to City Council to Approve Rezone 2022-02;
- Recommendation to City Council to Initiate Annexation 2022-03;
- Approval of Site Plan Review 2022-12; and,
- Approval of Conditional Use Permit 2022-07.

The City of Madera City Council would be requested to take action on the following:

- Approval of General Plan Amendment 2022-03
- Approval of Rezone 2022-02
- Initiation of Annexation 2022-03

The City of Madera Building, Engineering and Planning Departments would issue the following ministerial permits for the proposed development site if and once the above listed actions are taken:

- Grading Permit;
- Sign Permit;
- Encroachment Permit; and
- Building Permits

In addition, implementation of the project will require permits or approvals from the following local, regional and state agencies, all of whom are expected to use this IS in their decision making:

- Madera Local Agency Formation Commission;
- Madera County Community and Economic, Public Works Departments;
- San Joaquin Valley Air Pollution Control District;
- State of California Regional Water Quality Control Board;
- Central Valley Regional Water Quality Control Board; and

- Madera Irrigation District (if applicable)

2.1.10 Surrounding Land Uses and Setting

Annexation Area

The proposed 242-acre annexation area is a mix of undeveloped and developed parcels. A majority of the developed parcels consist of rural residential uses and existing school facilities. Non-residential uses include a County drainage ponding basin located in the central portion of the annexation area and a commercial facility located along the east side of Road 26. The largest use developed within the annexation area includes the Matilda Torres High School, Jack G. Desmond Middle School, and Nishimoto Elementary School combined campus which occupies approximately 93.13 acres located at the north end of the area of annexation (see [Figure 2-2](#)).

Arc Development Site

The proposed 2.12-acre Arc facility development site consists of vacant, previously developed land. The site previously contained a single-family residence that has since burned down. Subsequent to the fire that destroyed the single-family residence, remnants of the home and its foundation, and other ancillary improvements such as the well and septic system and debris that had accumulated over the years have been removed from the property. The site has been grubbed of all vegetation and regraded since the occurrence of the fire.

The Arc development Project would also construct approximately 1,000 linear feet of pipeline connecting underground storm drainage facilities, if necessary, from the Arc development site to a County owned drainage basin located on Ellis Street approximately 600 feet east of the Arc development site. The storm drain conveyance pipe will follow the alignment of Road 26 and Ellis Street.

Surrounding Land Uses

The proposed annexation area is generally surrounded by County commercial uses and single-family residences to the west, County single family residential uses to the north and east, and City residential and commercial uses to the south, along with a portion of the Sherman Thomas school campus.

The Arc development site is bordered to the north by commercial uses, to the east by Road 26 with Matilda Torres High School and commercial uses beyond, to the south by residential uses, and to the west by a Madera Irrigation District (MID) canal with vacant land beyond.

Table 2-2 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties (Annexation Area)

Direction from Project Site	Existing Use	General Plan Designation	Zone District (County)
North	Residential	Low Density Residential	AR-5
East	Residential	Low Density Residential	AR-5, RRS
South	Residential, Commercial Businesses, Sherman Thomas Charter School	Low Density Residential, Medium Density Residential, Office, Commercial	PD (6000), PD (4500), R1, C1

Direction from Project Site	Existing Use	General Plan Designation	Zone District (County)
West	MID Canal, Commercial Businesses	Resource Conservation/Agriculture, Commercial	MHA, OS, CRM
CRM – Commercial, Rural, Median (County) MHA – (Overlay) Manufactured Housing Architectural Review Overlay (County) RRM – Residential, Rural, Multiple Family (County) OS – Open Space (County) RRS – Residential, Rural, Single Family (County) PD (6000) – Planned Development (One Unit per each 6,000 sqft of site area) PD 4500 – Planned Development (One Unit per each 4,500 sqft of site area) R1 – (One Unit per each 6,000 sqft) C1 – Light Commercial			

Table 2-3 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties (Arc Development Site)

Direction from Project Site	Existing Use	General Plan Designation	Zone District (County)
North	Commercial Business	Commercial	CRM, MHA
East	Commercial Business, Matilda Torres High School	Low Density Residential, Other Public & Semi-Public Uses	CRM
South	Residential	Medium Density Residential	RRM
West	MID Canal, Vacant	Resource Conservation/Agriculture, Low Density Residential	OS, RRS
CRM – Commercial, Rural, Median MHA – (Overlay) Manufactured Housing Architectural Review Overlay RRM – Residential, Rural, Multiple Family OS – Open Space RRS – Residential, Rural, Single Family			

2.1.11 Consultation with California Native American Tribes

Public Resources Code Section 21080.3.1, *et seq.* (codification of Assembly Bill 52, 2013-14)) requires that a lead agency, within 14 days of determining that it will undertake a project, notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the Project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the Project and inquire whether the Tribe wishes to initiate a request for formal consultation. The City of Madera has not received a request from any California Native American tribes in the geographic area which it is traditionally and culturally affiliated with or that has otherwise requested to be notified about projects in the City of Madera.

The Project is, however, subject to Government Code Section 65352.3 (*Senate Bill 18*) as a result of the General Plan Amendment required for the Project. Pursuant to SB 18, tribes have 90 days from the date of contact to request formal consultation.

Letters for requests for consultation were sent to a list of tribes in the area that include:

- Dumna Wo-Wah Tribal Government
- Chicken Ranch Rancheria of Me-Wuk Indians
- North Fork Mono Tribe
- North Fork Rancheria of Mono Indians
- North Valley Yokuts Tribe
- Picayune Rancheria of Chukchansi Indians
- Southern Sierra Miwuk Nation
- Tule River Indian Tribe
- Big Sandy Rancheria of Western Mono Indians
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- California Valley Miwok Tribe
- Tuolumne Band of Me-Wuk Indians
- Wuksache Indian Tribe & Eshom Valley Band

Letters were sent out June 6, 2022, and no responses were received within the 90-day period, which ended on September 5, 2022, requesting formal consultation under SB 18. A copy of the letters for request for consultation that were sent to the tribes is provided in [Appendix B](#).

Figure 2-1 Vicinity Map



G:\Madera City of 1001\1021 Madera On-Call Planning\10212000-Madera On-Call Planning\400 GIS\OnGoing_GIS\Madera_OnGoing_GIS.apx

Figure 2-2 Aerial Map

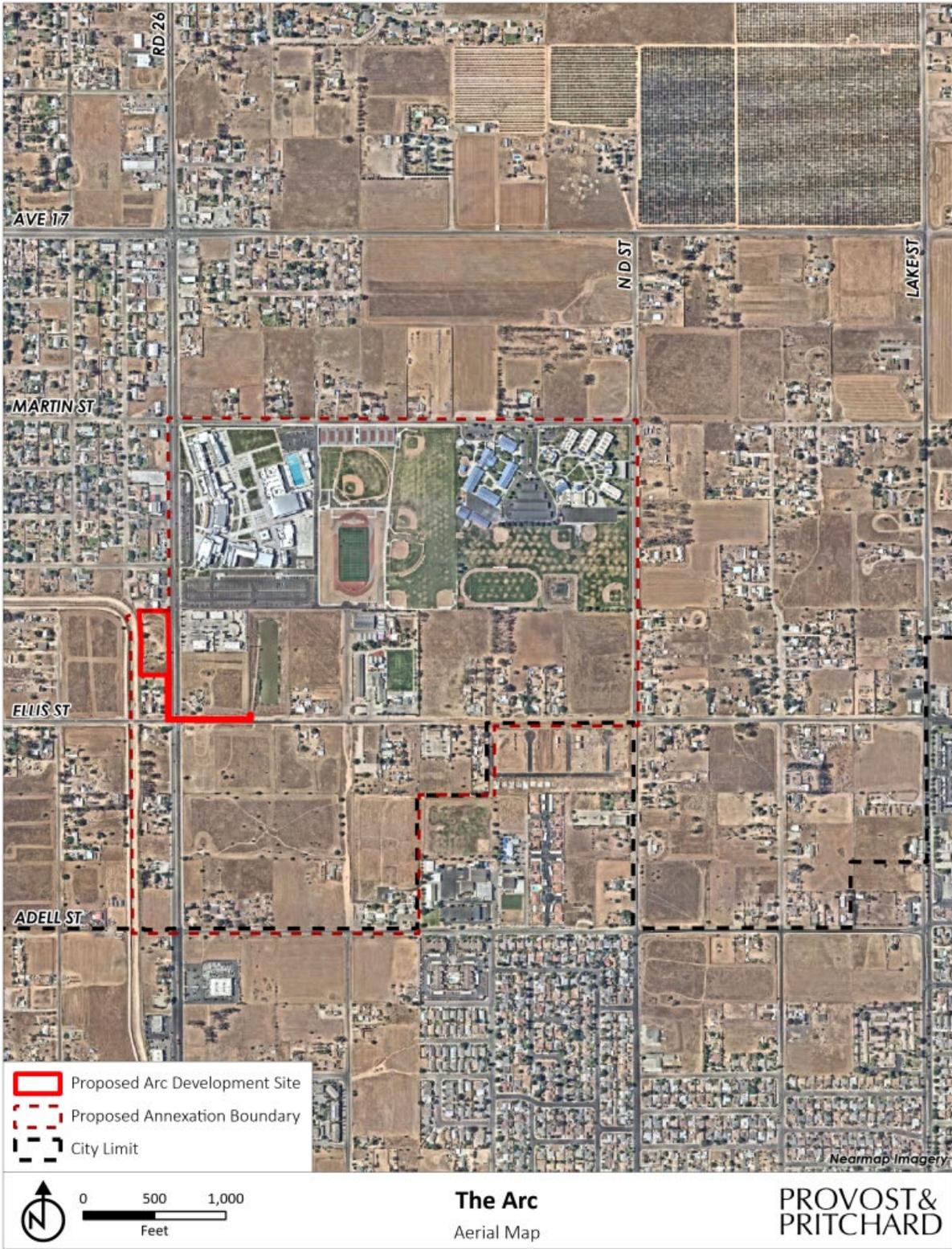


Figure 2-3 City of Madera General Plan Land Use Map (Existing)

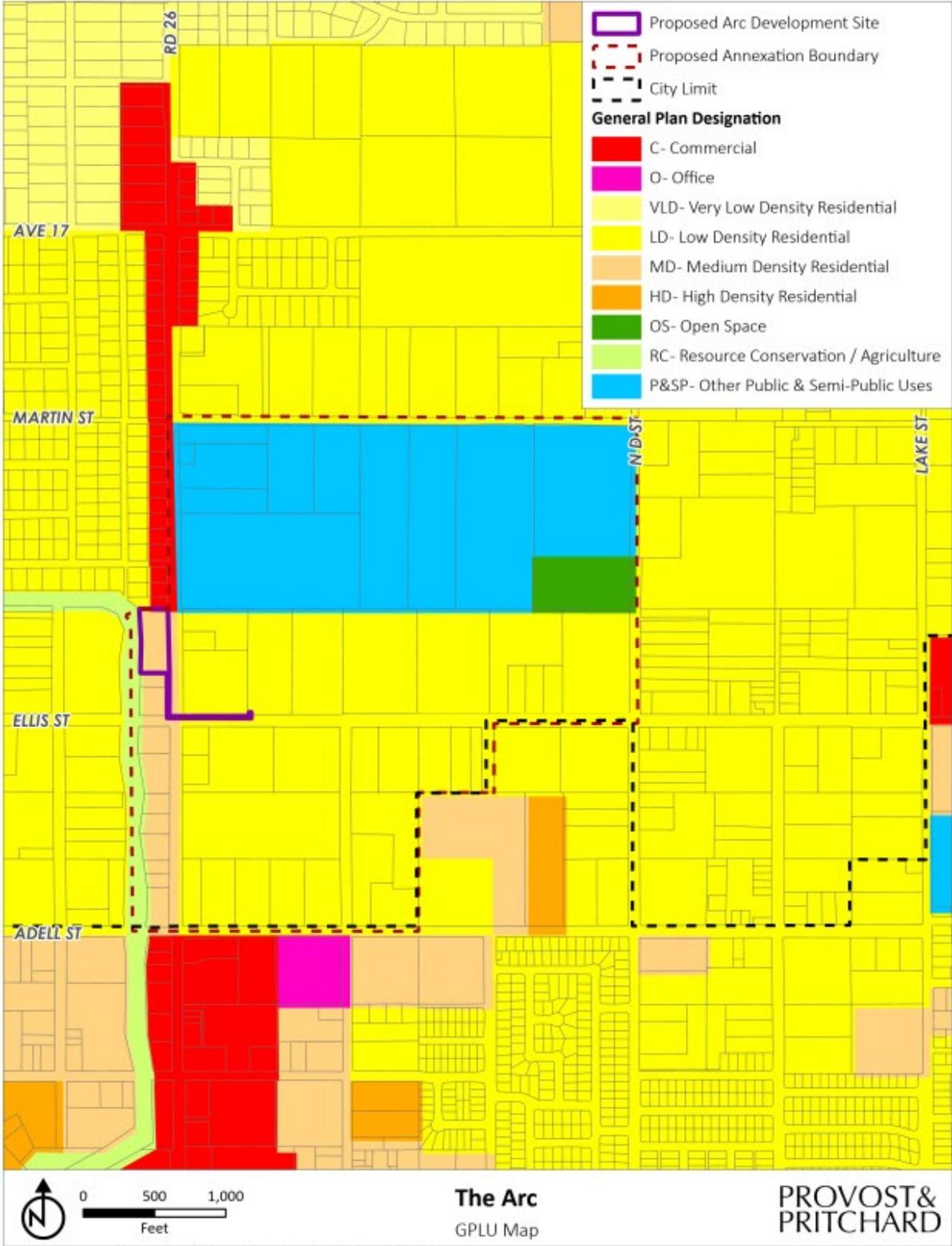


Figure 2-4 City of Madera General Plan Land Use Map (Amended)

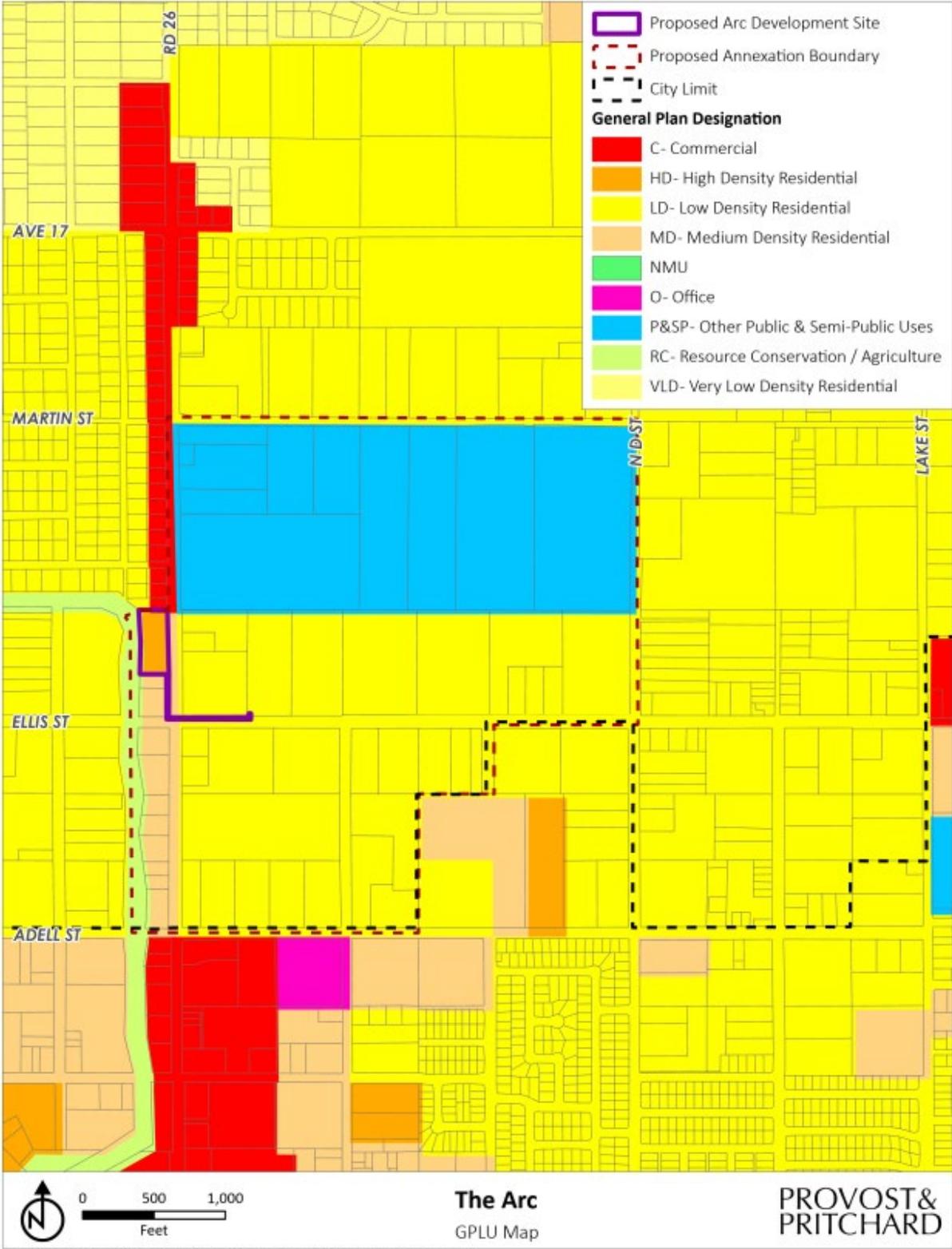
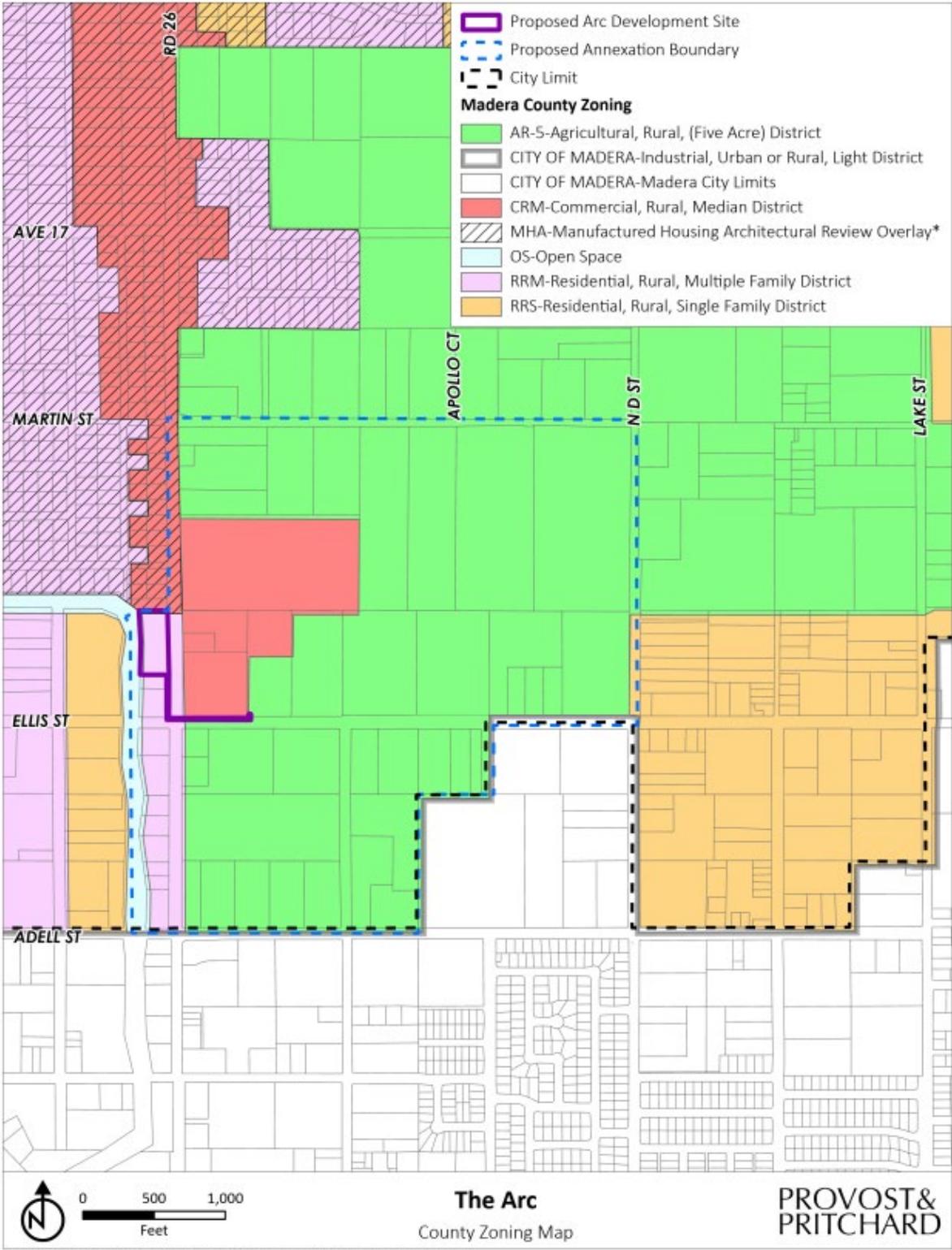
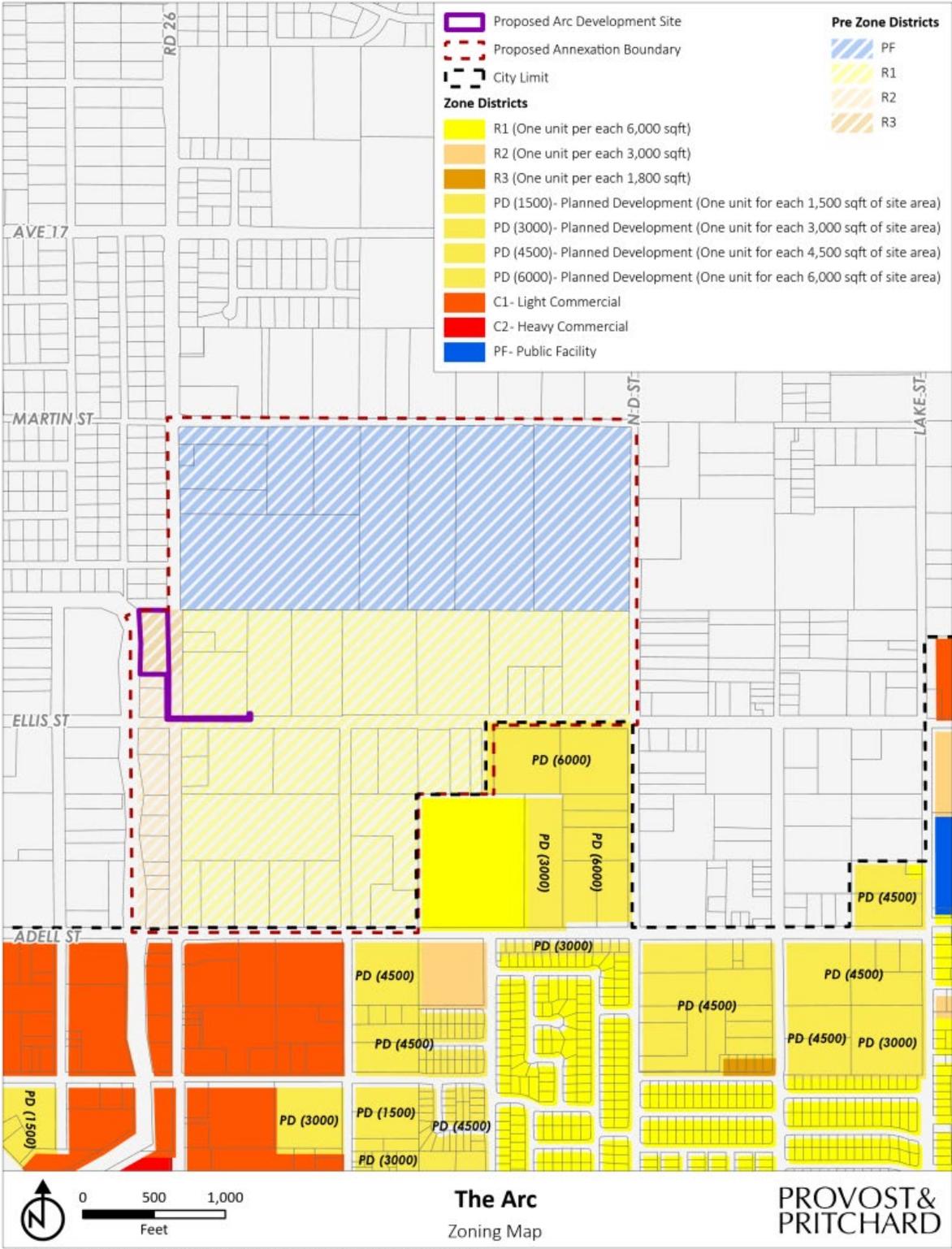


Figure 2-5 County of Madera Zoning Map



¹ Zoned areas do not contain streets and public rights of way

Figure 2-6 City of Madera Zoning Map (Prezoned)



¹ Zoned areas do not contain streets and public rights of way

Figure 2-7 Site Plan

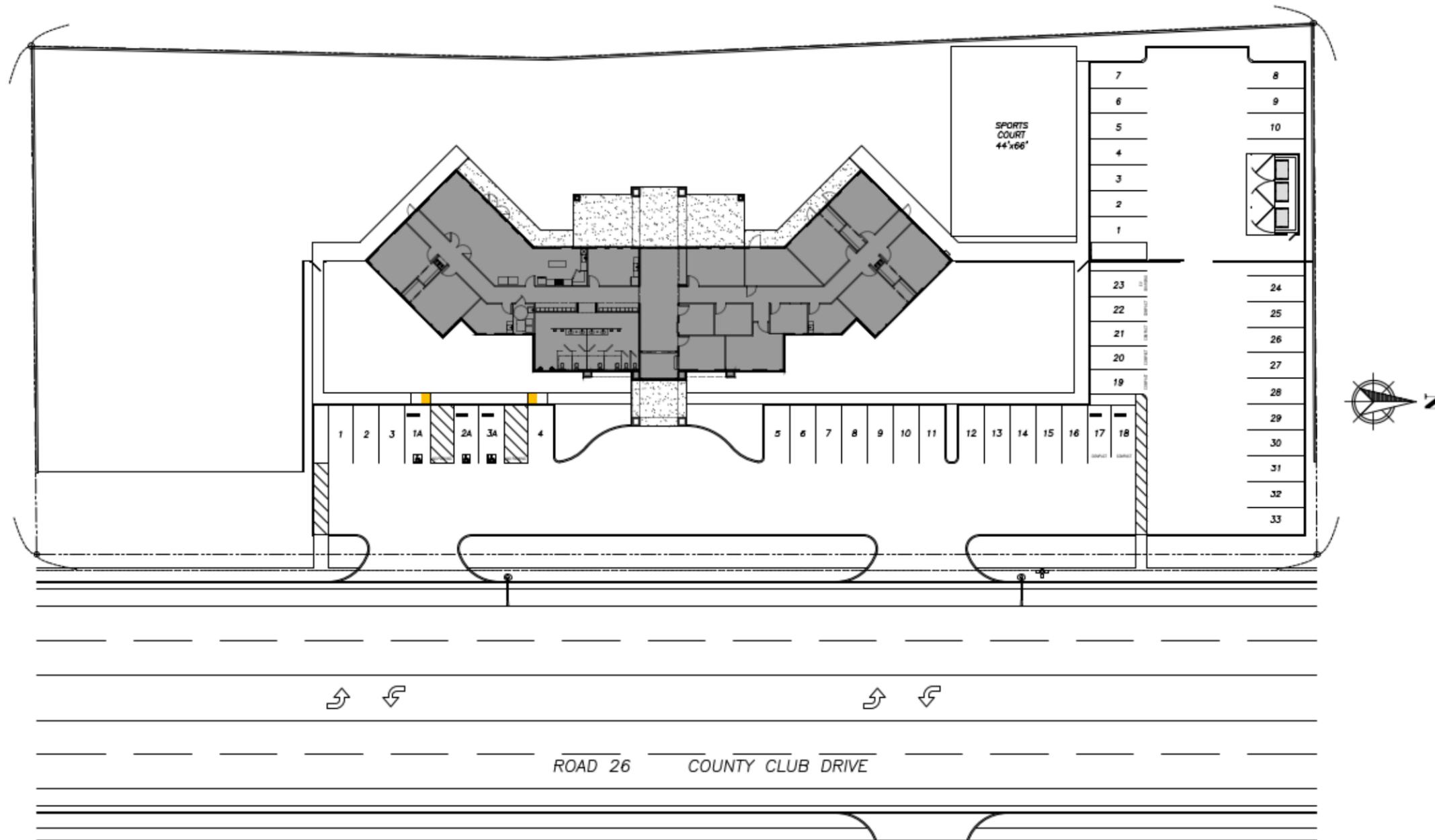
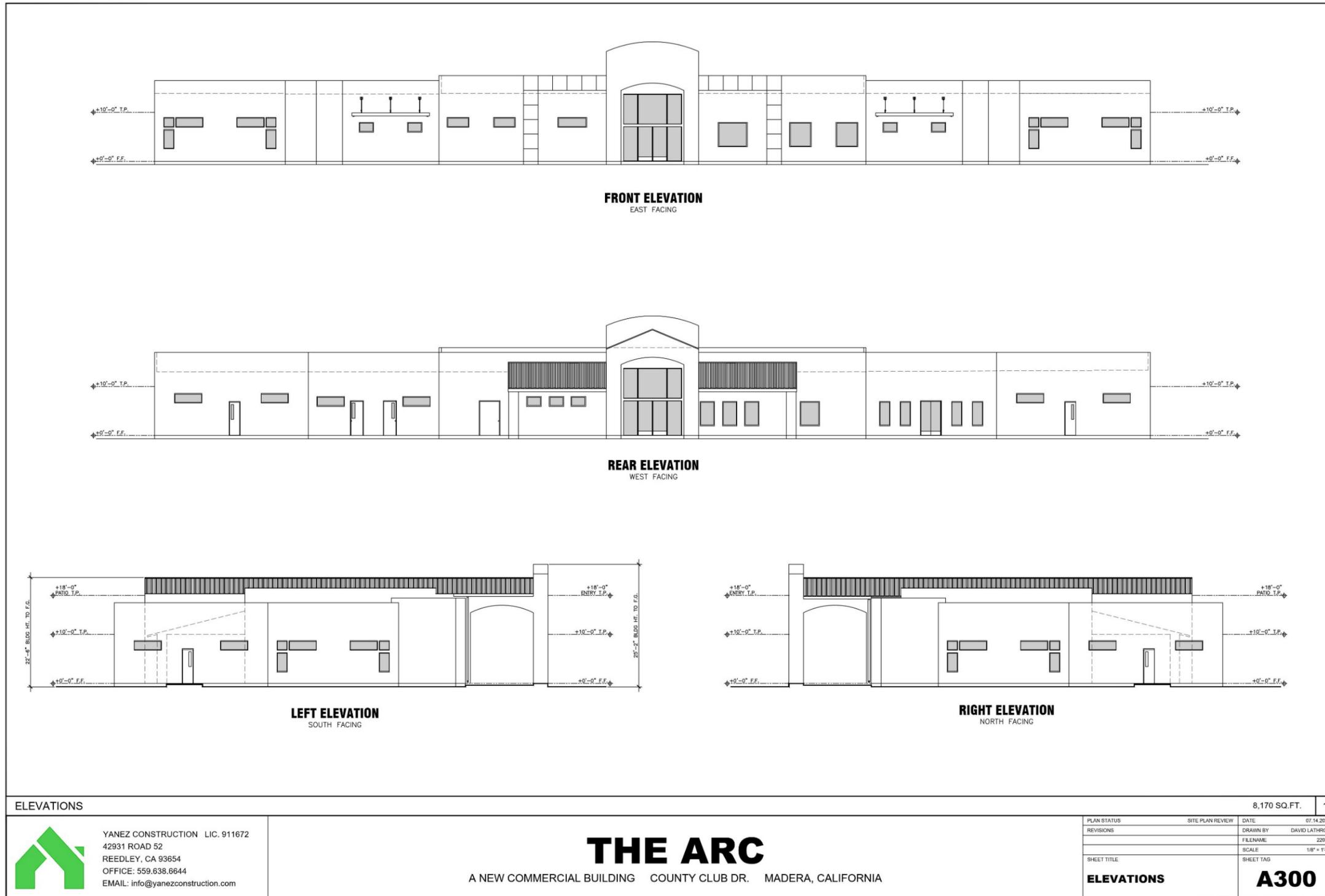


Figure 2-8 Elevations



Chapter 3 Determination

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follows in **Chapter 4**, environmental factors not checked below would have no impacts or less than significant impacts resulting from the Project. Environmental factors that are checked below would have potentially significant impacts resulting from the Project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

The analyses of environmental impacts in **Chapter 4 Impact Analysis** result in an impact statement, which shall have the following meanings.

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

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

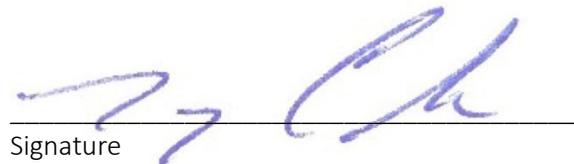
Less Than Significant Impact. This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

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

3.2 Determination

On the basis of this initial study:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.


Signature

November 17, 2022
Date

Gary Conte, AICP, Planning Manager
Printed Name/Position

Chapter 4 Impact Analysis

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.1 Environmental Setting

The Project includes a 242-acre annexation area north of the City of Madera. This area is characterized by rural residential homes, with some commercial uses, and five existing schools, including the Matilda Torres High School, Jack G. Desmond Middle School, and Nishimoto Elementary School combined campus, Sherman Thomas Charter High School, and Ezequiel Tafoya Alvarado Academy. The proposed annexation area is generally surrounded by County commercial uses and single-family residences to the west, County single family residential uses to the north and east, and City residential and commercial uses to the south, along with a portion of the Sherman Thomas school campus.

An approximately 2.12-acre portion of this total annexation area is proposed for development – Arc development site. The Arc development site is located approximately 1,800 feet north of the existing City limits of the City of Madera. The development site is a previously developed, vacant lot that once contained a single-family residence that burned down. Subsequent to the fire that destroyed the single-family residence, remnants of the home and its foundation, and other ancillary improvements such as the well and septic system and debris that had accumulated over the years have been removed from the property. The site has been grubbed of all vegetation and regraded. The Arc development site is

substantially surrounded by urban uses, and is located across the street from Matilda Torres High School, with commercial uses bordering the site to the north and east, and residential uses to the south. The site abuts a Madera Irrigation District (MID) canal to the west. There are no scenic vistas within the vicinity of the Project according to the Madera County General Plan Background Report (Background Report).¹ In addition, there are no officially designated state scenic highways or scenic rivers located near the annexation area.^{2 3}

4.1.2 Impact Assessment

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

No impact. Scenic vistas are generally interpreted as long-range views of a specific scenic feature (e.g., open space, mountain ridges, ocean views). According to the Background Report, the annexation area would not be located near a scenic vista. While the Arc development Project would result in the construction of a new building that would obstruct view of the Sierra Mountain Range, generally regarded as a scenic view, the development site is previously developed and once contained a structure that would have impeded views. In addition, the Arc development site is located within an urbanized area. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

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

No impact. The annexation area is not located along a State-designated Scenic Highway. There are no historic buildings or rock outcroppings located at the Arc development site or within the proposed annexation area. The Arc development Project would add landscaping, trees, and shrubs that are anticipated to be maintained and manicured at this site. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public 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. Construction at the Arc development site would represent a change in the existing visual character of the development site and its surroundings where construction would occur; however, construction would not substantially degrade the existing visual character or quality of the site and its surroundings. The Project would construct a new Arc facility at the development site, on land that is currently vacant, graded and devoid of vegetation. The development site would undergo a General Plan Amendment, rezoning, and annexation into the City to facilitate the Project. While the southern portion of the Jack G. Desmond Middle School site would also go through a General Plan Amendment, and the whole of the proposed annexation area would undergo rezoning, no construction would occur or is

¹ (County of Madera, 1995)

² (Caltrans, 2019)

³ (National Wild and Scenic Rivers System, 2022)

contemplated within the annexation area as part of this proposed project, outside of the Arc development site. Any future construction within the annexation area would be considered at the time future development is proposed. As such, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have a *less than significant impact* on visual character.

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

Less than significant impact. Construction at the Arc development site would introduce new sources of light and glare. The development site is within an urbanized area which has existing sources of light and glare. Lighting sources within the annexation area provide for traffic safety and security, as well as contributing visually to the developing landscape. Existing light sources within the annexation area currently affect day and nighttime views in the Project area to a degree equal to or greater than the light sources proposed by the Project at the Arc development site. Compliance with California Building Code (Title 24, California Code of Regulations) standards would ensure that light and glare impacts from the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would be *less than significant*.

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 (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.1 Environmental Setting

Pursuant to the California Department of Conservation, the 242-acre annexation area is located on land identified as “Urban and Build-Up Land”, “Vacant or Disturbed Land”, and “Rural Residential Land”.⁴ Urban and Built-Up Land is defined as areas that have been disturbed and do not qualify for an agricultural category. Neither the proposed Arc facility development site nor the proposed annexation area or surrounding properties are subject to a Williamson Act contract. The Arc development site would be designated and pre-zoned for residential uses and the southern portion of the Jack G. Desmond Middle School site would be designated and pre-zoned for public and semi-public uses in both the City’s General Plan and Zoning Code under the proposed GPA and REZ. The remainder of the proposed annexation area would be pre-zoned for residential uses.

4.2.2 Impact Assessment

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

No impact. The proposed Arc facility development nor the proposed General Plan amendment, pre-zone or annexation would not convert land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency) to non-agricultural use within the annexation area. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

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

No impact. The proposed Arc facility development nor the proposed General Plan amendment, pre-zone, or annexation would conflict with existing zoning for agricultural use and there are no Williamson Act contracts affecting the annexation area or surrounding properties. Therefore, there would be *no impact*.

⁴ (California Department of Conservation, 2018).

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

No impact. Neither the annexation area nor surrounding properties are defined as forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). The proposed Arc development and the entire annexation area is located on land zoned for rural and urban development. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

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

No impact. The annexation area neither contains nor is adjacent to forested lands. Furthermore, the proposed Arc development site, the proposed annexation area, and their respected adjacent lands are not designated or zoned for timberland or timberland protection. Thus, the Project would not conflict with or result in the loss of forest land or conversion of forest land to a non-forest use. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

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

No impact. As described above, the Arc development site is located on a vacant lot and the proposed annexation area are zoned for rural and urban uses. As a result, the proposed Project would not introduce changes in the existing environment that would result in the conversion of Farmland to a non-agricultural use or conversion of forest land to a non-forest use within the annexation area. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

4.3 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:	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
an applicable federal or state ambient air quality standard?				
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.1 Environmental Setting

The annexation area is located within the San Joaquin Valley Air Basin (SJVAB). The SJVAB, which occupies the southern half of California’s Central Valley, is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). Other air quality regulatory agencies that share responsibility with regulating SJVAB’s air quality to ensure that all state and federal ambient air quality standards are attained within the SJVAB include the California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA). The SJVAPCD, which is responsible for the attainment of state and federal air quality standards in the SJVAB, develops rules, regulations, and policies to comply with applicable state and federal air quality legislation.

The SJVAPCD air quality-related planning documents, rules, and regulations applicable to this Project include:

Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). The GAMAQI provides assistance in evaluating potential air quality impacts of projects in the SJVAB, by providing guidance on evaluating short-term (construction) and long-term (operational) air emissions. The GAMAQI provides criteria and thresholds for determining whether a project may have a significant adverse air quality impact, specific procedures and modeling protocols for quantifying and analyzing air quality impacts, methods to mitigate air quality impacts, and information for use in air quality assessments and environmental documents. The thresholds of significance are summarized, as follows:

Short-Term Emissions of Particulate Matter (PM₁₀): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, or if Project-generated emissions would exceed 15 tons per year (TPY) or 100 pounds per day.

Short-Term Emissions of Ozone Precursors (ROG and NO_x): Construction impacts associated with the proposed Project would be considered significant if the Project generates emissions of Reactive Organic Gases (ROG) or NO_x that exceeds 10 TPY or 100 pounds per day.

Long-Term Emissions of Particulate Matter (PM₁₀): Operational impacts associated with the proposed Project would be considered significant if the Project generates emissions of PM₁₀ that exceed 15 TPY or 100 pounds per day.

Long-Term Emissions of Ozone Precursors (ROG and NO_x): Operational impacts associated with the proposed Project would be considered significant if the Project generates emissions of ROG or NO_x that exceeds 10 TPY or 100 pounds per day.

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if the Project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the SJVAPCD's significance thresholds, then the Project would be considered to conflict with the attainment plans. In addition, if the Project would result in a change in land use and corresponding increases in vehicle miles traveled, the Project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

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

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

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

Rule 2280 Portable Equipment Registration. Portable equipment used at project sites for less than six consecutive months must be registered with the SJVAPCD. The SJVAPCD will issue the registration 30 days after receipt of application.

Rule 8011 General Requirements: Fugitive Dust Emission Sources. Operations, including construction operations, must control fugitive dust emissions in accordance with SJVAPCD Regulation VIII. The SJVAPCD requires the implementation of control measures for fugitive dust emissions. For projects in which construction-related activities would disturb equal to or greater than one (1) acre of surface area, the SJVAPCD recommends that demonstration of receipt of an SJVAPCD approved "Dust Control Plan" or "Construction Notification Form," before issuance of the first grading permit, be made a condition of approval.

Rule 9510 Indirect Source Review. This rule requires project applicants to reduce operational emission of oxides of nitrogen (NO_x) by 33 percent of the project's operational baseline and 50 percent of the project's operational suspended particulate matter less than 10 microns in diameter (PM₁₀) emissions. Projects subject to SJVAPCD's District Rule 9510 are required to submit an Air Impact Assessment (AIA) application to the SJVAPCD no later than applying for final discretionary approval of a proposed project, and to pay any applicable off-site mitigation fees before issuance of the first building permit.

Air quality is determined by the type and amount (concentration) of contaminants emitted into the atmosphere, the size and topography of the SJVAB, and its meteorological conditions. National and State

air quality standards specify the upper limits of concentrations and duration in the ambient air for the following air pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), suspended particulate matter less than 10 microns in diameter (PM₁₀), suspended particulate matter less than 2.5 microns in diameter (PM_{2.5}), sulfur dioxide (SO₂) and lead (Pb). These pollutants are commonly referred to as “criteria pollutants.” The SJVAPCD also conducts monitoring for two other State standards: sulfates and visibility.

The SJVAPCD, together with the CARB, maintains ambient air quality monitoring stations in the SJVAB. The air quality monitoring station closest to the Project site is the Madera – 28261 Avenue 14 monitoring station. The pollutants monitored at this station are O₃, PM_{2.5}, and PM₁₀. Air quality trends for CO, NO₂, and SO₂ are not monitored at this air quality monitoring station. Madera County – Road 29½, north of Avenue 8 monitoring station monitors NO₂. The nearest station monitoring CO and SO₂ is in Fresno – 3727 North First Street.

The 2017 to 2019 monitoring results from these stations indicate the state 1-hour O₃ standard was exceeded 3 times in 2017, 2 times in 2018, and an unknown number of times 2019. Additionally, the State 8-hour O₃ standard was exceeded 29 times in 2017, 17 times in 2018, and unknown number of times in 2019. Furthermore, the federal 8-hour O₃ standard was exceeded 27 times in 2017, 14 times in 2018 and 10 times in 2019. The state PM₁₀ standard was exceeded 16 times in 2017 and 23 times in 2018. The CO, NO₂, and SO₂ standards were not exceeded in this area during the 3-year period.

The CARB is required to designate areas of the state as attainment, non-attainment, or unclassified for all state standards. An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A non-attainment designation indicates that a pollutant concentration violated that standard at least once, excluding those occasions when the violation was caused by an exceptional event, as defined in the criteria. An unclassified designation signifies that data does not support either an attainment or non-attainment status. The California Clean Air Act divides the air districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category. The USEPA also designates areas as attainment, non-attainment, or classified. The air quality data are also used to monitor progress in attaining air quality standards.

The CARB has designated the SJVAB as being a severe non-attainment for 1-hour O₃, and non-attainment for 8-hour O₃, PM₁₀, and for PM_{2.5}. The CARB has designated the Air Basin as attainment for NO₂, SO₂, Pb, and as an attainment / unclassified area for CO and all other air contaminants.

The USEPA has designated the SJVAB as being an extreme non-attainment area for 8-hour O₃, and non-attainment for PM_{2.5}. USEPA has designated the SJVAB as attainment / unclassified for CO, NO₂, SO₂ and no designation / classification for PM. There is no federal standard for 1-hour O₃.

There are no stationary sources that generate air quality emissions on the Arc development site or within the proposed annexation area.

Short-term and long-term emissions associated with the development of the Arc facility were calculated using California Emissions Estimator Model (CalEEMod, Version 2016.3.2) based on Project information available. Emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips. Emissions were quantified based on anticipated construction schedules provided by the Project applicant. All remaining assumptions were based on the default parameters contained in the model. Modeling assumptions and output files are included in [Appendix A](#).

4.3.2 Impact Assessment

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

Less than significant impact. The proposed development of the Arc facility would not exceed established emission thresholds resulting from the construction of the Arc development site (see [Table 4-1](#) and [Table 4-2](#)). No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would not conflict with or obstruct implementation of the applicable air quality plan and the impacts would be *less than significant*.

Table 4-1. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants

Source	Annual Emissions (in Tons)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Annual Proposed Arc Development Site Emissions ¹	0.2658	1.7291	1.8507	3.6700e-003	0.1450	0.0947
<i>SJVAPCD Significance Thresholds</i>	10	10	100	27	15	15
Exceed Thresholds?	No	No	No	No	No	No

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

A quantified analysis of the Arc’s long-term operational emissions was also conducted using CalEEMod version 2020.4.0 based on information available. According to the CalEEMod results, the operations of the Arc facility would have a *less than significant impact* on air quality when compared to the significance thresholds of annual criteria pollutant emissions (see [Table 4-2](#)) for long-term operational activities. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed.

Table 4-2. Unmitigated Long-Term Operational Emissions of Criteria Air Pollutants

Source	Annual Emissions (in Tons)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Annual Proposed Arc Development Site Emissions ¹	0.1681	0.1664	0.8296	1.5300e-003	0.1311	0.0367
<i>SJVAPCD Significance Thresholds</i>	10	10	100	27	15	15
Exceed Thresholds?	No	No	No	No	No	No

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

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

Less than significant impact. The Air District has established a screening threshold of 100 pounds per day to determine whether a Health Risk Assessment would be necessary to analyze the health impacts of a project. The construction of the Arc development site would not expose sensitive receptors to substantial pollutant concentrations. The nearest sensitive receptors to the development site are single-family homes to the south, east, and north, Matilda Torres High School to the northeast, and Ezequiel Tafoya Alvarado Academy to the east. While some sensitive receptor areas can be found near the Arc development site, the proposed construction would not exceed the established threshold. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would be a *less than significant impact*.

Table 4-3. Maximum Daily Unmitigated Emissions of Criteria Air Pollutants

Source	Daily Emissions (in Pounds)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction – Summer	15.0906	14.4884	15.6878	0.0311	7.1647	4.0030
Construction – Winter	15.0871	14.4924	15.5139	0.0308	7.7696	4.0030
Operations – Winter	1.0806	1.2647	6.5116	0.0109	0.9875	0.2746
Operations - Summer	1.3799	1.1344	6.1908	0.0117	0.9874	0.2746
<i>SJVAPCD Significance Thresholds</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>
Exceed Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using CalEEMod Output Files Version 2016.3.2. Refer to **Appendix A** for modeling results and assumptions. Totals may not sum due to rounding.

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

Less than significant impact. During construction activities of the Arc development site, construction equipment exhaust and application of asphalt, structural coating and other construction applications would temporarily emit odors. However, construction and operation of the Arc facility is not expected to generate substantial odors that would affect a substantial number of people. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would result in a *less than significant impact*.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.1 Environmental Setting

Neither the City of Madera General Plan Update nor its EIR identified threatened or endangered species in or in the immediate area of the annexation area. The Arc development site is located on a previously developed parcel that once contained a single-family residence. Subsequent to a fire that destroyed the single-family residence, remnants of the home and its foundation, and other ancillary improvements such as the well and septic system and debris that accumulated over the years have been removed from the property. The site has been grubbed of all vegetation and regraded. An unlined MID canal runs north and south along the western boundary of the annexation area, adjacent to the Arc development site. The MID canal is part of an interconnective system of inland waterways associated with nontidal flow water, characterized by the absence of trees, shrubs or emergent vegetation. No surface water feature within the proposed annexation has been delineated as a wetland by the United States Army Corps of Engineers (USACE) as a wetland or has been identified and mapped by the USFWS as a wetland. Neither the Arc development site nor the proposed annexation area are located within the boundaries of an adopted habitat conservation plan.

4.4.2 Impact Assessment

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

No impact. The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. According to the City of Madera General Plan and the General Plan EIR, there are no known special status plant species located within the proposed Arc development site or the proposed annexation area. Construction of the development site would result in modification to the existing vegetation and potential habitat for special status species, even though their occurrence on-site would be unlikely. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

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

No impact. The Arc development site abuts an MID canal. While no physical change would occur within or along the denuded banks of the canal, there would be a temporary elevation in noise level during the construction period. Upon completion of construction, noise levels would be similar to those of other urban uses surrounding the site. As discussed above, no special status species are known to be existing on-site and therefore none are known to use the canal as habitat. In addition, the annexation area does not contain other areas identified to contain wetland or riparian habitat. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have a *no impact*.

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

No impact. The annexation area is comprised of approximately 0.2 percent Alamo Clay, 33.8 percent Cometa Sandy Loams, 56 percent San Joaquin Sandy Loam, and 10.1 percent San Joaquin-Alamo complex.⁵ The Arc development site is comprised of entirely of San Joaquin Sandy Loam. Soils listed have moderately course textures, moderate to high infiltration rates, and are moderate to well drained. The Project would not be located on a site that is listed as or nearby to a state or federally protected wetland. Therefore, the proposed Project would have *no impact* on federally protected wetlands as defined by Section 404 of the Clean Water Act.

- d) **Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No impact. The annexation area is located within an urbanized area and does not contain any wildlife movement corridors. The urban surroundings, busy roads, and domestic animals near the annexation area would be a deterrent to natural wildlife. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact* on the movement of any native resident or migratory fish or wildlife species or on an established native resident or migratory wildlife corridor.

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

No impact. The Project would not conflict with any applicable local policies or ordinances protecting biological resources and the City of Madera does not have a tree preservation ordinance. Therefore, proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have *no impact*.

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

No impact. The annexation area is not subject to an adopted or proposed local, regional, or state adopted habitat conservation plan (HCP), or similar types of conservation plans. Therefore, the Project would not conflict with the provisions of an adopted or proposed HCP or similar approved local, regional, or state habitat conservation plan. The Project would adhere to all applicable local, state, and federal guidelines governing habitat resources, including the City's General Plan policies. As such, the Project would have *no impact*.

⁵ (United States Department of Agriculture, 2022)

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 pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.1 Environmental Setting

Based on the City of Madera General Plan Update and its EIR dated April 29, 2009, no known recorded archeological sites or historic properties are within or in the immediate vicinity of the annexation area. The EIR also did not indicate the presence of Native American traditional cultural place(s) within or adjacent to the annexation area.

4.5.2 Impact Assessment

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

Impact a&b) Less than significant impact. While no known historical or archaeological deposits are present within the annexation area, it is possible that unknown buried historic or archaeological materials could be found during ground disturbing activities at the Arc development site, including unrecorded Native American prehistoric archaeological materials. If such resources were discovered, the impact to historic or archeological resources could be significant. General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce the impact to *less than significant*.

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

Less than significant impact. There are no known formal cemeteries or known interments to have occurred within the annexation area. Though unlikely, there is the possibility human remains may be present beneath the development site. Should human remains be discovered during ground disturbing construction activities, such discovery could be considered significant. Any human remain encountered during ground disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e), Public Resources Code Section 5097.98, and California Health and Safety Code Section 7050.5, which state the mandated procedures of conduct following discovery of human remains. Additionally, General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that all construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed. If human remains are determined to be of possible Native American descent, the Coroner shall notify the Native American Heritage Commission who will appoint a “Most Likely Descendent” and the local Native American Tribe representative to identify and preserve Native American remains, burial, and cultural artifacts. Implementation of the required condition and above-referenced sections would reduce the impact to *less than significant*.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.1 Environmental Setting

The Arc development site is devoid of any energy-consuming equipment. The annexation area contains rural residential homes, commercial uses, and five schools, including Matilda Torres High School. The City of Madera is served by Pacific Gas and Electric for its energy needs.

4.6.2 Impact Assessment

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

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

Construction of the Arc development site is estimated to consume a total of 36,166.17 gallons of diesel fuel and 3,623.91 gallons of gasoline fuel.⁶ California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(2), Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel because of unproductive idling of construction equipment. In addition, the energy consumption for construction activities would not be ongoing as they would be limited to the duration of construction associated with the Project.

The development's anticipated annual energy consumption is approximately 64,703.6 kilowatt-hours and 2,037.2 therms of natural gas.⁷ No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. The proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have a *less than significant impact*.

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

Less than significant Impact. State and local authorities regulate energy use and consumption. These regulations at the State level intended to reduce energy use and greenhouse gas (GHG) emissions. These include, among others, Assembly Bill (AB) 1493 – Light-Duty Vehicle Standards; California Code of Regulations Title 24, Part 6 – Energy Efficiency Standards; and California Code of Regulations Title 24, Parts 6 and 11 – California Energy Code and Green Building Standards. The proposed development of the Arc development site nor the proposed General Plan amendment, rezone, and annexation would conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, this Project would have a *less than significant impact*.

⁶ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.

⁷ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.1 Environmental Setting

The proposed annexation area is located in the central portion of the San Joaquin Valley. The San Joaquin Valley is part of the Great Valley Geomorphic Province topographic and structural basin bound on the east by the Sierra Nevada and the west by the Coast Range. The Sierra Nevada, a fault block dipping gently to the southwest, is composed of igneous and metamorphic rocks of pre-Tertiary age which comprise the basement complex beneath the Valley. The subsurface of the annexation area and surrounding vicinity is characterized by a thick sequence of unconsolidated sediments. Subsurface material beneath the site is primarily composed of alluvial fan deposits and floodplain over-bank deposits including interbedded silts, sands, clays, and gravels. Development site soils are of sandy loam of moderately to excessively drained.

There are no known faults within the annexation area or in the immediate area. The San Andreas fault and San Joaquin faults are approximately 80 and 47 miles west, respectively⁸. The annexation area is subject to relatively low seismic hazards compared to many other parts of California. Potential ground shaking produced by earthquakes generated on regional faults lying outside the immediate vicinity in the annexation area may occur. Due to the distance of the known faults in the region, no significant ground shaking is anticipated on this site. Seismic hazards on the built environment are addressed in the California Building Code (CBC) that is utilized by the City of Madera Building Department to monitor safe construction within the City limits.

The annexation area and the greater City of Madera consists of lands with less than two percent slope grade, and therefore are not subject to landslides.

4.7.2 Impact Assessment

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

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

a-ii) Strong seismic ground shaking?

Less than significant impact. Ground shaking intensity is largely a function of distance from the earthquake epicenter and underlying geology. Generally, the City of Madera, which is located on deep alluvial and unconsolidated sediments, could experience strong shaking during a large earthquake. The most common impact associated with strong ground shaking is damage to structures. The CBC establishes minimum standards for structures located in regions subject to ground shaking hazard areas. Structures constructed at the Arc development site would be required by state law and City ordinances to be constructed in accordance with CBC and to adhere to all current earthquake construction requirements. The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial

⁸ (California Department of Conservation, 2018)

evidence of a known fault. No known faults with evidence of historic activity cut through the valley soils in the annexation area. Due to the geology of the proposed Arc development site and its distance from active faults, the potential for loss of life, property damage, ground settlement, or liquefaction to occur in the Project area is considered minimal. Therefore, the proposed development of the Arc development site would result in a *less than significant impact*.

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

Less than significant impact. The development of the Arc development site would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Liquefaction describes a phenomenon in which a saturated soil loses strength during an earthquake as a result of induced shearing strains. Lateral and vertical movement of the soil mass combined with loss of bearing usually results. Loose sand, high groundwater conditions (where the water table is less than 30 feet below the surface), higher intensity earthquakes, and particularly long duration of ground shaking are the requisite conditions for liquefaction. None of these conditions are present within the Arc development site or annexation area. Therefore, the development of the Arc development site would result in a *less than significant impact*.

a-iv) Landslides?

No impact. The annexation area is generally flat. Due to the flat and level topography, the development of the Arc development site would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, the Project would result in *no impact*.

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

Less than significant impact. Earthmoving activities associated with the construction of the development area would include excavation, trenching, grading, and construction. These activities could expose soils to erosion processes however, the extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, and construction of linear underground or overhead facilities associated with residential construction, but does not include regular maintenance activities performed to restore the original lines, grade, or capacity of the overhead or underground facilities. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. No construction beyond the Arc development site would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Construction at the Arc development site would disturb more than one acre of soil; however, since the development site has relatively flat terrain with a low potential for soil erosion and would comply with the State Water Resources Control Board (SWRCB) requirements, the Arc development site's impacts would be *less than significant*.

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

Less than significant impact. The San Joaquin Valley, including the City, is known as an area that has experience land subsidence due to reliance on groundwater pumping and the lowering of the water table. However, due to the relatively flat topography of the annexation area and greater surrounding area and distance from active faults, landslides lateral spreading, subsidence, liquefaction or collapse are not considered a potentially significant geologic hazard. Therefore, the proposed development of the Arc development site would result in a *less than significant impact*.

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

Less than significant impact. The Arc development site would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and the development of the site would not create substantial direct or indirect risks to life or property. The Arc development site's soil types consist of sandy loam textures. Therefore, the development of the Arc development site would result in a *less than significant impact*.

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

No impact. With the exception of the Nishimoto Elementary School, Jack G. Desmond Middle School, and Matilda Torres High School, present development within the proposed annexation area utilizes septic systems for wastewater treatment and disposal. The elementary school, middle school, and high school are connected to the City of Madera's wastewater system. Development of the Arc development site would connect to the City's wastewater system. Therefore, development of the Arc development site would be *no impact*.

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

Less than significant impact. There are no known unique paleontological resources or geological features within the annexation area; however, during construction unique paleontological or geological resources could be unearthed. General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce the impact to *less than significant*.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.1 Environmental Setting

Climate change is a public health and environmental concern around the world. Globally, temperature, precipitation, sea level, ocean currents, wind patterns, and storm activity are all affected by the presence of greenhouse gas (GHG) emissions in the atmosphere. Human activity contributes to emissions of six primary GHG gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of GHGs are linked to climate change.

In 2006, the California State Legislature adopted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, which aims to reduce GHG emissions in California. GHGs, as defined by AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires the CARB, the State agency that regulates statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to 1990 statewide levels by 2020. The Air District adopted a 29 percent less than Business-As-Usual (BAU) to meet the 2020 standard.

In 2016, Senate Bill (SB) 32 was adopted, which established a goal to achieve GHG emissions equivalent to 40 percent below 1990 statewide levels by 2030. No project-level reduction standard has been adopted to meet the 2030 standard established by SB 32; however, a recommended local plan-level emissions target of no more than 6 metric tons of carbon dioxide emissions (MTCO_{2e}) per capita per year has been identified by CARB in the 2017 Climate Change Scoping Plan. This target has been used in this analysis as an interim threshold of significance for 2030 in-lieu of an adopted project-level standard.

The Conservation Element of the 2011 City of Madera General Plan Update includes several goals, policies, and programs in the Air Quality, GHG Emissions, and Climate Change sections that address and promote practices that meet or exceed all State and federal standards and meet or exceed all current and future State-mandated targets for reducing GHG emissions. The City also requires applicants for all public and private development to integrate appropriate methods that reduce GHG emissions consistent with the Energy and Green Building sections of the Conservation Element, General Plan Policies CON-40 through 46.

4.8.2 Impact Assessment

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

Less than significant impact. The construction associated with the development of the Arc development site would generate GHG emissions and contribute to global warming. GHG emissions from construction activities are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the construction of the development site. Long-term GHG emissions consist of vehicular emissions, the consumption of energy produced by carbon-based sources, and the decomposition of solid waste generated from the proposed facility. According to the CalEEMod results for unmitigated construction and operations (see [Table 4-4](#) and [4-5](#)), the constructed Arc facility would not exceed the established threshold of significance. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, construction emissions would be *less than significant*.

Table 4-4. Unmitigated Short-Term Construction-Generated Emissions of CO₂e, 2022

Year	Emissions (MT CO ₂ e) ¹
Maximum Annual Emissions: 2022	315.6925
Amortized over 30 years	10.5231

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

Table 4-5. Unmitigated Long-Term Operational Emissions of CO₂e, 2030

	Emissions (MT CO ₂ e) ¹
Estimated Annual Operation CO ₂ e Emissions	162.7884
Amortized Construction Emissions	10.5231
Total Estimated Annual Operational CO ₂ e Emissions	173.3115
<i>Threshold</i>	1,100
Exceed Threshold?	No

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

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

Less than significant impact. The development of the Arc development site would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Furthermore, the construction of the development site would not exceed applicable thresholds of significance for GHG emission generation. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the Project would have a *less than significant impact*.

4.9 Hazards and Hazardous Materials

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.1 Environmental Setting

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and State laws and regulations. Laws and regulations established by the USEPA are enforced by the California Environmental Protection Agency (CAL-EPA). CAL-EPA also oversees the unified hazardous waste and hazardous materials management regulatory program. California Health and Safety Code Section

25501 defines a hazardous material as “any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.” Section 21092.6 of the CEQA Statutes requires the Lead Agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether a proposed project and any alternative are identified as contaminated sites.

The required lists include the California Department of Toxic Substance Control’s (DTSC) online EnviroStor database⁹ and the State Water Resources Control Board’s (SWRCB) online GeoTracker database¹⁰. These two databases include hazardous release sites, along with other categories of sites or facilities where known or suspected sources of contamination were identified. A search of DTSC’s EnviroStor and SWRCB’s GeoTracker database in June 2022 revealed no active hazardous material release sites within the annexation area. A hazardous material spill previously occurred at the Matilda Torres High School site, but has been since cleaned up and certified since 2010.

4.9.2 Impact Assessment

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

Less than significant impact. Construction at the Arc development site would not involve the routine transport of hazardous waste during operation, thus no impacts to the public or the environment would occur. Potential impacts during construction of the Arc facility include potential spills associated with the use of fuels and lubricants in construction equipment. These potential impacts would be short-term in nature and would be reduced to less than significant levels through compliance with applicable local, state, and federal regulations, as well as the use of standard equipment operating practices. Compliance with applicable laws and regulations would minimize hazards associated with the routine transport, use, or disposal of hazardous materials to the maximum extent practicable. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation impacts would be *less than significant*.

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

Less than significant impact. There are no known hazardous materials located within the annexation area. Construction at the Arc development site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation impacts would be *less than significant*.

⁹ (Department of Toxic Substances Control, 2022)

¹⁰ (State Water Resources Control Board, 2022)

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

Less than significant impact. The 242-acre annexation area contains five schools within its boundaries. There are two schools, Matilda Torres High School and Ezequiel Tafoya Alvarado Academy, located within a quarter mile of the Arc development site. Construction of the Arc development site would result in a IDDC and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Any potential for hazardous substances to be released during construction would be reduced through the use of construction best management practices. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would have a *less than significant impact*.

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

No impact. The annexation area does not include sites located on a list of active hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would not create a significant hazard to the public or the environment. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would result in *no impact*.

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

No Impact. The annexation area is located outside the Madera Municipal Airport Compatibility Policy Map of the 2015 Madera Countywide Airport Land Use Compatibility Plan. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would result in *no impact*.

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

Less than significant Impact. The proposed development of the Arc development site nor the proposed General Plan amendment, rezone, or annexation would involve any material changes to public evacuation infrastructure and would not include the construction of any feature that might impair the implementation of any relevant emergency operation plan. Development of the Arc development site will include construction of a median within Road 26. Construction activities of the Arc development site would cause impediments such as truck deliveries, hauling materials, and construction crews. Moreover, the Project would not change existing emergency response and rescue access routes within the City or County of Madera. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would be a *less than significant impact*.

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

No impact. The annexation area is not located within an area of moderate, high, or very high Fire Hazard Severity for the Local Responsibility Area, nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility Area.^{11 12} Therefore, there would be **no impact**.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹¹ (CalFire, 2022)

¹² (Board of Forestry and Fire Protection, 2022)

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.1 Environmental Setting

The City of Madera is within the San Joaquin River watershed and Basin Hydrological Study Area covering roughly 13,500 square miles, or approximately the southern two-thirds of the San Joaquin Valley. The San Joaquin River watershed is divided into numerous hydrologic areas and subareas. The Madera hydrologic area encompasses the southwestern and northwestern portions of the City and extends northwest to the City of Chowchilla, draining into the Fresno River and its tributaries. The Fresno River is the main hydrologic feature in the City. The river flows west from the Sierra Nevada Mountain Range before entering the Chowchilla Bypass in western Madera County. The Fresno River is dry throughout most of the year, with flows depending mainly on water releases from upstream water agencies.¹³

The City of Madera is not within or adjacent to the boundaries of a sole source aquifer. The nearest sole source aquifer is the Fresno County Sole Source Aquifer, located approximately 12.5 miles to the southeast.

FEMA FIRM Panel No. 06039C1155E (September 26, 2008) indicates that the annexation area is located in Zone X,¹⁴ an area of minimal flood hazard. Zone X is an area designated with a 0.2 percent chance of flooding annually.

4.10.2 Impact Assessment

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

Less than significant impact. Clearing, grading, excavation, and construction activities have the potential to impact water quality through soil erosion and increased silt and debris discharged into runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Temporary storage of construction material and equipment in work areas or staging areas could create the potential for a release of hazardous materials, trash, or sediment to the storm drain system.

Construction at the development site would disturb more than one acre of soil at the development site. Any construction activities at the development site would be required to comply with the National Pollutant

¹³ (City of Madera, 2009)

¹⁴ (Federal Emergency Management Agency, 2021)

Discharge Elimination System (NPDES) General Construction Permit (GCP). The GCP requires the submittal of Permit Registration Documents (PRDs) to the State Water Resources Board (SWRCB) prior to the start of the construction. The PRDs include a Notice of Intent (NOI), risk assessment, site map, annual fee, signed certification statement, Stormwater Pollution Prevention Plan (SWPPP), and post-construction water balance calculations. The SWPPP describes the incorporation of best management practices to control sedimentation, erosion, and the potential for hazardous materials contamination of runoff during construction.

Upon completion of Arc development site construction, stormwater would runoff into the permeable ground within or adjacent to the Arc development site or into the City and County stormwater collection and discharge system constructed as part of the Arc development. Construction at the Arc development site would be required to implement applicable portions of the City's Storm Water Quality Management Program, ensuring that effective and adequate Best Management Practices would be in place to minimize the pollutant load in storm drainage, thereby protecting surface water quality. In addition, implementation of General Plan policies would further protect surface quality by requiring the Storm Water Quality Management Program to be updated to include newly available best management practices. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation impacts would be *less than significant impact*.

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

Less than significant impact. The development of the Arc development site would result in the construction of an IDDC, which would not result in the increase of unplanned population growth within the City. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. The new Arc facility would use water for landscaping and within the building for operations as needed. The proposed use is not expected to one that demands a significant amount of water, and any increase in the demand for the City's water supply would be negligible. As a result, the City would not be required to extract a substantial increase in groundwater supplies from the underlying aquifer. The City Public Works and Engineering Departments would be required to review and approve the any proposed construction proposed at the Arc development site, ensuring that the City has the water supply capacity to accommodate the Arc facility, and not cause a substantial impact on the basin. Any impacts to the groundwater basin would be minimal. Therefore, impacts would be *less than significant*.

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

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

Less than significant impact. Although an MID Canal abuts the Arc development site to the west, the site itself does not contain any waterways and therefore construction at the Arc development site would not alter the course of a stream or river. However, the construction on the site would require grading or soil exposure during construction. If not controlled, the transport of these materials into local waterways could

temporarily increase sediment concentrations. To minimize this impact, construction activities would be required to comply with all of the requirements of the state GCP, including preparation of PRDs and submittal of a SWPPP to the SWRCB prior to start of construction activities. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Mandatory compliance with state regulations would ensure that impacts from erosion and siltation would be *less than significant impact*.

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. Construction at the Arc development site would substantially increase the amount of impervious surface area on the site with the construction of a new building, pedestrian facilities, and a parking lot. However, the requirement to construct curb and gutters, and collection system to direct drainage to the existing County drainage basin on Ellis Street approximately 600 feet east of the Arc development site will ensure impacts to flooding on- or off-site would be *less than significant*. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than significant impact. Construction activities at the Arc development site would alter the existing drainage pattern of the site. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Storm runoff has been required by the City Engineer to either drain into the existing Madera County basin located approximately 600 feet east of the development site or percolated through the site's existing soil base in the event that the County does not allow the proposed Arc facility to use this basin. The new facility would be required to provide the appropriate storm drainage facilities to divert storm flow into this basin if this is where the development site's storm flows would be sent to. The Project would be required to comply with the City's Master Plan, ordinances, and standard practices for stormwater drainage. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation impacts would be *less than significant*.

iv) impede or redirect flood flows?

Less than significant impact. All storm flows and runoff at the Arc development site would be captured on-site and percolated in the existing soil base or conveyed to Madera County drainage basin to the east of the Arc development site. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation impacts would be *less than significant*.

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

No impact. The proposed annexation area is not located in flood hazard, tsunami, or seiche zones and it will not risk the release of pollutants due to inundation at the development site. Therefore, there would be *no impact*.

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

Less than significant impact. The City of Madera, and thus the Project, is located in the Madera Subbasin. The City of Madera adopted the Joint Groundwater Sustainability Plan (GSP) in January 2020. The Arc would be required to install water meters and provide adequate drainage on site. The site is not expected to be require a large demand of water and the Project would be reviewed by the City’s Engineering Department prior to approval to ensure that the Project would not have a substantial adverse impact on the water supply within the underlying aquifer which supplies the Madera Subbasin. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, rezone, and annexation would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Therefore, there would be a *less than significant impact*.

4.11 Land Use and 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.11.1 Environmental Setting

The proposed annexation area includes 242 acres of land that is currently in Madera County. Land within the annexation area is currently zoned within the County as RRM (Rural, Residential, Multiple Family), CRM (Commercial, Rural, Median), and AR-5 (Agricultural, Rural, Five Acres). The Arc development site within the proposed annexation area is approximately 1,800 feet north of the Madera City limits. The Arc development site is designated in the City’s General Plan as MD and zoned RRM by the County. The Project includes amending the City’s General Plan Land Use designation for the Arc development site from MD (Medium Density Residential) to HD (High Density Residential) and amending the southern portion of the Jack G. Desmond Middle School from OS (Open Space) to P&SP (Other Public & Semi-Public Uses) (see [Figure 2-4](#)). In addition, the proposed annexation area would be subject to prezoning consistent with the City General Plan Land Use designations as amended (see [Figure 2-6](#)).

4.11.2 Impact Assessment

a) Would the Project physically divide an established community?

No impact. The Project would not physically divide an established community. The Arc development site is located on vacant, previously developed land and the Project proposes to construct a new IDDC on a lot that once contained a single-family residence. The Arc development Project would serve as an infill development that is substantially surrounded by urban uses. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the proposed development of the Arc development site and the proposed General Plan amendment, prezone, and annexation would have *no impact*.

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

No impact. The Project is proposing to amend both the City’s General Plan Land Use map and the City’s official zoning map. As a part of the proposed annexation, land being annexed into the City would be prezoned according to the City’s General Plan designations as amended by the Project. The Arc facility to be constructed at the Arc development site would be in conformance with all applicable policies and regulations. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there would be *no impact*.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.12.1 Environmental Setting

The California Geological Survey (CGS) is responsible for the classification and designation of areas within California containing or potentially containing significant mineral resources. The CGS classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geologic Board, as mandated by the Surface Mining and Reclamation Act of 1975. These MRZs identify whether known or inferred significant mineral resources are presented in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the state into their general plans.¹⁵ According

¹⁵ Public Resources Code, Section 2762(a)(1).

to the findings of the City of Madera General Plan Update EIR, the annexation area does not have the potential to affect the availability of any state or locally designated mineral resource.

4.12.2 Impact Assessment

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

No impact. The annexation area is not identified as containing any mineral deposits. 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, there would be *no impact*.

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

No impact. The annexation area is not identified as containing any mineral deposits. Therefore, the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As such, there would be *no impact*.

4.13 Noise

Would the Project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.1 Environmental Setting

The proposed annexation area is characterized by urban uses such as residential areas, commercial areas, and five schools, including Matilda Torres High School. The Arc development site is located on vacant, previously developed lot that is substantially surrounded by urban uses. Commercial uses surround the site

to the north and east, with Matilda Torres High School located to the northeast, residential uses to the south, and a vacant property to the west beyond the MID Canal abutting the site. Road 26 is listed as an arterial street under the City's General Plan. Arterial streets are those which serve as the main vehicular network, connecting areas of major activity within the City to one another and to state highways and important County roads.

4.13.2 Impact Assessment

- a) **Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than significant impact. Construction at the Arc development site would require the utilization of large construction equipment, including rollers, pavers, dozers, and graders. This type of equipment can have noise levels exceeding General Plan noise standards for residential land uses when measured 50 feet away from the noise source. General Plan Policies N-5, N-6, and MMC Section 3-11.02(B) requires the reduction of noise, including construction noise, to acceptable levels. Construction at the Arc development site would be limited to hours to between 7 am and 7 pm, Monday through Friday, and between 9 am and 5 pm on Saturdays, which is consistent with the City noise ordinance and General Plan Policy N-6. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, construction-related noise impacts would remain *less than significant*.

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

Less than significant impact. Construction of the Arc development will be restricted to between the hours of 7 am and 7 pm, Monday through Friday, and 9 am to 5 pm, Saturdays, consistent with the City's noise ordinance and General Plan Policy N-6. The Federal Highway Administration (FHWA) has compiled noise measurement data regarding the noise-generating characteristics of various types of construction equipment. Typical background vibration decibel (VdB) levels measured from 50 feet away, according to the Federal Transit Administration (FTA) are approximately 50 VdB, with a level of 100 VdB resulting in minor cosmetic damage to fragile buildings. For infrequent events, such as construction, impacts would be significant to residences, the nearest sensitive receptor, if they exceed 80 VdB. Vibration velocity levels are typically not additive.¹⁶ Bulldozers generate approximately 58 VdB when measured 25 feet away. Given the type of equipment expected to be found during construction, it is not anticipated that construction at the development site would generate excessive ground-borne vibration or ground-borne noise levels. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, the Project would have a *less than significant impact*.

¹⁶ (Federal Transit Administration, 2018)

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

No impact. The Project is located outside the Madera Municipal Airport Compatibility Policy Map of the 2015 Madera Countywide Airport Land Use Compatibility Plan. Therefore, the Project would result in *no impact*.

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.14.1 Environmental Setting

The annexation area, located in Madera County, would be annexed into the City as a part of the Project. According to the United States Census Bureau, the City of Madera had a population of 67,944 people in 2021, with a persons per household rate of 3.68.¹⁷

4.14.2 Impact Assessment

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

Less than significant impact. The Project would result in the construction of a IDDC on the Arc development site that would be annexed into the City as a part of the Project. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. The annexation area and construction of the Arc facility would not result in the introduction of unplanned population growth. While the annexation involved in this Project would incorporate several other parcels, uses that they represent are either existing and established or

¹⁷ (United States Census Bureau, 2022)

planned for within the City’s General Plan. Any future development projects within the area being annexed would be considered under separate environmental analysis. As such, the proposed development of the Arc development site and the proposed General Plan amendment, prezone, and annexation would have a *less than significant impact*.

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

No impact. The Arc development site is an existing vacant, previously developed property that included one single family home. Thus, the development of the proposed Arc development site would not displace people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, there would be *no impact*.

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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.15.1 Environmental Setting

Fire, emergency, medical, and police protection services for the annexation area are presently provided by the County of Madera and augmented through contracts and agreements with other agencies and service providers, including the City of Madera. The County of Madera has a contract with CalFire to provide management and staffing of the County’s fire stations and equipment. Ambulance services are provided by a private contractor. The nearest ambulance contractor site to the development site is Pistoresi Ambulance, located approximately 2.4 miles to the south. Madera City Fire Department 58 is located approximately 1.25 miles to the southwest of the Arc development site and the Madera County Fire Station Number 1 is

located approximately three miles to the southeast of the, while the Madera Police Department is located approximately 2.15 miles to the southeast, and the Madera County Sheriff's Headquarters is located approximately 1.5 miles to the southwest of the Arc development site. While County services currently have jurisdiction within the annexation area, mutual aid agreements allow for the providing of City services within the area.

The annexation area is located within the Madera Unified School District. The District oversees pre-K through 12 education services. There are several public and private schools within the proposed annexation area, including Matilda Torres High School, Jack G. Desmond Middle School, Nishimoto Elementary School, Sherman Thomas Charter School, and Ezequiel Tafoya Alvarado Academy.

Parks within the vicinity of the annexation area are operated and maintained by the City of Madera. No County parks or recreational facilities are located within the vicinity of the annexation area. The nearest City operated parks to the Project site are the Rotary Dog Park, located approximately one mile to the southwest of the development site, and Pan American Park, located approximately 1.15 miles to the southeast of the development site.

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

Fire Protection:

Less than Significant. The Madera City Fire Department completed its review of the Project. The Fire Department required the Arc facility to provide fire sprinklers and fire hydrants, consistent with the California Fire Code requirements. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. The Project would not have an impact on fire department facilities and would not warrant the need for new or physically altered fire department facilities to maintain acceptable service ratios and meet performance objectives. The Arc development project is required to pay all applicable impact fees, including those to offset impacts to fire facilities and equipment. Therefore, the Project would have a ***less than significant impact***.

Police Protection:

Less than significant impact. The annexation of approximately 242 acres would increase the service area of the City of Madera Police Department. While this may or may not result in the need for new staff, it could affect service times. Impacts would be ***less than significant***.

Schools:

No impact. The annexation of the Project's annexation area would include five schools, including Matilda Torres High School, into the City of Madera. The annexation, nor the development of the Arc development site would not result in an increase in population that would require increased staffing at Madera Unified Schools. In addition, the Project would not utilize any Madera Unified facility, causing deterioration of any

existing facilities. Any future development associated within the remaining parcels included as a part of the annexation would be considered at a future time. Therefore, the Project would have *no impact* on school facilities.

Parks:

Less than significant impact. Construction of the new Arc facility would not result in the increase of population using park space within the City, however, the annexation proposed as a part of this Project would have an incremental increase on the City’s population, altering the people per parks ratio in the City. The Project would not directly impact existing recreational facilities through the introduction of a population that does not currently exist, but the increase in the population per parks ratio would have a negative effect. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, impacts would be *less than significant*.

Other Public Facilities:

Less than significant impact. The Arc development site is devoid of debris and vegetation. The development of the Arc development site would not contribute a significant amount of waste due to construction and operational activities. No other construction would occur within the annexation area as part of the proposed project. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, impacts would be *less than significant*.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.16.1 Environmental Setting

The proposed annexation area does not include any park space or facilities; however, it does include public schools that could be utilized for recreational activities. The General Plan lists a portion of the annexation area as planned for Open Space; however, the area is already developed as a part of the Jack G. Desmond Middle School campus. The nearest City operated parks to the proposed annexation area are the Rotary Dog Park, located approximately one mile to the southwest, and Pan American Park, located approximately

1.15 miles to the southeast. General Plan Policy PR-1 states that the City shall develop and maintain a complete system of public parks distributed throughout the City that provides opportunities for passive and active recreation at a minimum of three acres per 1,000 residents. The City currently has 324.47 acres of parkland.¹⁸ With a 2021 population of 67,944, there are about 4.78 acres per 1,000 residents provided.

4.16.2 Impact Assessment

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

Impacts a&b) Less than significant impact. Increased demand for existing parks or other recreational facilities is typically driven by an increase in population. The proposed use at the Arc development site would not result in an increase of the population, however, the annexation proposed as a part of this Project would have an incremental increase on the City’s population, altering the people per parks ratio in the City. The Project would not directly impact existing recreational facilities through the introduction of a population that does not currently exist, but the increase in the population per parks ratio would have a negative effect. Therefore, impacts would be *less than significant*.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹⁸ (City of Madera, 2021)

4.17.1 Environmental Setting

The annexation area contains Road 26, Martin Street, North D Street, Owens Street, Adell Street, and Ellis Street. In addition to these developed roads, the annexation area also includes the undeveloped right-of-way of Owens Street between Ellis and Adell Streets. The Arc development site is located along, and would have access from, Road 26. Road 26 is designated as a four-lane arterial connecting rural residential homes, businesses, and Matilda Torres High School to the City. Where applicable, pedestrian and bicycle facilities would be constructed or improved to meet City standards.

4.17.2 Impact Assessment

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

Less than significant impact. The Project would not conflict with any program plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities. Before construction at the Arc development site could occur, improvement plans, including roadway improvements, will be subject to review and approval by the City Engineer to ensure street and other civil improvements are consistent with City standards. The development of the Arc development site will be conditioned to require the widening of Road 26 to arterial standards on the west of Road 26 along the Arc development site frontage and the construction of a landscape median island. Additionally, the Arc could be required to construct stormwater facilities within Road 26 and Ellis Street in order to connect to the stormwater basin east of the Arc development site. Any construction within any roadway would be required to meet all applicable standards and regulations and be approved by the City Engineer prior to commencement. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, there would be a *less than significant impact*.

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

Less than significant impact. Construction and the introduction of a new use would only result from development that would occur at the Arc development site. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. The Arc development site is located in Transportation Analysis Zone (TAZ) 303 of the Madera County Vehicle Miles Traveled Model, which has an average work-based vehicle mile traveled (VMT) per capita of 7.71, which is more than 15% below the regional average of 11.07.¹⁹ The Office of Planning and Research (OPR) has stated that a development project whose VMT per capita is less than 15% of the regional or citywide average should have a less than significant impact²⁰. The TAZ in which the development site is located is approximately 30% below the countywide average and the Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, there would be a *less than significant impact*.

¹⁹ (Madera County Transportation Commission, 2022)

²⁰ (Governor's Office of Planning and Research, 2018)

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

Less than significant impact. Access to the Arc development site would be provided directly from Road 26 through the use of two driveways. No change in access is proposed at any other area within the proposed annexation area. The City Engineering Department has conditioned the Project to ensure that curve radii, street widths and transitions conform to safety standards, and to ensure that street signalization appropriately addresses traffic generated by the Project and traffic patterns in the area. Compliance will be confirmed during review and approval of the required improvement plans by the City Engineer. Therefore, the Project would result in a *less than significant impact*.

d) Would the Project result in inadequate emergency access?

Less than significant impact. Construction activities associated with the Arc development site would cause impediments such as truck deliveries, hauling materials, and construction crews. The development could also result in construction work being completed within Road 26 and Ellis Street, resulting in traffic delays. No other construction would occur within the proposed annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. The Project has been reviewed by the Engineering Department and the Fire Department to ensure that the Project would not result in inadequate emergency access during construction or operation of the proposed facility. Therefore, the Project would result in a *less than significant impact*.

4.18 Tribal 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 tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

4.18.1 Environmental Setting

A previous sacred lands search completed for the General Plan EIR did not identify any sensitive Native American cultural resources either within or near the annexation area. California Native American tribes traditionally and culturally affiliated with the annexation area did not request consultation pursuant to AB 52; however, the following tribes were contacted pursuant to notification requirements pursuant to SB 18:

- Dumna Wo-Wah Tribal Government
- Chicken Ranch Rancheria of Me-Wuk Indians
- North Fork Mono Tribe
- North Fork Rancheria of Mono Indians
- North Valley Yokuts Tribe
- Picayune Rancheria of Chukchansi Indians
- Southern Sierra Miwuk Nation
- Tule River Indian Tribe
- Big Sandy Rancheria of Western Mono Indians
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- California Valley Miwok Tribe
- Tuolumne Band of Me-Wuk Indians
- Wuksache Indian Tribe & Eshom Valley Band

Letters were sent out June 6, 2022 and no responses were received within the 90 day period requesting formal consultation under SB 18.

4.18.2 Impact Assessment

- a) **Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

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

No impact. The Project would not 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 no lands within the annexation area are listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As described above, no known tribal cultural resources have been identified (as defined in Section 21074) within the annexation area. Therefore, the Project would **not impact** the significance of a tribal cultural resource that is either listed in, or eligible for listing in, the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

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

Less than significant impact. The Arc development site is not a resource determined by the lead agency (City of Madera), 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. The development site is not listed as a historical resource in the California Register of Historical Sources. As described above, no known tribal cultural resources have been identified (as defined in Section 21074) within the annexation area, and no substantial information has been provided to the City to indicate otherwise. However, it is possible that unknown buried archaeological materials could be found during ground disturbing activities at the development site, including unrecorded Native American materials. If such resources were discovered, the impact to cultural resources could be significant. General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition would reduce the impact to tribal cultural resources to **less than significant**.

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.1 Environmental Setting

The annexation area includes 242 acres to the north of the City. Some City water and sewer infrastructure exists within the annexation area. The Matilda Torres High School, Jack G. Desmond Middle School, and Nishimoto Elementary School campuses are connected to the City's potable water infrastructure. The Matilda Torres High School is also connected to the City's wastewater infrastructure.

City's potable water infrastructure within the proposed annexation area is composed of 12-inch water mains beneath North D Street, Martin Street and Road 26. The mains beneath North D Street and Road 26 tie into the City's existing mains south of the annexation area forming a looped system. A City sewer main extends the length of Road 26 within the proposed annexation area. Stormwater runoff from the Matilda Torres High School is routed to the County's drainage basin located south of the school site.

The Arc development site is a vacant and previously developed property planned for medium density residential uses in the General Plan. The previous use of the Arc development site was supported by an on-site well and septic system. Storm drainage was contained on-site. The development site and the overall annexation area's land uses were analyzed in several utility planning documents, including the following:

- 2014 Water System Master Plan
- 2014 Sanitary Sewer System Master Plan
- 2017 Urban Water Management Plan

4.19.2 Impact Assessment

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

No impact. The Arc facility would connect to existing water, wastewater, and natural gas infrastructure within the Road 26 right-of-way. The Arc facility development would also be required to tie into and underground the electrical and telecommunication facilities along entire development site frontage. Additionally, the Arc would be required to collect all storm drainage on-site or connect to the existing stormwater basin approximately 600 feet to the east of the proposed Arc development site, along with any necessary improvements. No other construction would occur within the annexation area. Any future construction within the annexation area would be considered at the time future development is proposed. Under the proposed annexation, the existing City infrastructure along Road 26 and in the vicinity of the development site would become available to the Project. As a result, the construction of new public utility infrastructure would not be required. Therefore, impacts would be *No Impact*.

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

Less than significant impact. The City has sufficient water supplies available to serve the use proposed at the Arc development site and its existing commitments during normal, dry, and multiple dry years. As shown within the output files contained in **Appendix A**, the Arc would require approximately .00343 MGD of water per year to accommodate both indoor and outdoor water usage. This would represent an incremental increase in the City's overall demand. The Project would be subject to approval of both the City's Public Works and Engineering Department. This review and approval ensure that the Project would not exceed the existing planned capacity and demand for water supplies. The development of the Arc facility on the development site is not expected generate a substantial increase in population. In addition, while the Project would result in the annexation of approximately 242 acres, any future population growth in this area would be accounted for and planned according to the General Plan. Any future construction within the annexation area would be considered at the time future development is proposed. Therefore, impacts would be *less than significant*.

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

Less than significant impact. The Project would be served by the City of Madera Wastewater Treatment Plant (WWTP). The Madera WWTP has a design capacity of 10.1 MGD and it can accommodate a design peak dry weather flow of up to 15.1 MGD. The 2014 Sanitary Sewer System assumed a 2020 population of 86,633 with an average day flow of 10.4 MGD. The 2021 population of Madera was 67,944 people, and therefore approximately 22 percent below the assumed 2020 average flow. According to the load factor provided within the 2015 City of Madera Utility Rate Study Report, the Arc would generate approximately .00163 MGD of wastewater.²¹ This would be an incremental increase from the existing flow rate. As a result, the WWTP has adequate capacity to serve the development site and future development that may

²¹ (City of Madera, 2015)

occur within the annexation area in addition to its existing commitments. Therefore, the Project would have a *less than significant impact*.

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

Less than significant impact. Mid Valley Disposal is the solid waste provider for the City of Madera. Mid Valley Disposal has reviewed the Project and has not identified any concerns relating to capacity or any other reduction goal related standards for the Project. Therefore, the Project would have a *less than significant impact*.

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

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

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.20.1 Environmental Setting

The annexation area is not located in or near State Responsibility Areas or include lands classified as Very High Fire Hazard Severity Zones. The Project would be served by City of Madera Fire Department for fire protection, with the nearest station to the Project site being Station 58, located approximately 1.25 to the southwest of the development site.

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

No impact. The annexation area is located in an area of low fire risk and is not located in or near a State Responsibility Area nor near land classified by either CalFire or the City of Madera as a Very High Fire Hazard Severity Zone.^{22 23} The nearest State Responsibility Area is approximately 7.2 miles to the northeast of the development site. Additionally, the site is approximately 14 miles from the nearest Very High Fire Hazard Severity Zone classification. As the Project is not subject to wildfire, it would have no impact on adopted emergency response plans or emergency evacuation plans relative to the risk of wildfire. The annexation area does not generally experience strong prevailing winds and experiences less than two percent slope. As the Project is relatively flat, and not located in or near a State Responsibility Area nor land classified by either Cal Fire or the City as a Very High Fire Hazard Severity Zone, it is not subject to the risk of downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. The Fire Department reviewed the Project and determined the construction and maintenance of the Arc facility, or any associated infrastructure would not exacerbate fire risks or result in an impact to the environment. Therefore, there would be *no impact*.

²² (Board of Forestry and Fire Protection, 2022)

²³ (CalFire, 2022)

4.21 CEQA Mandatory Findings of Significance

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

4.21.1 Environmental Setting

Based upon staff analysis, it has been determined that the proposed Project could generate some limited adverse impacts in the areas of Aesthetics, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.

4.21.2 Impact Assessment

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

Less than significant impact. The analysis conducted in this Initial Study/Negative Declaration results in a determination that the Project will have a *less than significant* effect on the environment. Accordingly, the Project will involve no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

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

Less than significant impact. CEQA Guidelines Section 15064(i) States that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of cumulative effects of a project must be conducted in connection with the effects of past projects, other current projects, and probable future projects. The Project will include the annexation of approximately 242 acres and the construction of a new Arc facility at the approximately 2.12-acre development site.

The Project would include and annexation area of approximately 242 acres, north of the City of Madera. Within this annexation area, several parcels could be developed in the future and have been planned for growth within the City’s General Plan; however, no projects are actively being pursued and analyzed. While projects have been discussed within the area, no project has provided the level of detail required to complete an analysis of its impact on the environment. In addition, any future projects located within this annexation area would be required to go through a separate environmental review process. Therefore, cumulative impacts as a result of the Project would be considered *less than significant*.

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

Less than significant impact. The Project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Impacts are considered to be *less than significant*.

Chapter 5 References

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Appendix A: CalEEMod Output Files

The Arc - Madera County, Annual

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

**The Arc
Madera County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Day-Care Center	8.17	1000sqft	0.19	8,170.00	0
Parking Lot	0.60	Acre	0.60	26,136.00	0
Other Non-Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	51
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - Community Center Building
 Construction Phase - Debris Removal
 Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	PhaseEndDate	1/25/2024	1/4/2024
tblConstructionPhase	PhaseEndDate	12/28/2023	12/7/2023
tblConstructionPhase	PhaseEndDate	2/10/2023	1/20/2023

The Arc - Madera County, Annual

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

tblConstructionPhase	PhaseEndDate	2/23/2023	2/2/2023
tblConstructionPhase	PhaseEndDate	1/11/2024	12/21/2023
tblConstructionPhase	PhaseEndDate	2/15/2023	1/25/2023
tblConstructionPhase	PhaseStartDate	1/12/2024	12/22/2023
tblConstructionPhase	PhaseStartDate	2/24/2023	2/3/2023
tblConstructionPhase	PhaseStartDate	2/16/2023	1/26/2023
tblConstructionPhase	PhaseStartDate	12/29/2023	12/8/2023
tblConstructionPhase	PhaseStartDate	2/11/2023	1/21/2023

2.0 Emissions Summary

The Arc - Madera 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	0.2658	1.7291	1.8507	3.6700e-003	0.0701	0.0749	0.1450	0.0231	0.0716	0.0947	0.0000	312.7505	312.7505	0.0510	5.6000e-003	315.6925
2024	0.0302	2.4700e-003	4.0400e-003	1.0000e-005	1.3000e-004	1.2000e-004	2.5000e-004	3.0000e-005	1.2000e-004	1.6000e-004	0.0000	0.6140	0.6140	3.0000e-005	0.0000	0.6156
Maximum	0.2658	1.7291	1.8507	3.6700e-003	0.0701	0.0749	0.1450	0.0231	0.0716	0.0947	0.0000	312.7505	312.7505	0.0510	5.6000e-003	315.6925

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	0.2658	1.7291	1.8507	3.6700e-003	0.0571	0.0749	0.1320	0.0174	0.0716	0.0889	0.0000	312.7502	312.7502	0.0510	5.6000e-003	315.6922
2024	0.0302	2.4700e-003	4.0400e-003	1.0000e-005	1.3000e-004	1.2000e-004	2.5000e-004	3.0000e-005	1.2000e-004	1.6000e-004	0.0000	0.6140	0.6140	3.0000e-005	0.0000	0.6156
Maximum	0.2658	1.7291	1.8507	3.6700e-003	0.0571	0.0749	0.1320	0.0174	0.0716	0.0889	0.0000	312.7502	312.7502	0.0510	5.6000e-003	315.6922

The Arc - Madera 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
Percent Reduction	0.00	0.00	0.00	0.00	18.51	0.00	8.94	24.99	0.00	6.11	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	1-16-2023	4-15-2023	0.5196	0.5196
2	4-16-2023	7-15-2023	0.5273	0.5273
3	7-16-2023	10-15-2023	0.5334	0.5334
4	10-16-2023	1-15-2024	0.4385	0.4385
		Highest	0.5334	0.5334

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	0.0448	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Energy	1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	16.8339	16.8339	1.1800e-003	3.2000e-004	16.9575
Mobile	0.1222	0.1564	0.8211	1.4700e-003	0.1288	1.5600e-003	0.1303	0.0345	1.4600e-003	0.0360	0.0000	136.4225	136.4225	0.0113	9.5200e-003	139.5411
Waste						0.0000	0.0000		0.0000	0.0000	2.1558	0.0000	2.1558	0.1274	0.0000	5.3408
Water						0.0000	0.0000		0.0000	0.0000	0.1112	0.4672	0.5784	0.0115	2.8000e-004	0.9488
Total	0.1681	0.1664	0.8296	1.5300e-003	0.1288	2.3200e-003	0.1311	0.0345	2.2200e-003	0.0367	2.2669	153.7238	155.9907	0.1514	0.0101	162.7884

The Arc - Madera 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	0.0448	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Energy	1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	16.8339	16.8339	1.1800e-003	3.2000e-004	16.9575
Mobile	0.1222	0.1564	0.8211	1.4700e-003	0.1288	1.5600e-003	0.1303	0.0345	1.4600e-003	0.0360	0.0000	136.4225	136.4225	0.0113	9.5200e-003	139.5411
Waste						0.0000	0.0000		0.0000	0.0000	2.1558	0.0000	2.1558	0.1274	0.0000	5.3408
Water						0.0000	0.0000		0.0000	0.0000	0.1112	0.4672	0.5784	0.0115	2.8000e-004	0.9488
Total	0.1681	0.1664	0.8296	1.5300e-003	0.1288	2.3200e-003	0.1311	0.0345	2.2200e-003	0.0367	2.2669	153.7238	155.9907	0.1514	0.0101	162.7884

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/16/2023	1/20/2023	5	5	
2	Site Preparation	Site Preparation	1/21/2023	1/25/2023	5	3	
3	Grading	Grading	1/26/2023	2/2/2023	5	6	

The Arc - Madera 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	2/3/2023	12/7/2023	5	220
5	Paving	Paving	12/8/2023	12/21/2023	5	10
6	Architectural Coating	Architectural Coating	12/22/2023	1/4/2024	5	10

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.93

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,255; Non-Residential Outdoor: 4,085; Striped Parking Area: 5,044 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

The Arc - Madera County, Annual

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

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	39.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6800e-003	0.0358	0.0336	6.0000e-005		1.6900e-003	1.6900e-003		1.5800e-003	1.5800e-003	0.0000	5.2716	5.2716	1.3400e-003	0.0000	5.3051
Total	3.6800e-003	0.0358	0.0336	6.0000e-005		1.6900e-003	1.6900e-003		1.5800e-003	1.5800e-003	0.0000	5.2716	5.2716	1.3400e-003	0.0000	5.3051

The Arc - Madera County, Annual

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

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	7.0000e-005	9.1000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2151	0.2151	1.0000e-005	1.0000e-005	0.2172
Total	1.1000e-004	7.0000e-005	9.1000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2151	0.2151	1.0000e-005	1.0000e-005	0.2172

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6800e-003	0.0358	0.0336	6.0000e-005		1.6900e-003	1.6900e-003		1.5800e-003	1.5800e-003	0.0000	5.2716	5.2716	1.3400e-003	0.0000	5.3051
Total	3.6800e-003	0.0358	0.0336	6.0000e-005		1.6900e-003	1.6900e-003		1.5800e-003	1.5800e-003	0.0000	5.2716	5.2716	1.3400e-003	0.0000	5.3051

The Arc - Madera County, Annual

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

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	7.0000e-005	9.1000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2151	0.2151	1.0000e-005	1.0000e-005	0.2172
Total	1.1000e-004	7.0000e-005	9.1000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2151	0.2151	1.0000e-005	1.0000e-005	0.2172

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

The Arc - Madera County, Annual

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

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0794	0.0794	0.0000	0.0000	0.0802
Total	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0794	0.0794	0.0000	0.0000	0.0802

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					1.0700e-003	0.0000	1.0700e-003	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	1.0700e-003	8.1000e-004	1.8800e-003	1.2000e-004	7.5000e-004	8.7000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

The Arc - Madera County, Annual

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

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0794	0.0794	0.0000	0.0000	0.0802
Total	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0794	0.0794	0.0000	0.0000	0.0802

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

The Arc - Madera County, Annual

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

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1986	0.1986	1.0000e-005	1.0000e-005	0.2005
Total	1.0000e-004	7.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1986	0.1986	1.0000e-005	1.0000e-005	0.2005

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					9.5600e-003	0.0000	9.5600e-003	4.6200e-003	0.0000	4.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	9.5600e-003	1.8100e-003	0.0114	4.6200e-003	1.6700e-003	6.2900e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

The Arc - Madera County, Annual

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

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1986	0.1986	1.0000e-005	1.0000e-005	0.2005
Total	1.0000e-004	7.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1986	0.1986	1.0000e-005	1.0000e-005	0.2005

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	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525

The Arc - Madera County, Annual

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9700e-003	0.0728	0.0245	3.4000e-004	0.0109	4.8000e-004	0.0114	3.1500e-003	4.6000e-004	3.6100e-003	0.0000	32.2777	32.2777	1.2000e-004	4.7200e-003	33.6866
Worker	0.0147	9.6400e-003	0.1195	3.1000e-004	0.0342	2.0000e-004	0.0344	9.0900e-003	1.9000e-004	9.2700e-003	0.0000	28.3953	28.3953	9.5000e-004	8.5000e-004	28.6710
Total	0.0167	0.0825	0.1440	6.5000e-004	0.0451	6.8000e-004	0.0458	0.0122	6.5000e-004	0.0129	0.0000	60.6730	60.6730	1.0700e-003	5.5700e-003	62.3576

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	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522

The Arc - Madera 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9700e-003	0.0728	0.0245	3.4000e-004	0.0109	4.8000e-004	0.0114	3.1500e-003	4.6000e-004	3.6100e-003	0.0000	32.2777	32.2777	1.2000e-004	4.7200e-003	33.6866
Worker	0.0147	9.6400e-003	0.1195	3.1000e-004	0.0342	2.0000e-004	0.0344	9.0900e-003	1.9000e-004	9.2700e-003	0.0000	28.3953	28.3953	9.5000e-004	8.5000e-004	28.6710
Total	0.0167	0.0825	0.1440	6.5000e-004	0.0451	6.8000e-004	0.0458	0.0122	6.5000e-004	0.0129	0.0000	60.6730	60.6730	1.0700e-003	5.5700e-003	62.3576

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	7.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.1900e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179

The Arc - Madera County, Annual

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

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.7000e-004	2.0900e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4964	0.4964	2.0000e-005	1.0000e-005	0.5012
Total	2.6000e-004	1.7000e-004	2.0900e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4964	0.4964	2.0000e-005	1.0000e-005	0.5012

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	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	7.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.1900e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178

The Arc - Madera County, Annual

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

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.7000e-004	2.0900e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4964	0.4964	2.0000e-005	1.0000e-005	0.5012
Total	2.6000e-004	1.7000e-004	2.0900e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4964	0.4964	2.0000e-005	1.0000e-005	0.5012

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0446					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	3.9100e-003	5.4300e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.7660	0.7660	5.0000e-005	0.0000	0.7671
Total	0.0452	3.9100e-003	5.4300e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.7660	0.7660	5.0000e-005	0.0000	0.7671

The Arc - Madera County, Annual

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

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1589	0.1589	1.0000e-005	0.0000	0.1604
Total	8.0000e-005	5.0000e-005	6.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1589	0.1589	1.0000e-005	0.0000	0.1604

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	0.0446					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	3.9100e-003	5.4300e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.7660	0.7660	5.0000e-005	0.0000	0.7671
Total	0.0452	3.9100e-003	5.4300e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.7660	0.7660	5.0000e-005	0.0000	0.7671

The Arc - Madera County, Annual

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

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1589	0.1589	1.0000e-005	0.0000	0.1604
Total	8.0000e-005	5.0000e-005	6.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1589	0.1589	1.0000e-005	0.0000	0.1604

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0297					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	2.4400e-003	3.6200e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.5107	0.5107	3.0000e-005	0.0000	0.5114
Total	0.0301	2.4400e-003	3.6200e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.5107	0.5107	3.0000e-005	0.0000	0.5114

The Arc - Madera County, Annual

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1033	0.1033	0.0000	0.0000	0.1043
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1033	0.1033	0.0000	0.0000	0.1043

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	0.0297					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	2.4400e-003	3.6200e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.5107	0.5107	3.0000e-005	0.0000	0.5114
Total	0.0301	2.4400e-003	3.6200e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.5107	0.5107	3.0000e-005	0.0000	0.5114

The Arc - Madera County, Annual

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1033	0.1033	0.0000	0.0000	0.1043
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1033	0.1033	0.0000	0.0000	0.1043

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

The Arc - Madera 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	0.1222	0.1564	0.8211	1.4700e-003	0.1288	1.5600e-003	0.1303	0.0345	1.4600e-003	0.0360	0.0000	136.4225	136.4225	0.0113	9.5200e-003	139.5411
Unmitigated	0.1222	0.1564	0.8211	1.4700e-003	0.1288	1.5600e-003	0.1303	0.0345	1.4600e-003	0.0360	0.0000	136.4225	136.4225	0.0113	9.5200e-003	139.5411

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Day-Care Center	389.06	50.82	47.71	343,835	343,835
Total	389.06	50.82	47.71	343,835	343,835

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
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
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700
Parking Lot	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700

The Arc - Madera County, Annual

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

Day-Care Center	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700
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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	5.9866	5.9866	9.7000e-004	1.2000e-004	6.0458
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5.9866	5.9866	9.7000e-004	1.2000e-004	6.0458
NaturalGas Mitigated	1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8472	10.8472	2.1000e-004	2.0000e-004	10.9117
NaturalGas Unmitigated	1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8472	10.8472	2.1000e-004	2.0000e-004	10.9117

The Arc - Madera 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					
Day-Care Center	203270	1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8472	10.8472	2.1000e-004	2.0000e-004	10.9117
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8472	10.8472	2.1000e-004	2.0000e-004	10.9117

The Arc - Madera 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					
Day-Care Center	203270	1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8472	10.8472	2.1000e-004	2.0000e-004	10.9117
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.1000e-003	9.9600e-003	8.3700e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8472	10.8472	2.1000e-004	2.0000e-004	10.9117

The Arc - Madera 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			
Day-Care Center	55556	5.1403	8.3000e-004	1.0000e-004	5.1911
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	9147.6	0.8464	1.4000e-004	2.0000e-005	0.8547
Total		5.9866	9.7000e-004	1.2000e-004	6.0458

The Arc - Madera 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			
Day-Care Center	55556	5.1403	8.3000e-004	1.0000e-004	5.1911
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	9147.6	0.8464	1.4000e-004	2.0000e-005	0.8547
Total		5.9866	9.7000e-004	1.2000e-004	6.0458

6.0 Area Detail

6.1 Mitigation Measures Area

The Arc - Madera 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	0.0448	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Unmitigated	0.0448	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	7.4300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0373					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	0.0448	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

The Arc - Madera 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	7.4300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0373					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	0.0448	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

The Arc - Madera 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	0.5784	0.0115	2.8000e-004	0.9488
Unmitigated	0.5784	0.0115	2.8000e-004	0.9488

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	0.350408 / 0.901049	0.5784	0.0115	2.8000e-004	0.9488
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.5784	0.0115	2.8000e-004	0.9488

The Arc - Madera 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			
Day-Care Center	0.350408 / 0.901049	0.5784	0.0115	2.8000e-004	0.9488
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.5784	0.0115	2.8000e-004	0.9488

8.0 Waste Detail

8.1 Mitigation Measures Waste

The Arc - Madera 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	2.1558	0.1274	0.0000	5.3408
Unmitigated	2.1558	0.1274	0.0000	5.3408

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	10.62	2.1558	0.1274	0.0000	5.3408
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.1558	0.1274	0.0000	5.3408

The Arc - Madera 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			
Day-Care Center	10.62	2.1558	0.1274	0.0000	5.3408
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.1558	0.1274	0.0000	5.3408

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

User Defined Equipment

Equipment Type	Number
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The Arc - Madera County, Annual

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

11.0 Vegetation

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

**The Arc
Madera County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Day-Care Center	8.17	1000sqft	0.19	8,170.00	0
Parking Lot	0.60	Acre	0.60	26,136.00	0
Other Non-Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	51
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - Community Center Building
 Construction Phase - Debris Removal
 Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	PhaseEndDate	1/25/2024	1/4/2024
tblConstructionPhase	PhaseEndDate	12/28/2023	12/7/2023
tblConstructionPhase	PhaseEndDate	2/10/2023	1/20/2023

The Arc - Madera County, Summer

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

tblConstructionPhase	PhaseEndDate	2/23/2023	2/2/2023
tblConstructionPhase	PhaseEndDate	1/11/2024	12/21/2023
tblConstructionPhase	PhaseEndDate	2/15/2023	1/25/2023
tblConstructionPhase	PhaseStartDate	1/12/2024	12/22/2023
tblConstructionPhase	PhaseStartDate	2/24/2023	2/3/2023
tblConstructionPhase	PhaseStartDate	2/16/2023	1/26/2023
tblConstructionPhase	PhaseStartDate	12/29/2023	12/8/2023
tblConstructionPhase	PhaseStartDate	2/11/2023	1/21/2023

2.0 Emissions Summary

The Arc - Madera 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	15.0906	14.4884	15.6878	0.0311	7.1647	0.6773	7.7696	3.4465	0.6333	4.0030	0.0000	2,921.2489	2,921.2489	0.7700	0.0553	2,948.7976
2024	15.0772	1.2335	2.0502	3.5800e-003	0.0657	0.0613	0.1270	0.0174	0.0613	0.0787	0.0000	343.1750	343.1750	0.0176	1.5300e-003	344.0706
Maximum	15.0906	14.4884	15.6878	0.0311	7.1647	0.6773	7.7696	3.4465	0.6333	4.0030	0.0000	2,921.2489	2,921.2489	0.7700	0.0553	2,948.7976

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	15.0906	14.4884	15.6878	0.0311	3.2693	0.6773	3.8741	1.5629	0.6333	2.1194	0.0000	2,921.2489	2,921.2489	0.7700	0.0553	2,948.7976
2024	15.0772	1.2335	2.0502	3.5800e-003	0.0657	0.0613	0.1270	0.0174	0.0613	0.0787	0.0000	343.1750	343.1750	0.0176	1.5300e-003	344.0706
Maximum	15.0906	14.4884	15.6878	0.0311	3.2693	0.6773	3.8741	1.5629	0.6333	2.1194	0.0000	2,921.2489	2,921.2489	0.7700	0.0553	2,948.7976

The Arc - Madera 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
Percent Reduction	0.00	0.00	0.00	0.00	53.88	0.00	49.33	54.38	0.00	46.15	0.00	0.00	0.00	0.00	0.00	0.00

The Arc - Madera 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	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Energy	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
Mobile	1.1285	1.0798	6.1439	0.0114	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,162.888 1	1,162.888 1	0.0837	0.0745	1,187.171 2
Total	1.3799	1.1344	6.1908	0.0117	0.9719	0.0156	0.9874	0.2598	0.0149	0.2746		1,228.408 3	1,228.408 3	0.0850	0.0757	1,253.080 9

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	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Energy	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
Mobile	1.1285	1.0798	6.1439	0.0114	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,162.888 1	1,162.888 1	0.0837	0.0745	1,187.171 2
Total	1.3799	1.1344	6.1908	0.0117	0.9719	0.0156	0.9874	0.2598	0.0149	0.2746		1,228.408 3	1,228.408 3	0.0850	0.0757	1,253.080 9

The Arc - Madera 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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/16/2023	1/20/2023	5	5	
2	Site Preparation	Site Preparation	1/21/2023	1/25/2023	5	3	
3	Grading	Grading	1/26/2023	2/2/2023	5	6	
4	Building Construction	Building Construction	2/3/2023	12/7/2023	5	220	
5	Paving	Paving	12/8/2023	12/21/2023	5	10	
6	Architectural Coating	Architectural Coating	12/22/2023	1/4/2024	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.93

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,255; Non-Residential Outdoor: 4,085; Striped Parking Area: 5,044 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20

The Arc - Madera County, Summer

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

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	39.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

The Arc - Madera County, Summer

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

3.2 Demolition - 2023

Unmitigated Construction 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	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278

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	0.0515	0.0270	0.4177	1.0200e-003	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		102.8457	102.8457	3.0600e-003	2.6800e-003	103.7223
Total	0.0515	0.0270	0.4177	1.0200e-003	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		102.8457	102.8457	3.0600e-003	2.6800e-003	103.7223

The Arc - Madera County, Summer

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

3.2 Demolition - 2023

Mitigated Construction 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	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

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	0.0515	0.0270	0.4177	1.0200e-003	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		102.8457	102.8457	3.0600e-003	2.6800e-003	103.7223
Total	0.0515	0.0270	0.4177	1.0200e-003	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		102.8457	102.8457	3.0600e-003	2.6800e-003	103.7223

The Arc - Madera County, Summer

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

3.3 Site Preparation - 2023

Unmitigated Construction 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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

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	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291
Total	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291

The Arc - Madera County, Summer

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

3.3 Site Preparation - 2023

Mitigated Construction 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					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	0.7158	0.5419	1.2577	0.0773	0.4985	0.5758	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

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	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291
Total	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291

The Arc - Madera County, Summer

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

3.4 Grading - 2023

Unmitigated Construction 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	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

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	0.0396	0.0208	0.3213	7.8000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		79.1121	79.1121	2.3500e-003	2.0700e-003	79.7864
Total	0.0396	0.0208	0.3213	7.8000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		79.1121	79.1121	2.3500e-003	2.0700e-003	79.7864

The Arc - Madera County, Summer

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

3.4 Grading - 2023

Mitigated Construction 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	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	3.1872	0.6044	3.7915	1.5411	0.5560	2.0971	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

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	0.0396	0.0208	0.3213	7.8000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		79.1121	79.1121	2.3500e-003	2.0700e-003	79.7864
Total	0.0396	0.0208	0.3213	7.8000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		79.1121	79.1121	2.3500e-003	2.0700e-003	79.7864

The Arc - Madera 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479

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	0.0185	0.6341	0.2202	3.0600e-003	0.1017	4.3200e-003	0.1060	0.0293	4.1300e-003	0.0334		323.1884	323.1884	1.1700e-003	0.0472	337.2828
Worker	0.1544	0.0811	1.2532	3.0500e-003	0.3204	1.8600e-003	0.3222	0.0850	1.7100e-003	0.0867		308.5372	308.5372	9.1800e-003	8.0500e-003	311.1669
Total	0.1730	0.7152	1.4733	6.1100e-003	0.4221	6.1800e-003	0.4283	0.1143	5.8400e-003	0.1201		631.7255	631.7255	0.0104	0.0553	648.4497

The Arc - Madera 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479

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	0.0185	0.6341	0.2202	3.0600e-003	0.1017	4.3200e-003	0.1060	0.0293	4.1300e-003	0.0334		323.1884	323.1884	1.1700e-003	0.0472	337.2828
Worker	0.1544	0.0811	1.2532	3.0500e-003	0.3204	1.8600e-003	0.3222	0.0850	1.7100e-003	0.0867		308.5372	308.5372	9.1800e-003	8.0500e-003	311.1669
Total	0.1730	0.7152	1.4733	6.1100e-003	0.4221	6.1800e-003	0.4283	0.1143	5.8400e-003	0.1201		631.7255	631.7255	0.0104	0.0553	648.4497

The Arc - Madera County, Summer

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

3.6 Paving - 2023

Unmitigated Construction 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1572					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0374	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

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	0.0594	0.0312	0.4820	1.1700e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		118.6681	118.6681	3.5300e-003	3.1000e-003	119.6796
Total	0.0594	0.0312	0.4820	1.1700e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		118.6681	118.6681	3.5300e-003	3.1000e-003	119.6796

The Arc - Madera County, Summer

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

3.6 Paving - 2023

Mitigated Construction 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1572					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0374	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

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	0.0594	0.0312	0.4820	1.1700e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		118.6681	118.6681	3.5300e-003	3.1000e-003	119.6796
Total	0.0594	0.0312	0.4820	1.1700e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		118.6681	118.6681	3.5300e-003	3.1000e-003	119.6796

The Arc - Madera County, Summer

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

3.7 Architectural Coating - 2023

Unmitigated Construction 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	14.8672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	15.0589	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291
Total	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291

The Arc - Madera County, Summer

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

3.7 Architectural Coating - 2023

Mitigated Construction 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	14.8672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	15.0589	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291
Total	0.0317	0.0166	0.2571	6.3000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		63.2897	63.2897	1.8800e-003	1.6500e-003	63.8291

The Arc - Madera County, Summer

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

3.7 Architectural Coating - 2024

Unmitigated Construction 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	14.8672					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	15.0480	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	0.0000	0.0000	0.0000	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	0.0292	0.0147	0.2400	6.1000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		61.7270	61.7270	1.7100e-003	1.5300e-003	62.2264
Total	0.0292	0.0147	0.2400	6.1000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		61.7270	61.7270	1.7100e-003	1.5300e-003	62.2264

The Arc - Madera County, Summer

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

3.7 Architectural Coating - 2024

Mitigated Construction 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	14.8672					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	15.0480	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	0.0000	0.0000	0.0000	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	0.0292	0.0147	0.2400	6.1000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		61.7270	61.7270	1.7100e-003	1.5300e-003	62.2264
Total	0.0292	0.0147	0.2400	6.1000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		61.7270	61.7270	1.7100e-003	1.5300e-003	62.2264

The Arc - Madera 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	1.1285	1.0798	6.1439	0.0114	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,162.888 1	1,162.888 1	0.0837	0.0745	1,187.171 2
Unmitigated	1.1285	1.0798	6.1439	0.0114	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,162.888 1	1,162.888 1	0.0837	0.0745	1,187.171 2

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Day-Care Center	389.06	50.82	47.71	343,835	343,835
Total	389.06	50.82	47.71	343,835	343,835

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
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
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14

The Arc - Madera County, Summer

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700
Parking Lot	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700
Day-Care Center	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700

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	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
NaturalGas Unmitigated	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073

The Arc - Madera 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 - Natural Gas

Unmitigated

	Natural Gas 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					
Day-Care Center	556.903	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
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
Total		6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073

The Arc - Madera 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						
Day-Care Center	0.556903	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003			65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
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
Total		6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003			65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073

6.0 Area Detail

6.1 Mitigation Measures Area

The Arc - Madera 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	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Unmitigated	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-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	lb/day										lb/day					
Architectural Coating	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Total	0.2455	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003

The Arc - Madera 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	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Total	0.2455	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003

7.0 Water Detail

7.1 Mitigation Measures Water

The Arc - Madera 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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

The Arc - Madera County, Winter

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

**The Arc
Madera County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Day-Care Center	8.17	1000sqft	0.19	8,170.00	0
Parking Lot	0.60	Acre	0.60	26,136.00	0
Other Non-Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	51
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - Community Center Building
 Construction Phase - Debris Removal
 Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	PhaseEndDate	1/25/2024	1/4/2024
tblConstructionPhase	PhaseEndDate	12/28/2023	12/7/2023
tblConstructionPhase	PhaseEndDate	2/10/2023	1/20/2023

The Arc - Madera County, Winter

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

tblConstructionPhase	PhaseEndDate	2/23/2023	2/2/2023
tblConstructionPhase	PhaseEndDate	1/11/2024	12/21/2023
tblConstructionPhase	PhaseEndDate	2/15/2023	1/25/2023
tblConstructionPhase	PhaseStartDate	1/12/2024	12/22/2023
tblConstructionPhase	PhaseStartDate	2/24/2023	2/3/2023
tblConstructionPhase	PhaseStartDate	2/16/2023	1/26/2023
tblConstructionPhase	PhaseStartDate	12/29/2023	12/8/2023
tblConstructionPhase	PhaseStartDate	2/11/2023	1/21/2023

2.0 Emissions Summary

The Arc - Madera 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	15.0871	14.4924	15.5139	0.0308	7.1647	0.6773	7.7696	3.4465	0.6333	4.0030	0.0000	2,888.8448	2,888.8448	0.7702	0.0564	2,916.7650
2024	15.0740	1.2363	2.0160	3.5200e-003	0.0657	0.0613	0.1270	0.0174	0.0613	0.0787	0.0000	336.5816	336.5816	0.0178	1.7200e-003	337.5382
Maximum	15.0871	14.4924	15.5139	0.0308	7.1647	0.6773	7.7696	3.4465	0.6333	4.0030	0.0000	2,888.8448	2,888.8448	0.7702	0.0564	2,916.7650

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	15.0871	14.4924	15.5139	0.0308	3.2693	0.6773	3.8741	1.5629	0.6333	2.1194	0.0000	2,888.8448	2,888.8448	0.7702	0.0564	2,916.7650
2024	15.0740	1.2363	2.0160	3.5200e-003	0.0657	0.0613	0.1270	0.0174	0.0613	0.0787	0.0000	336.5816	336.5816	0.0178	1.7200e-003	337.5382
Maximum	15.0871	14.4924	15.5139	0.0308	3.2693	0.6773	3.8741	1.5629	0.6333	2.1194	0.0000	2,888.8448	2,888.8448	0.7702	0.0564	2,916.7650

The Arc - Madera 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	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Energy	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
Mobile	0.8292	1.2100	6.4647	0.0106	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,080.5145	1,080.5145	0.1006	0.0800	1,106.8602
Total	1.0806	1.2647	6.5116	0.0109	0.9719	0.0156	0.9875	0.2598	0.0149	0.2746		1,146.0347	1,146.0347	0.1019	0.0812	1,172.7699

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	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Energy	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
Mobile	0.8292	1.2100	6.4647	0.0106	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,080.5145	1,080.5145	0.1006	0.0800	1,106.8602
Total	1.0806	1.2647	6.5116	0.0109	0.9719	0.0156	0.9875	0.2598	0.0149	0.2746		1,146.0347	1,146.0347	0.1019	0.0812	1,172.7699

The Arc - Madera 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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/16/2023	1/20/2023	5	5	
2	Site Preparation	Site Preparation	1/21/2023	1/25/2023	5	3	
3	Grading	Grading	1/26/2023	2/2/2023	5	6	
4	Building Construction	Building Construction	2/3/2023	12/7/2023	5	220	
5	Paving	Paving	12/8/2023	12/21/2023	5	10	
6	Architectural Coating	Architectural Coating	12/22/2023	1/4/2024	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.93

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,255; Non-Residential Outdoor: 4,085; Striped Parking Area: 5,044 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20

The Arc - Madera County, Winter

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

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	39.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

The Arc - Madera County, Winter

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

3.2 Demolition - 2023

Unmitigated Construction 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	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278

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	0.0458	0.0322	0.3575	9.1000e-004	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		91.8319	91.8319	3.3900e-003	3.0200e-003	92.8160
Total	0.0458	0.0322	0.3575	9.1000e-004	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		91.8319	91.8319	3.3900e-003	3.0200e-003	92.8160

The Arc - Madera County, Winter

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

3.2 Demolition - 2023

Mitigated Construction 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	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

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	0.0458	0.0322	0.3575	9.1000e-004	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		91.8319	91.8319	3.3900e-003	3.0200e-003	92.8160
Total	0.0458	0.0322	0.3575	9.1000e-004	0.1068	6.2000e-004	0.1074	0.0283	5.7000e-004	0.0289		91.8319	91.8319	3.3900e-003	3.0200e-003	92.8160

The Arc - Madera County, Winter

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

3.3 Site Preparation - 2023

Unmitigated Construction 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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

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	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175
Total	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175

The Arc - Madera County, Winter

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

3.3 Site Preparation - 2023

Mitigated Construction 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					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	0.7158	0.5419	1.2577	0.0773	0.4985	0.5758	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

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	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175
Total	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175

The Arc - Madera County, Winter

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

3.4 Grading - 2023

Unmitigated Construction 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	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

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	0.0352	0.0248	0.2750	7.0000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.6399	70.6399	2.6100e-003	2.3200e-003	71.3969
Total	0.0352	0.0248	0.2750	7.0000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.6399	70.6399	2.6100e-003	2.3200e-003	71.3969

The Arc - Madera County, Winter

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

3.4 Grading - 2023

Mitigated Construction 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	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	3.1872	0.6044	3.7915	1.5411	0.5560	2.0971	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

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	0.0352	0.0248	0.2750	7.0000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.6399	70.6399	2.6100e-003	2.3200e-003	71.3969
Total	0.0352	0.0248	0.2750	7.0000e-004	0.0822	4.8000e-004	0.0826	0.0218	4.4000e-004	0.0222		70.6399	70.6399	2.6100e-003	2.3200e-003	71.3969

The Arc - Madera 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479

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	0.0175	0.6786	0.2270	3.0700e-003	0.1017	4.3300e-003	0.1061	0.0293	4.1400e-003	0.0334		323.8258	323.8258	1.1200e-003	0.0474	337.9693
Worker	0.1373	0.0966	1.0725	2.7300e-003	0.3204	1.8600e-003	0.3222	0.0850	1.7100e-003	0.0867		275.4957	275.4957	0.0102	9.0500e-003	278.4478
Total	0.1548	0.7752	1.2994	5.8000e-003	0.4221	6.1900e-003	0.4283	0.1143	5.8500e-003	0.1201		599.3215	599.3215	0.0113	0.0564	616.4171

The Arc - Madera 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479

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	0.0175	0.6786	0.2270	3.0700e-003	0.1017	4.3300e-003	0.1061	0.0293	4.1400e-003	0.0334		323.8258	323.8258	1.1200e-003	0.0474	337.9693
Worker	0.1373	0.0966	1.0725	2.7300e-003	0.3204	1.8600e-003	0.3222	0.0850	1.7100e-003	0.0867		275.4957	275.4957	0.0102	9.0500e-003	278.4478
Total	0.1548	0.7752	1.2994	5.8000e-003	0.4221	6.1900e-003	0.4283	0.1143	5.8500e-003	0.1201		599.3215	599.3215	0.0113	0.0564	616.4171

The Arc - Madera County, Winter

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

3.6 Paving - 2023

Unmitigated Construction 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1572					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0374	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

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	0.0528	0.0372	0.4125	1.0500e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		105.9599	105.9599	3.9100e-003	3.4800e-003	107.0953
Total	0.0528	0.0372	0.4125	1.0500e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		105.9599	105.9599	3.9100e-003	3.4800e-003	107.0953

The Arc - Madera County, Winter

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

3.6 Paving - 2023

Mitigated Construction 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1572					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0374	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

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	0.0528	0.0372	0.4125	1.0500e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		105.9599	105.9599	3.9100e-003	3.4800e-003	107.0953
Total	0.0528	0.0372	0.4125	1.0500e-003	0.1232	7.2000e-004	0.1239	0.0327	6.6000e-004	0.0333		105.9599	105.9599	3.9100e-003	3.4800e-003	107.0953

The Arc - Madera County, Winter

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

3.7 Architectural Coating - 2023

Unmitigated Construction 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	14.8672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	15.0589	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175
Total	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175

The Arc - Madera County, Winter

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

3.7 Architectural Coating - 2023

Mitigated Construction 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	14.8672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	15.0589	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175
Total	0.0282	0.0198	0.2200	5.6000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		56.5119	56.5119	2.0900e-003	1.8600e-003	57.1175

The Arc - Madera County, Winter

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

3.7 Architectural Coating - 2024

Unmitigated Construction 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	14.8672					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	15.0480	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	0.0000	0.0000	0.0000	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	0.0260	0.0175	0.2059	5.5000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		55.1335	55.1335	1.9000e-003	1.7200e-003	55.6940
Total	0.0260	0.0175	0.2059	5.5000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		55.1335	55.1335	1.9000e-003	1.7200e-003	55.6940

The Arc - Madera County, Winter

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

3.7 Architectural Coating - 2024

Mitigated Construction 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	14.8672					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	15.0480	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	0.0000	0.0000	0.0000	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	0.0260	0.0175	0.2059	5.5000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		55.1335	55.1335	1.9000e-003	1.7200e-003	55.6940
Total	0.0260	0.0175	0.2059	5.5000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		55.1335	55.1335	1.9000e-003	1.7200e-003	55.6940

The Arc - Madera 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	0.8292	1.2100	6.4647	0.0106	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,080,514 5	1,080,514 5	0.1006	0.0800	1,106.860 2
Unmitigated	0.8292	1.2100	6.4647	0.0106	0.9719	0.0114	0.9833	0.2598	0.0107	0.2705		1,080,514 5	1,080,514 5	0.1006	0.0800	1,106.860 2

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Day-Care Center	389.06	50.82	47.71	343,835	343,835
Total	389.06	50.82	47.71	343,835	343,835

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
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
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14

The Arc - Madera County, Winter

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700
Parking Lot	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700
Day-Care Center	0.500104	0.052860	0.172660	0.158983	0.033384	0.008488	0.010945	0.028437	0.000810	0.000210	0.026444	0.001975	0.004700

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	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
NaturalGas Unmitigated	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073

The Arc - Madera 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					
Day-Care Center	556.903	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
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
Total		6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073

The Arc - Madera 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					
Day-Care Center	0.556903	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073
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
Total		6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003		65.5180	65.5180	1.2600e-003	1.2000e-003	65.9073

6.0 Area Detail

6.1 Mitigation Measures Area

The Arc - Madera 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	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Unmitigated	0.2454	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-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	lb/day										lb/day					
Architectural Coating	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Total	0.2455	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003

The Arc - Madera 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	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003
Total	0.2455	1.0000e-005	1.0300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.2100e-003	2.2100e-003	1.0000e-005		2.3500e-003

7.0 Water Detail

7.1 Mitigation Measures Water

The Arc - Madera 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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Appendix B: Tribal Consultation Letters



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Big Sandy Rancheria of
Western Mono Indians
Elizabeth Kipp, Chairperson
P.O. Box 337
Auberry, CA, 93602

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Ms. Kipp:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

1. General Plan Amendment – Amend the City of Madera General Plan Land Use Map designation for the site from Medium Density Residential to High Density Residential.
2. Prezone – Zone the project site R3 (One unit per each 1,800 sqft) from RRM (Residential, Rural, Multiple Family District (County)).
3. Annexation – Extend the City limits to include the project site.
4. Conditional Use Permit – Operation of a community center-related building.
5. Site Plan Review – Construction of a new Fresno/Madera Counties Arc facility on the approximately 2.12-acre site. The site was previously developed with a single-family residence, which has since burned down and been abandoned.

A copy of the proposed site plan, an aerial photo of the Project site, and a copy of the assessor's map are attached for your reference. Pursuant to SB 18, the Tribe has 90 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications combined with the community's need for quality affordable housing, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

Please feel free to contact me with any questions at 559.449.2700 or at Wczeshinski@ppeng.com.

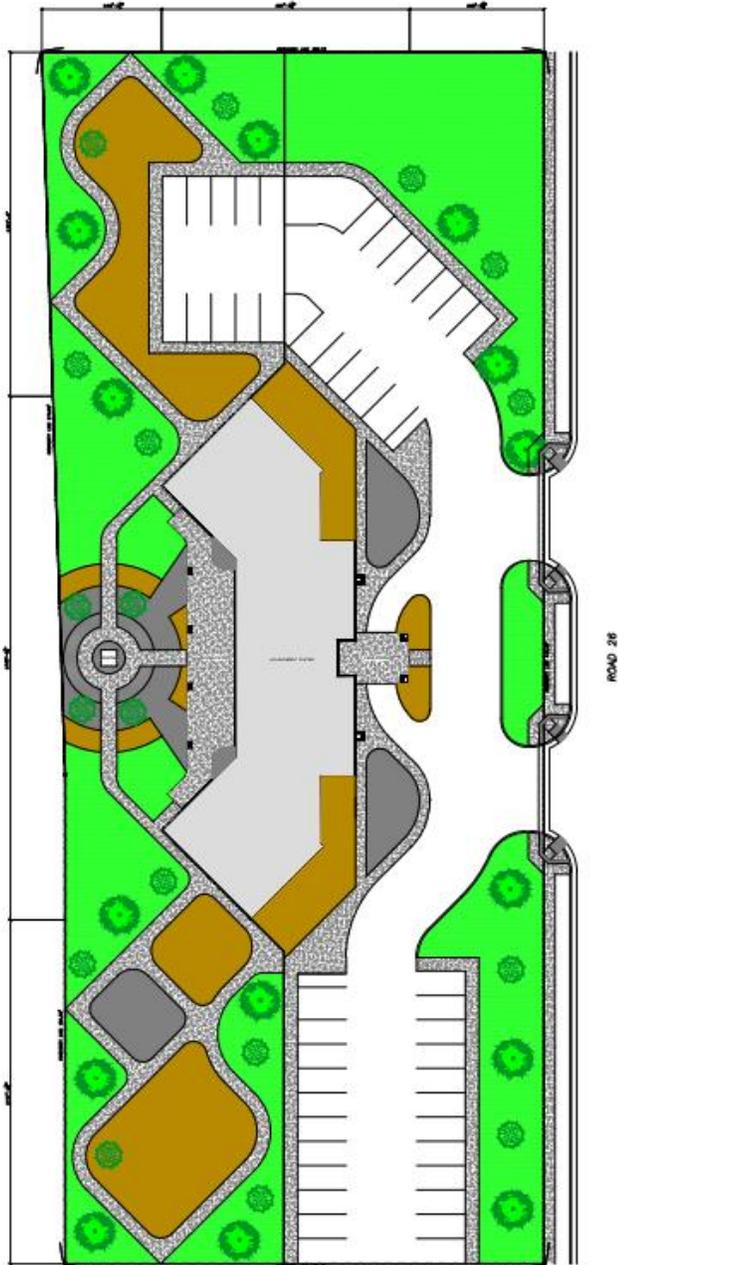
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

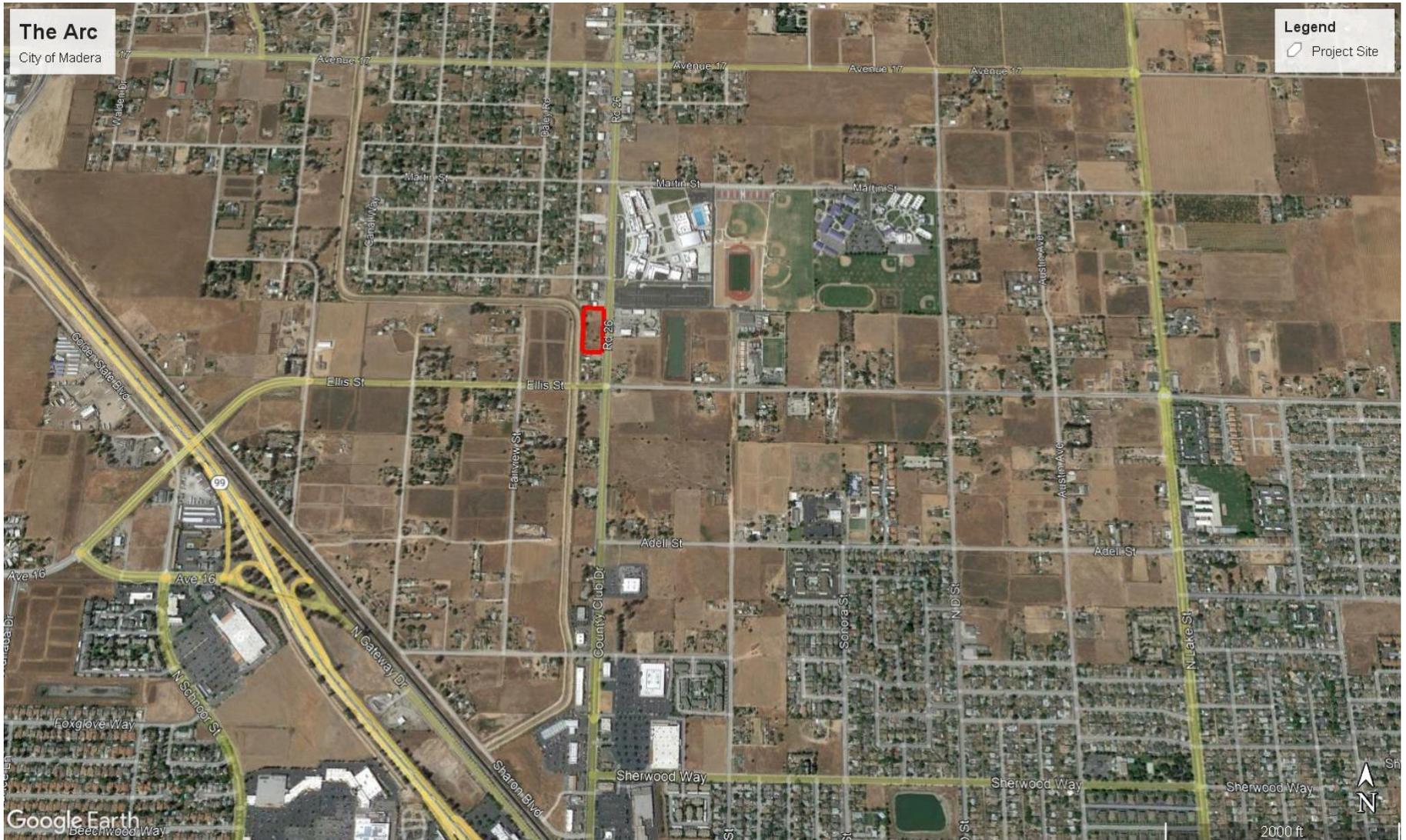
Site Plan



SITE PLAN

	G300 SITE PLAN	A NEW ACHIEVEMENT CENTER THE ARC MADERA, CA	
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Aerial Photo

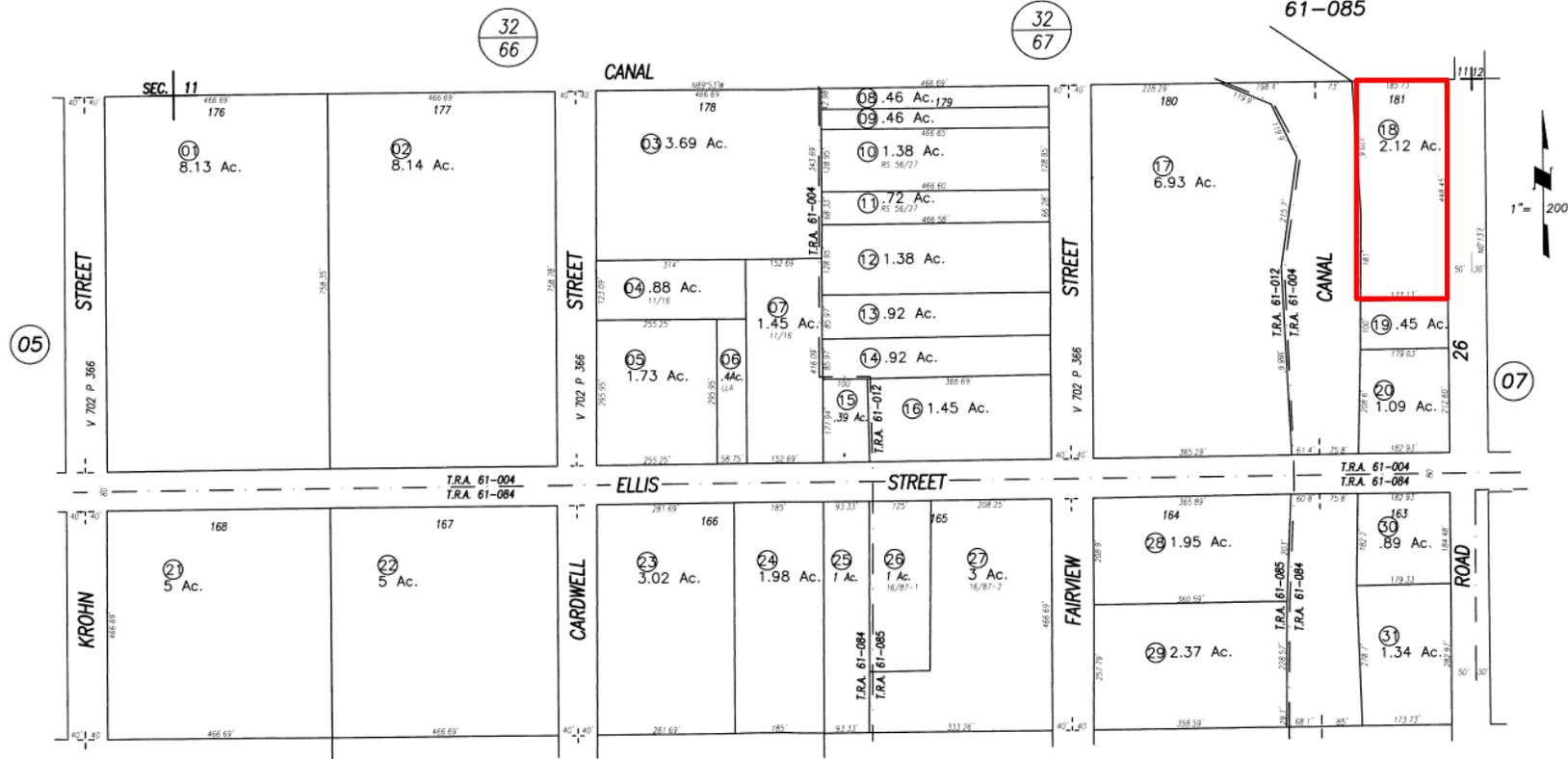


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
 61-004
 61-012
 61-084
 61-085

38-06



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NOTE - Assessor's Block Numbers Shown in Ellipses. ○
 Assessor's Parcel Numbers Shown in Circles. ●

Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

California Valley Miwok Tribe
P.O. Box 395
West Point, CA, 95327

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

To Whom it May Concern:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

1. General Plan Amendment – Amend the City of Madera General Plan Land Use Map designation for the site from Medium Density Residential to High Density Residential.
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review periods, conducting the requisite hearings, and finalizing the applications combined with the community's need for quality affordable housing, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

Please feel free to contact me with any questions at 559.449.2700 or at Wczeshinski@ppeng.com.

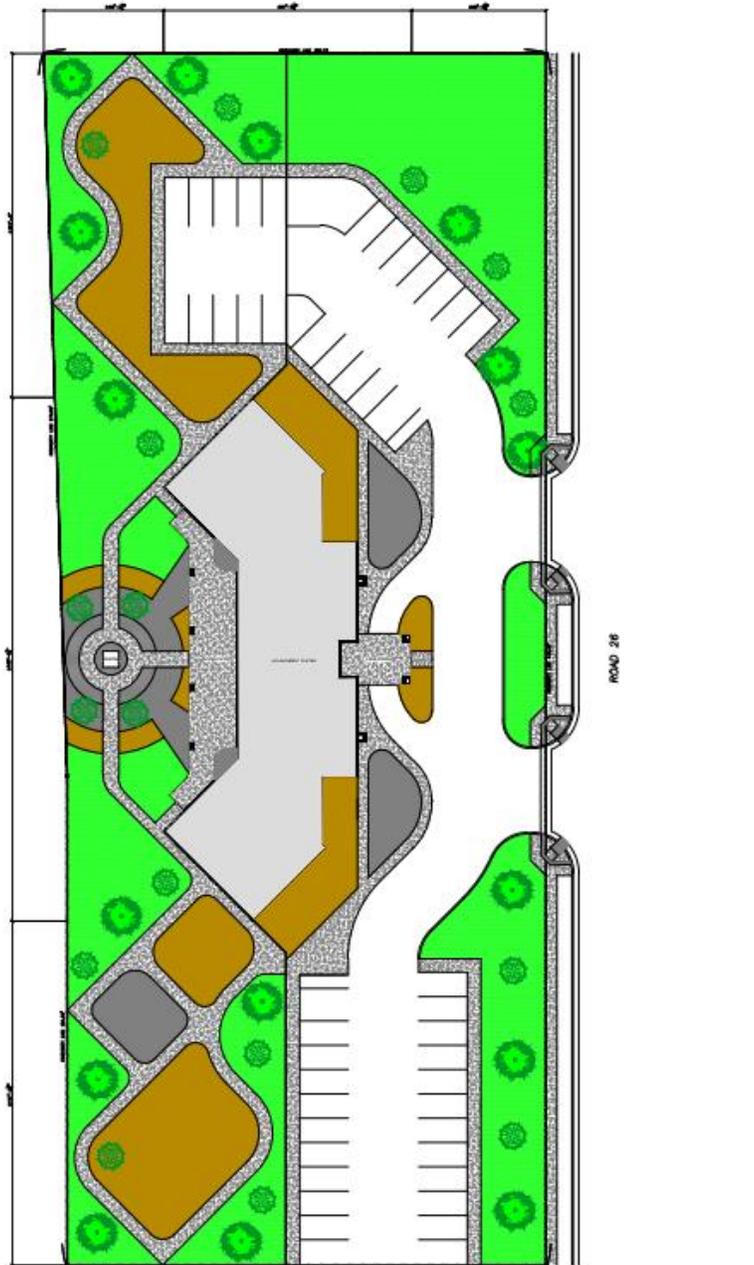
Respectfully,



Wyatt Czesinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

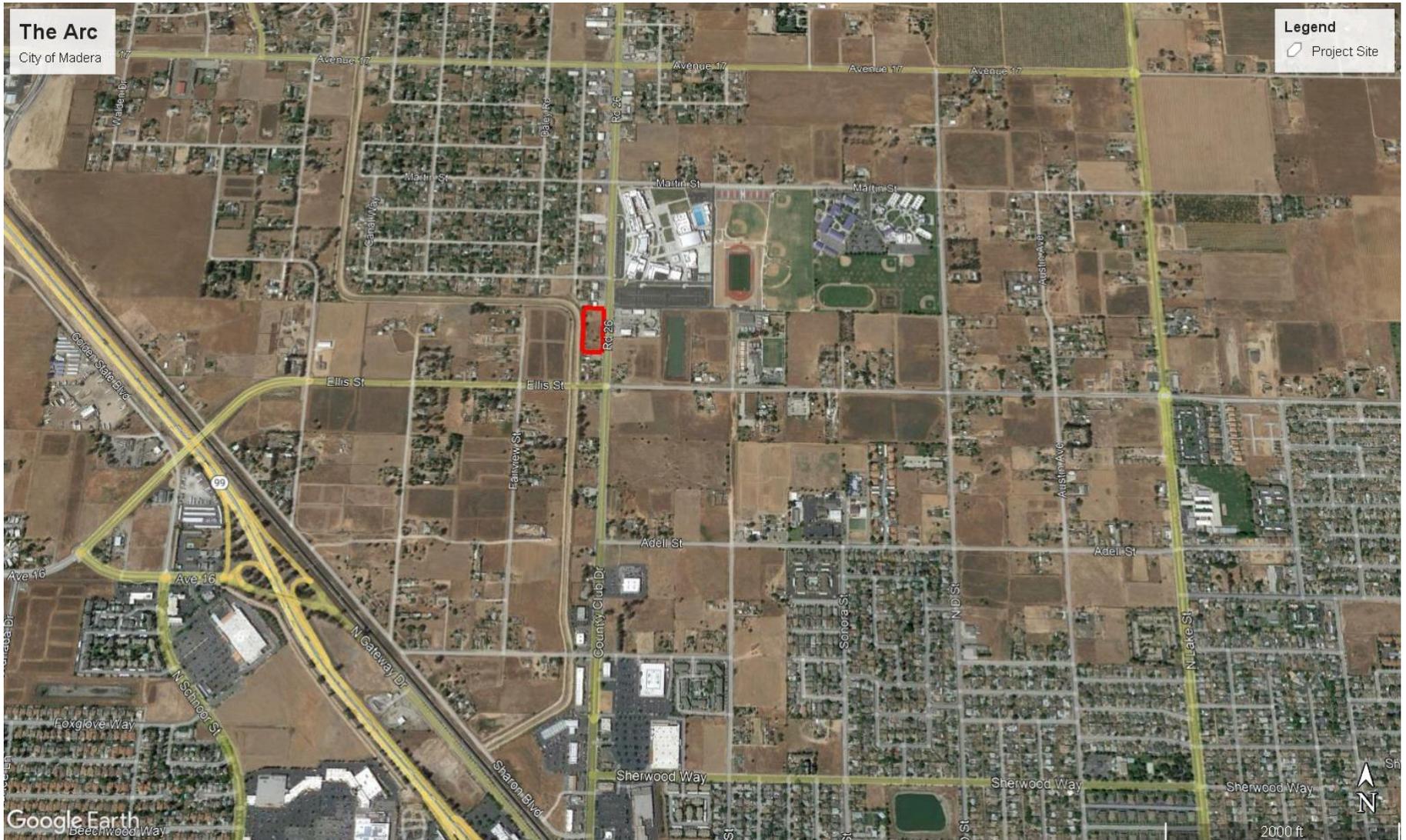
Site Plan



SITE PLAN

		A NEW ACHIEVEMENT CENTER		
G300		THE ARC		
SITE PLAN		MADERA, CA		

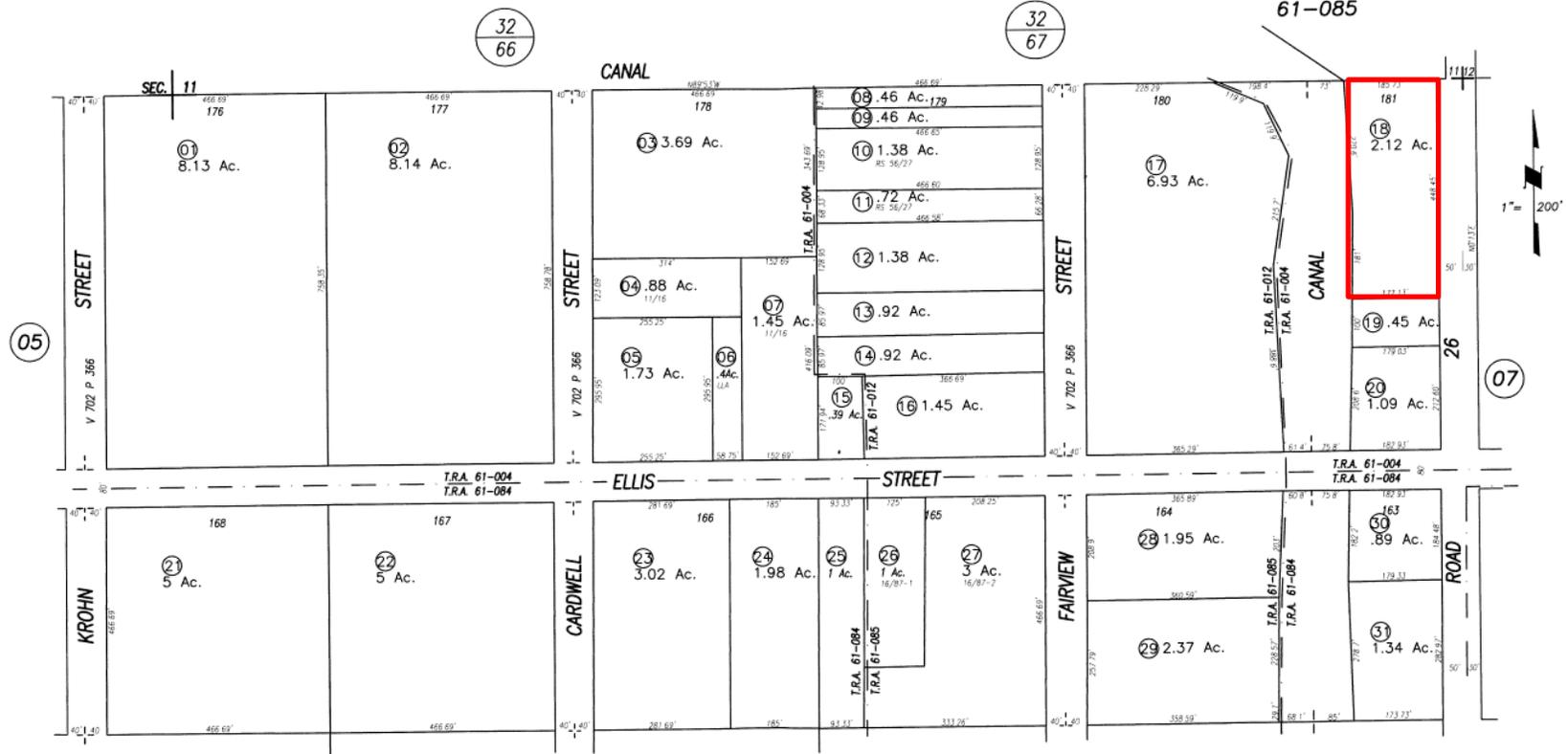
Aerial Photo



Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code 38-06
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11
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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Chicken Ranch Rancheria
of Me-Wuk Indians
Lloyd Mathiesen, Chairperson
P.O. Box 1159
Jamestown, CA, 95327

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Mr. Mathiesen:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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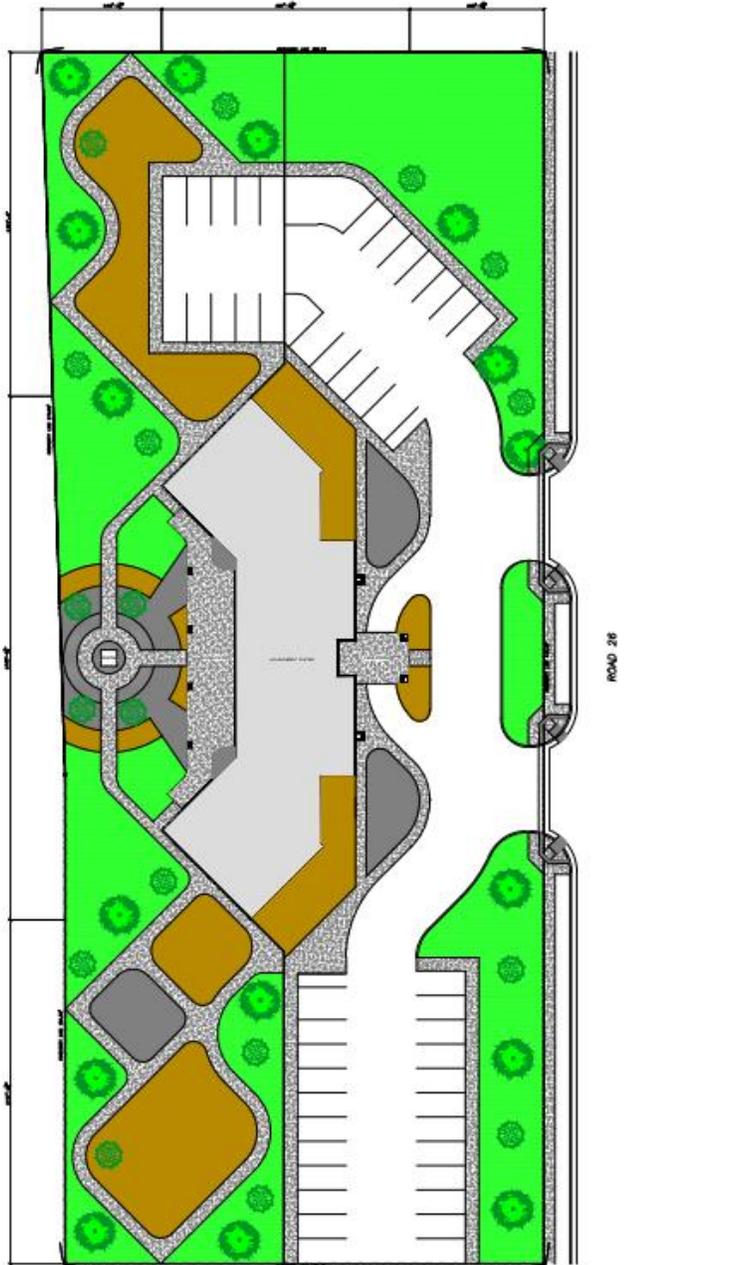
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

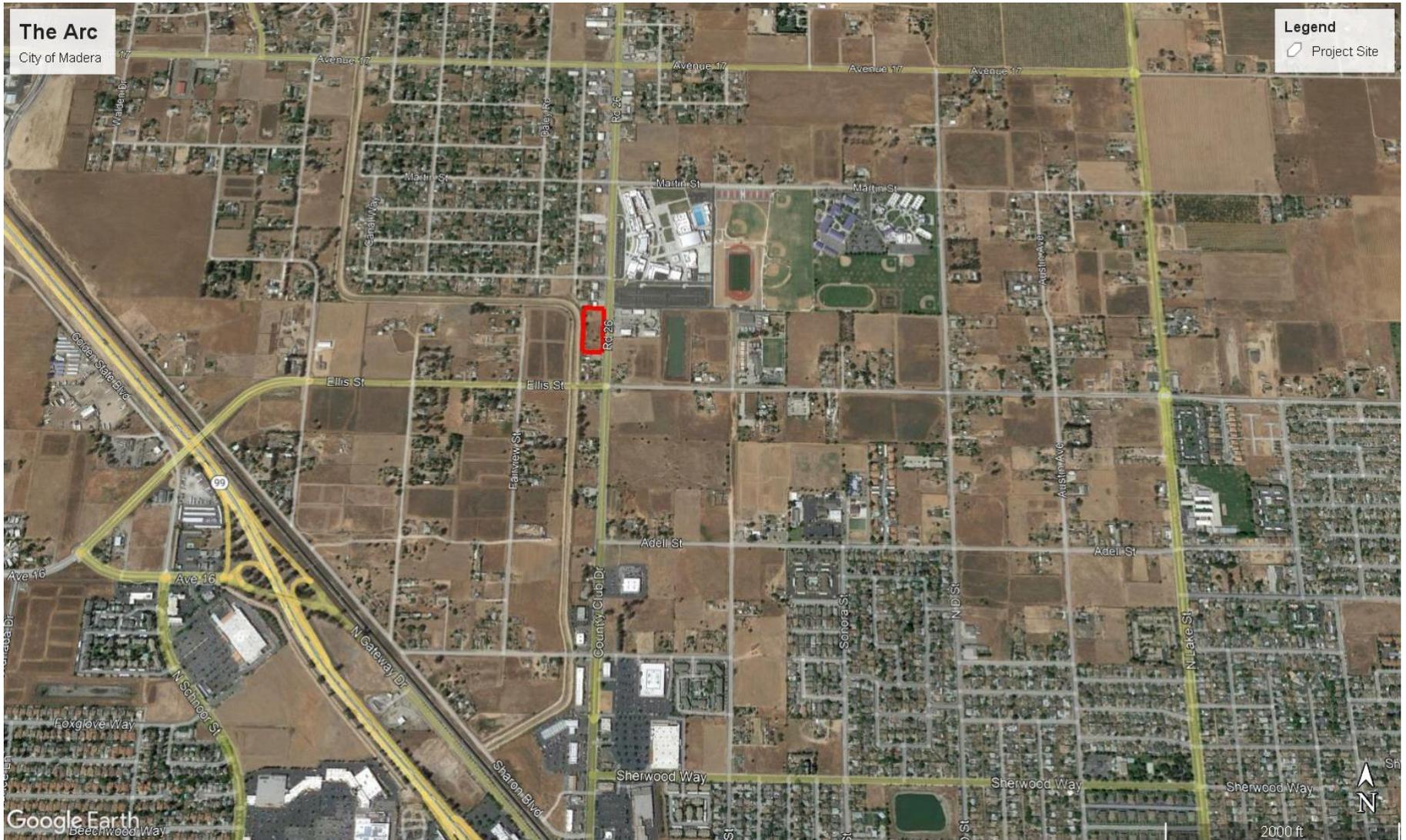
Site Plan



SITE PLAN

	DATE: 05/20/22		A NEW ACHIEVEMENT CENTER	
	G300		THE ARC	
SITE PLAN			MADERA, CA	

Aerial Photo

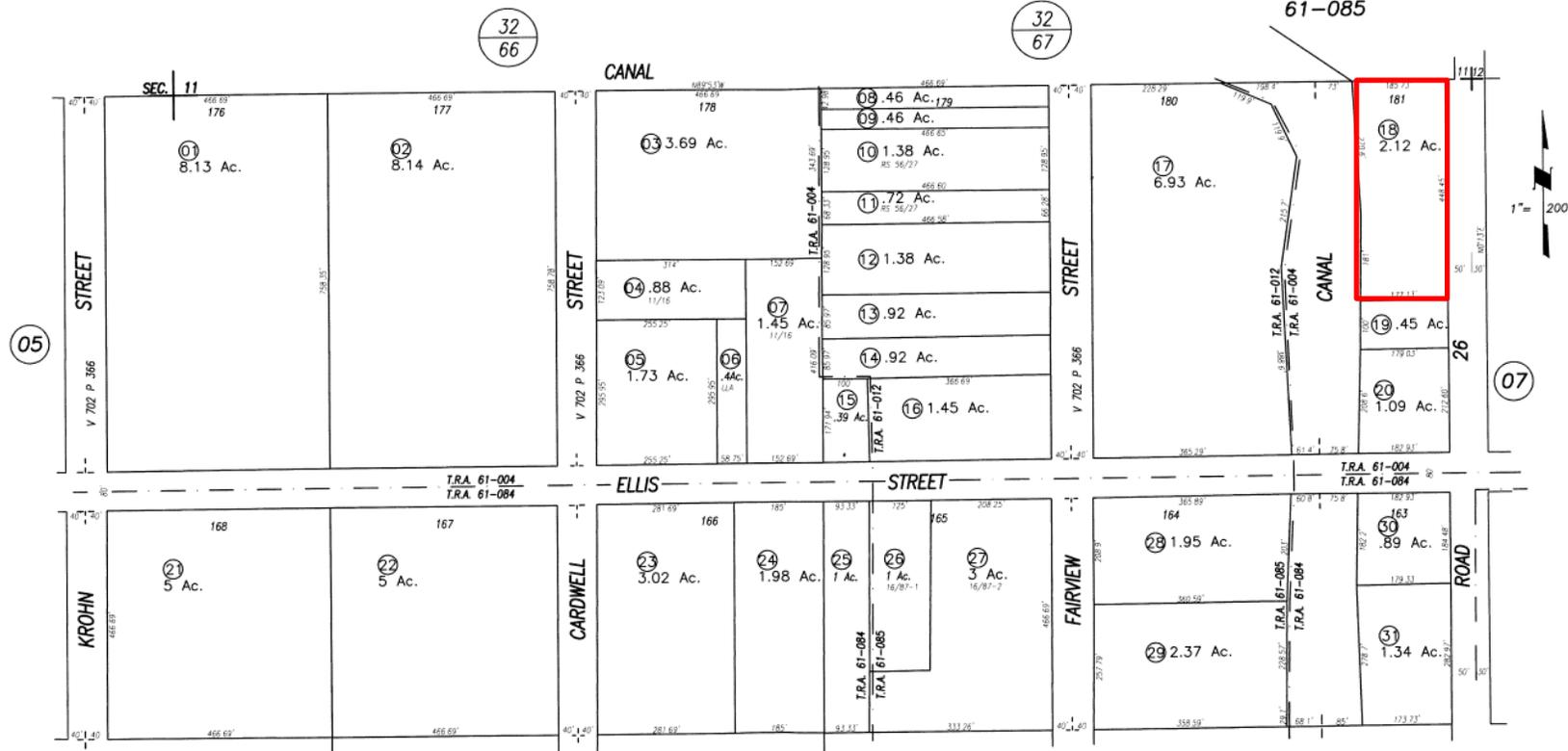


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
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38-06



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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Dumna Wo-Wah Tribal
Government
Robert Ledger, Chairperson
2191 West Pico Ave.
Fresno, CA, 93705

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Mr. Ledger:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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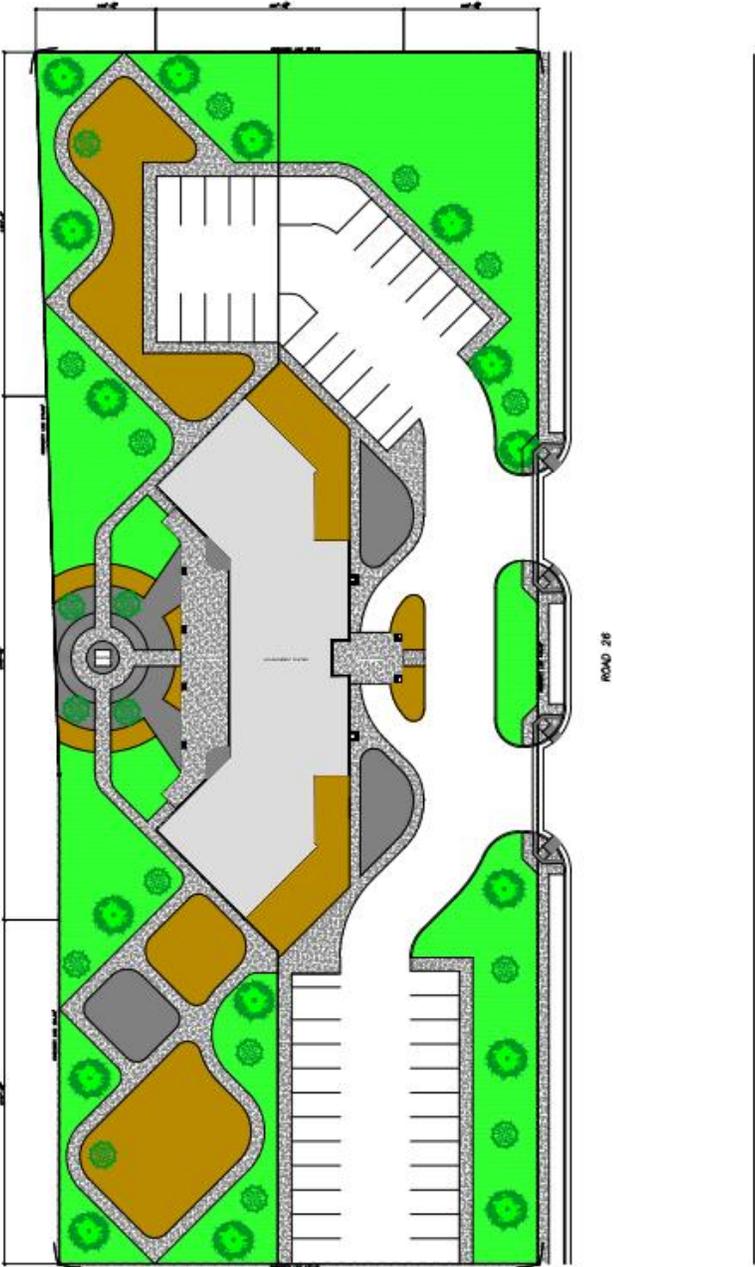
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

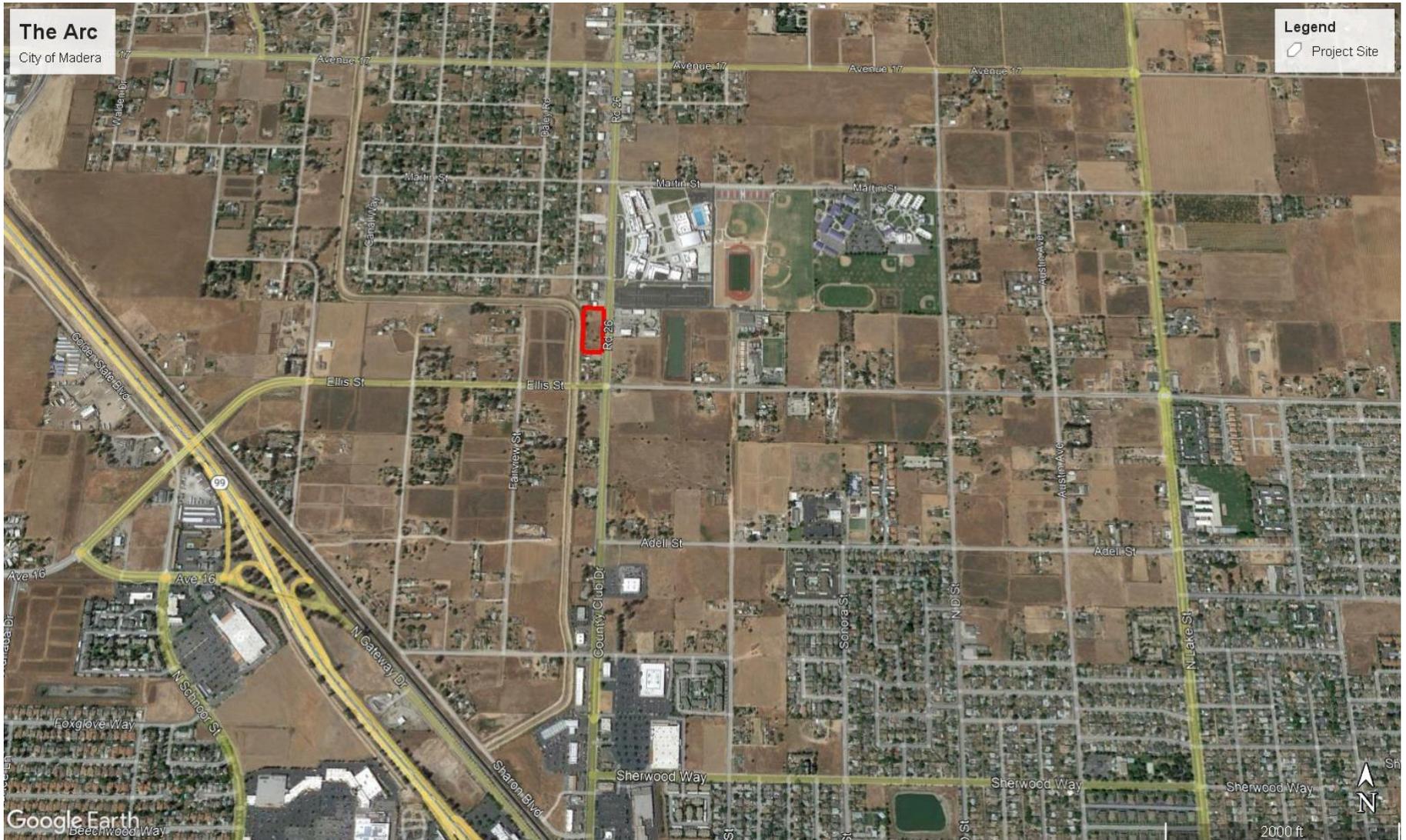
Site Plan



SITE PLAN

	G300 SITE PLAN		A NEW ACHIEVEMENT CENTER THE ARC MADERA, CA	
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Aerial Photo

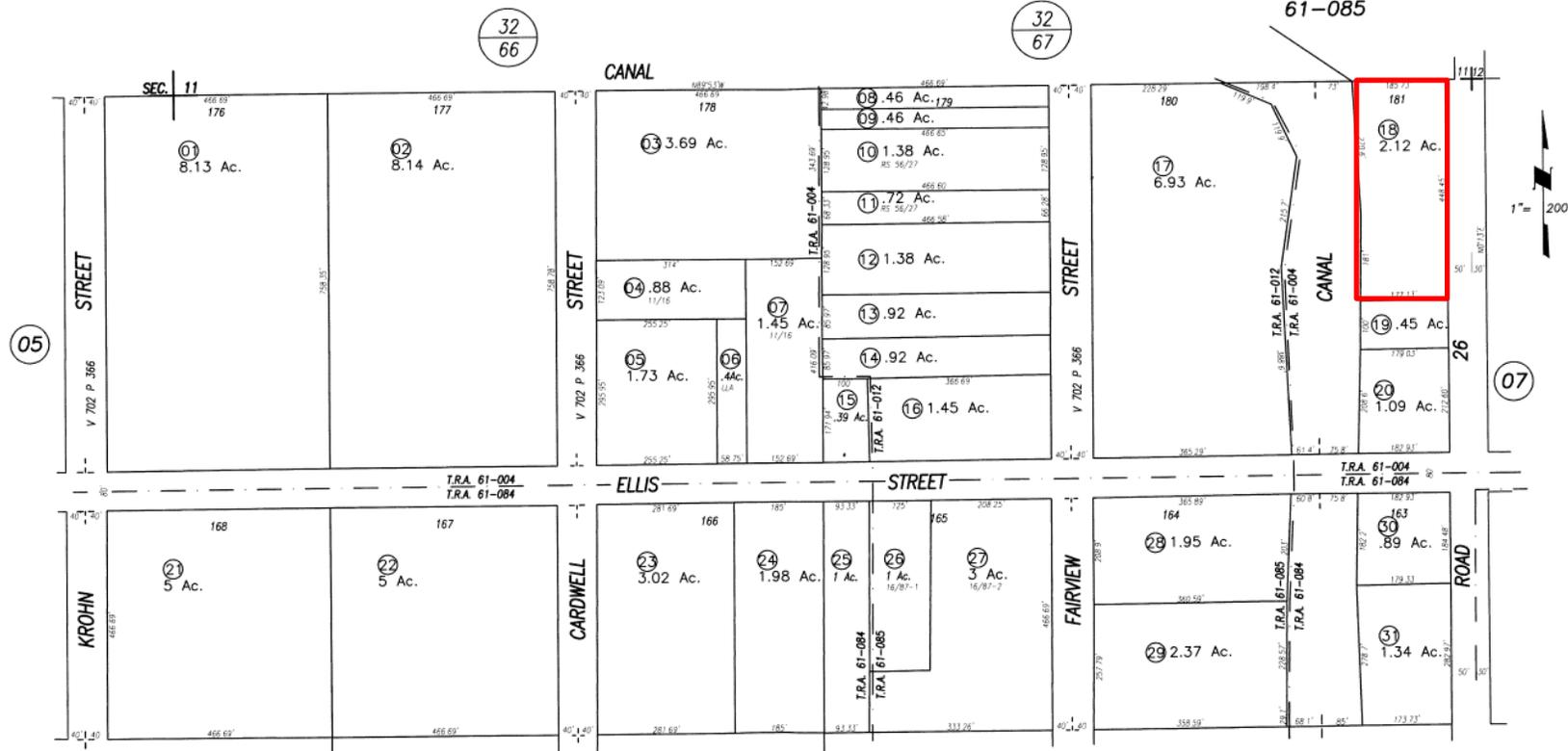


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
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38-06



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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Nashville Enterprise Miwok-
Maidu-Nishinam Tribe
Cosme Valdez, Chairperson
P.O. Box 580986
Elk Grove, CA, 95758-001

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Chairperson Valdez:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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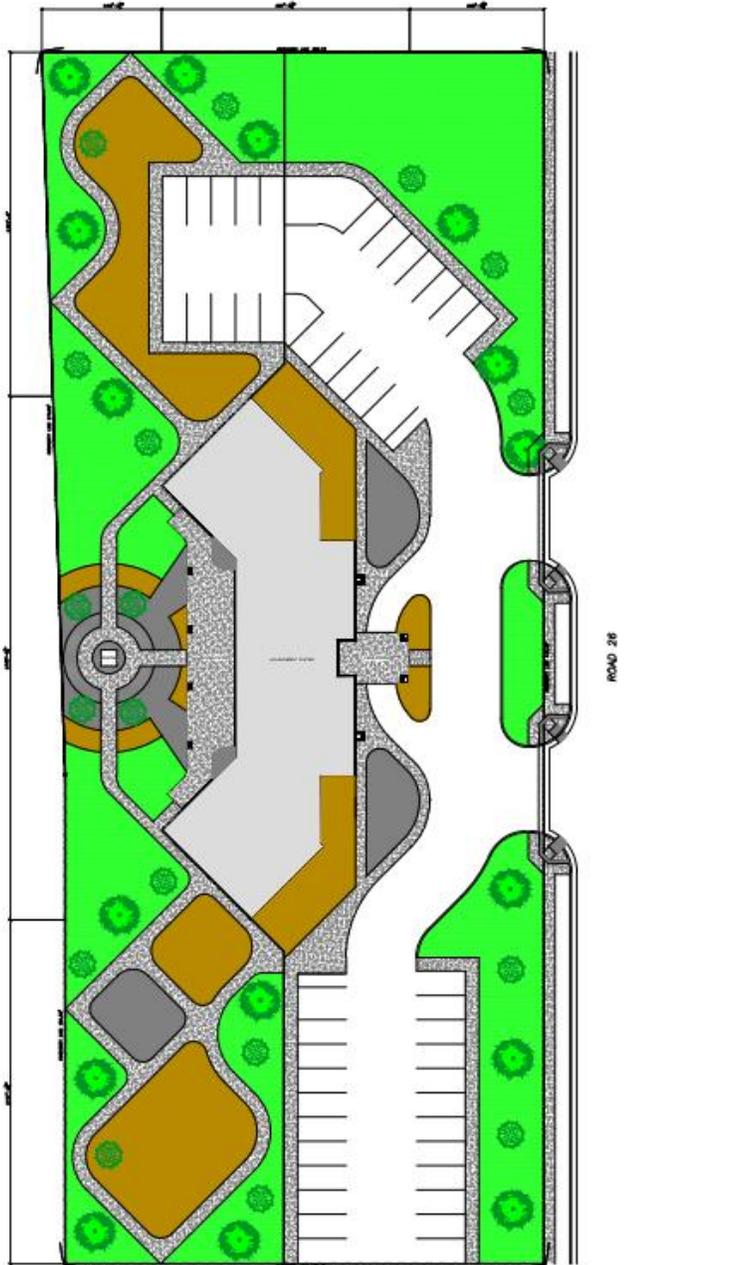
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

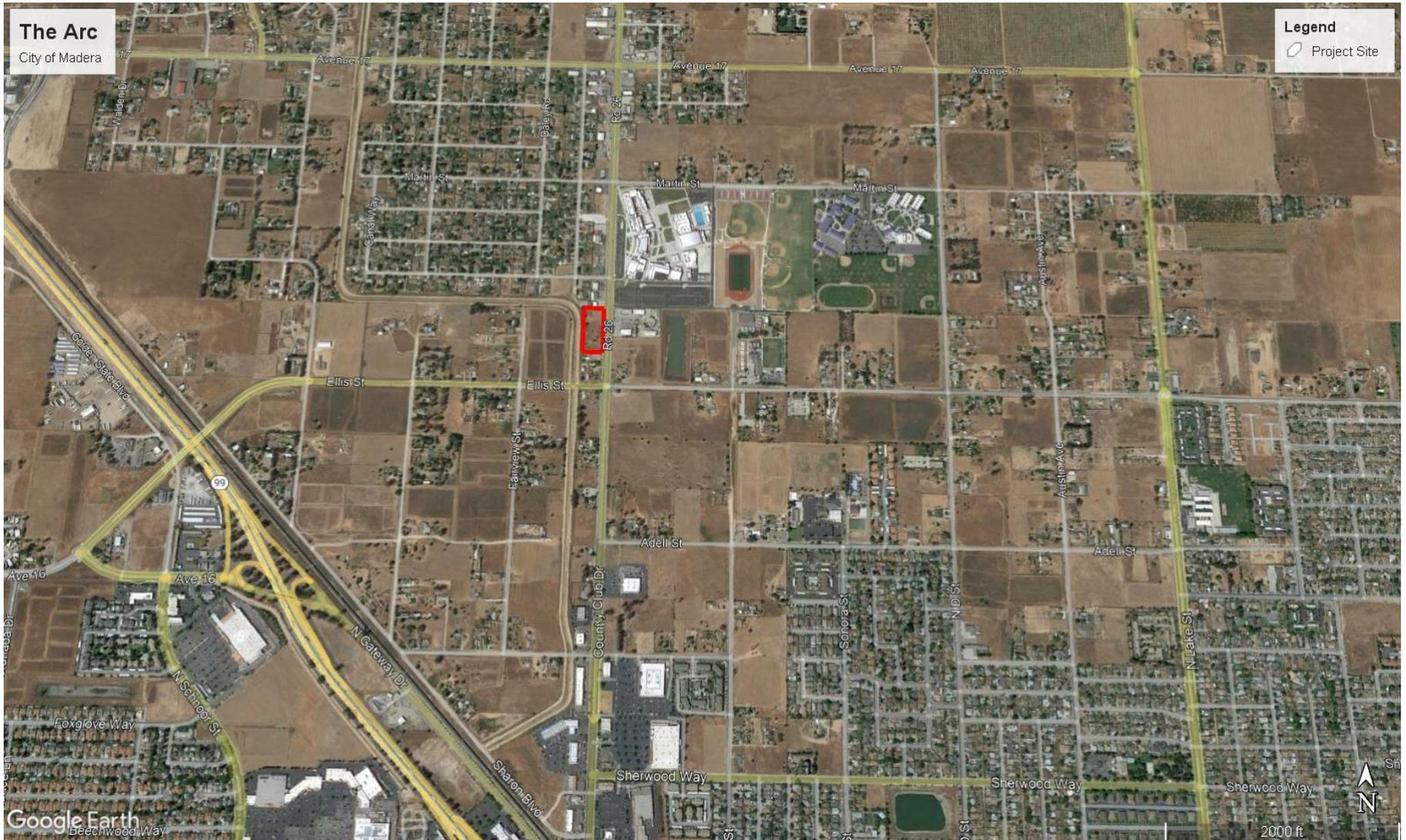
Site Plan



SITE PLAN

	DATE: 05/20/22		A NEW ACHIEVEMENT CENTER	
	G300		THE ARC	
	SITE PLAN		MADERA, CA	

Aerial Photo

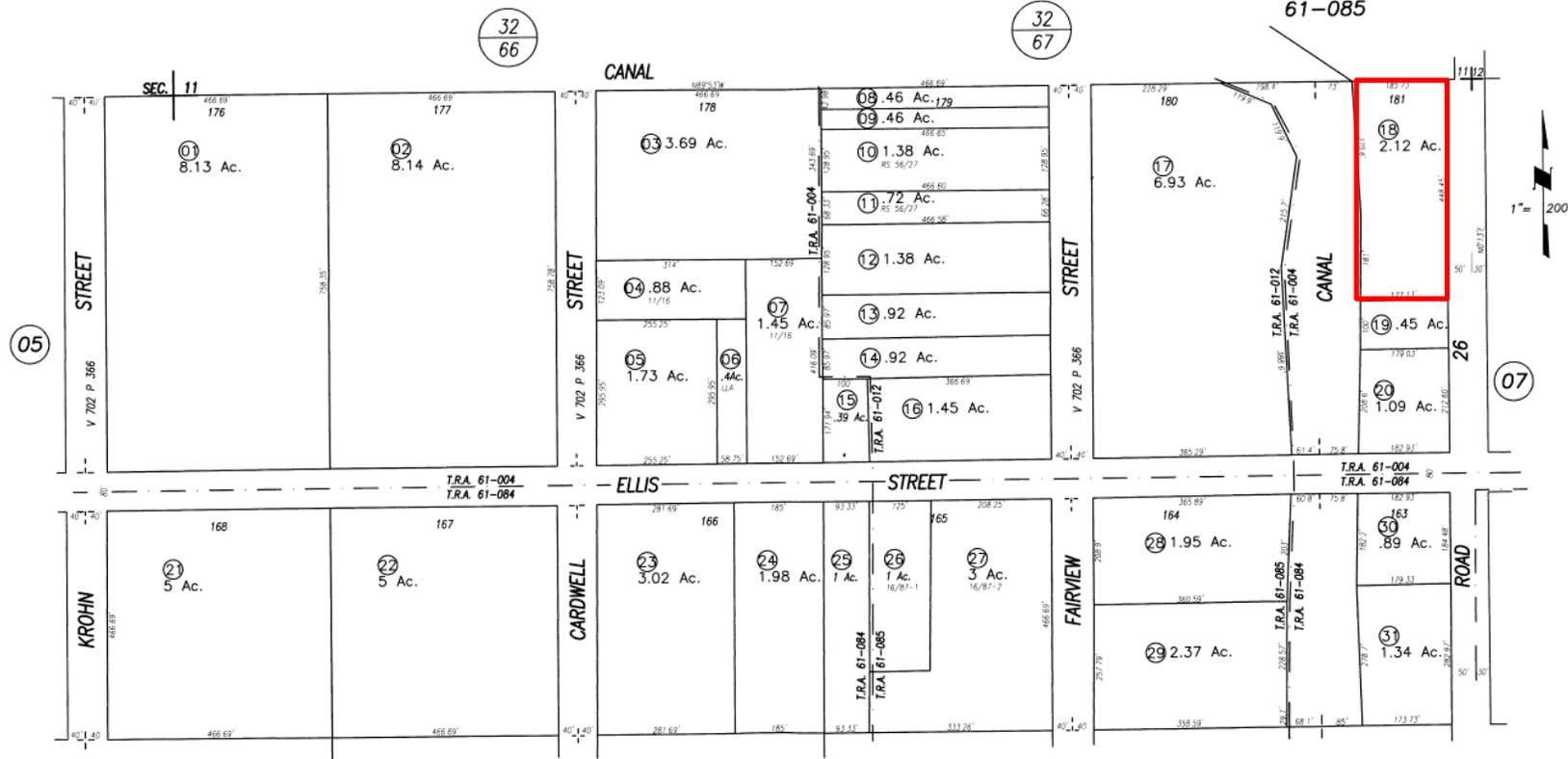


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
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38-06



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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

North Fork Mono Tribe
Ron Goode, Chairperson
13396 Tollhouse Road
Clovis, CA, 93619

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Mr. Goode:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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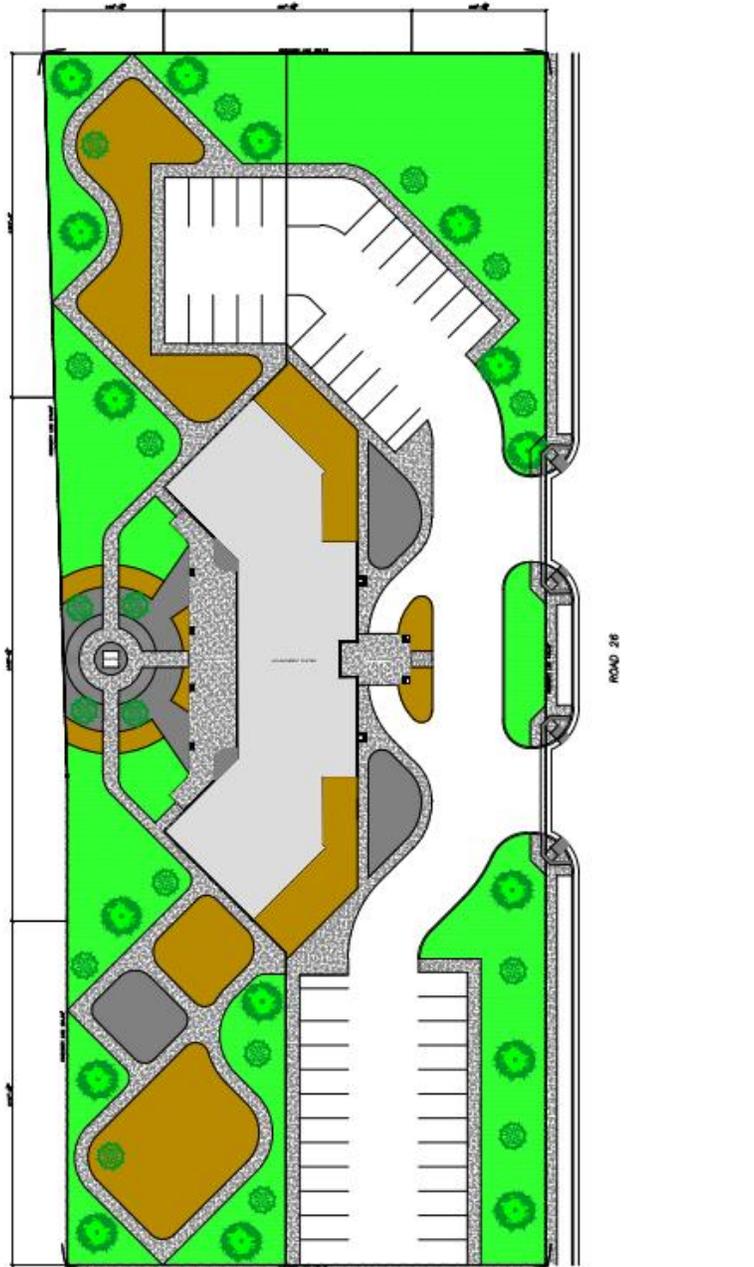
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

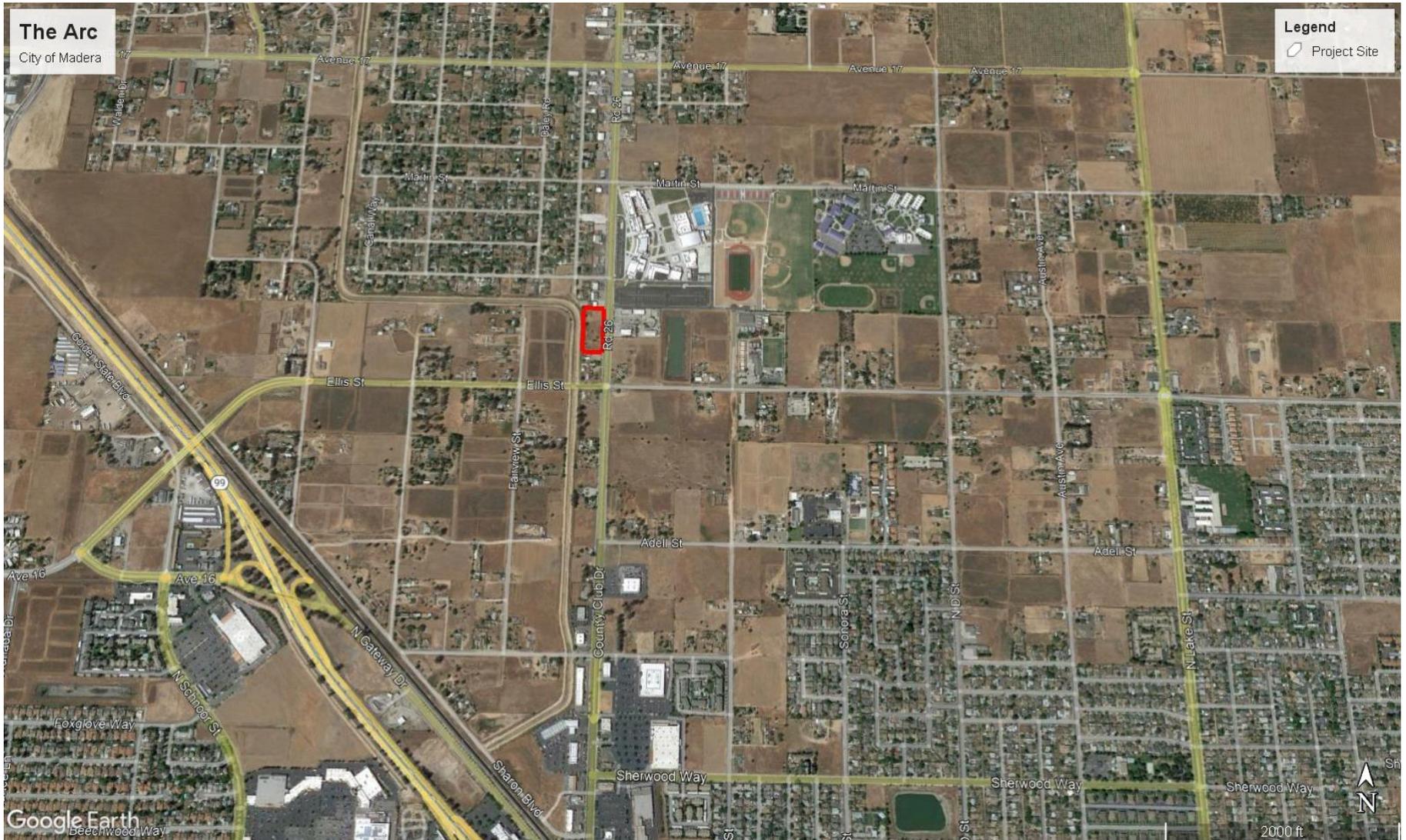
Site Plan



SITE PLAN

G300	SITE PLAN	A NEW ACHIEVEMENT CENTER THE ARC MADERA, CA	 YANEZ CONSTRUCTION
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Aerial Photo

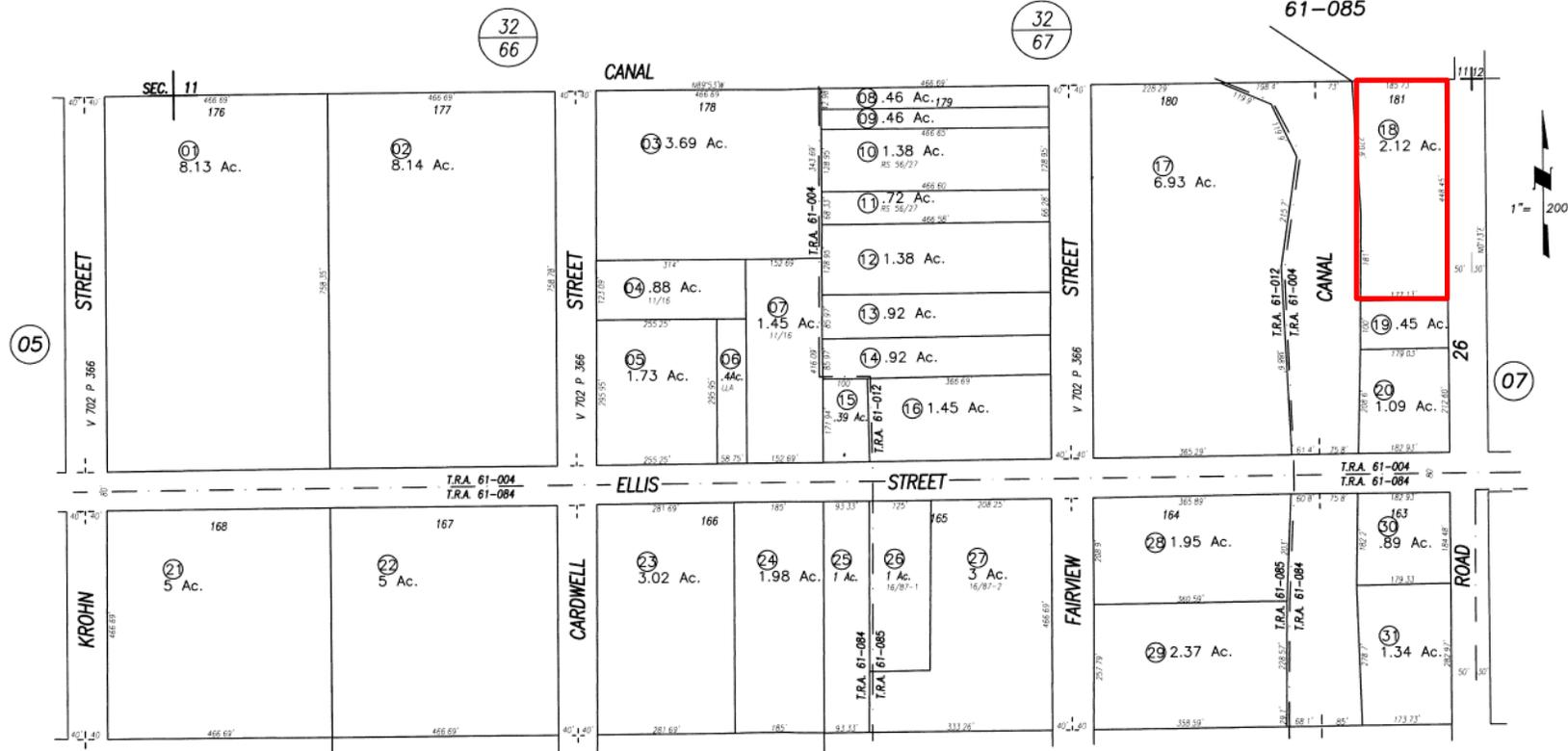


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
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Tax Area Code
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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

North Fork Rancheria
of Mono Indians
Elaine Fink, Chairperson
P.O. Box 929
North Fork, CA, 93643

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Ms. Fink:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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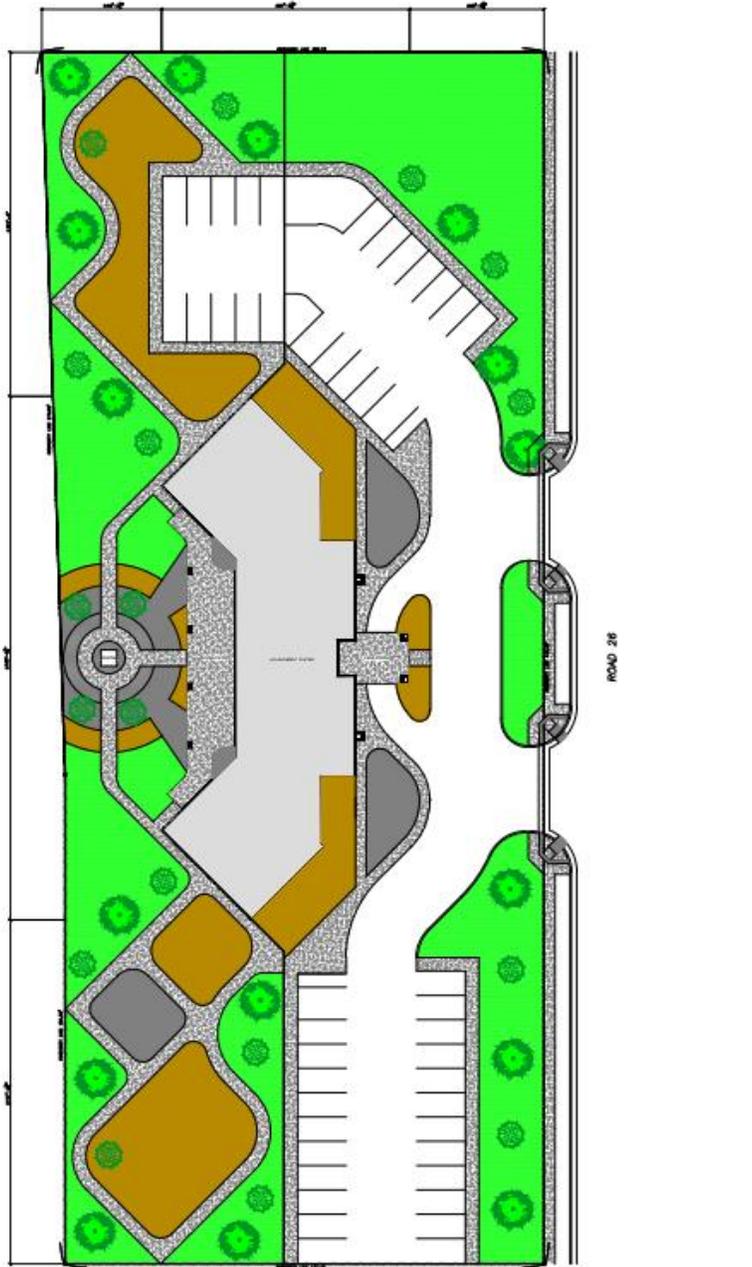
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Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

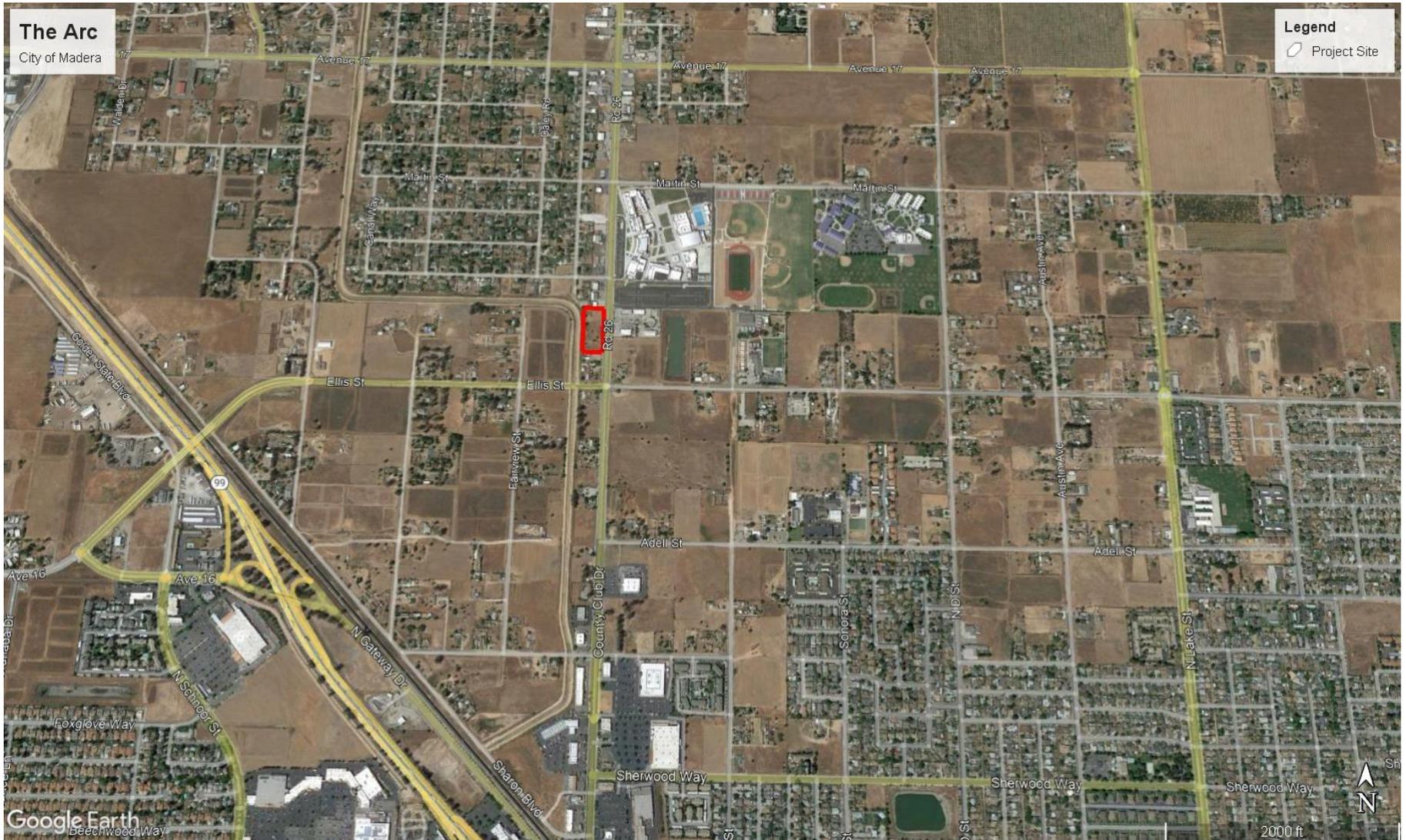
Site Plan



SITE PLAN

	G300 SITE PLAN	A NEW ACHIEVEMENT CENTER THE ARC MADERA, CA	
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Aerial Photo

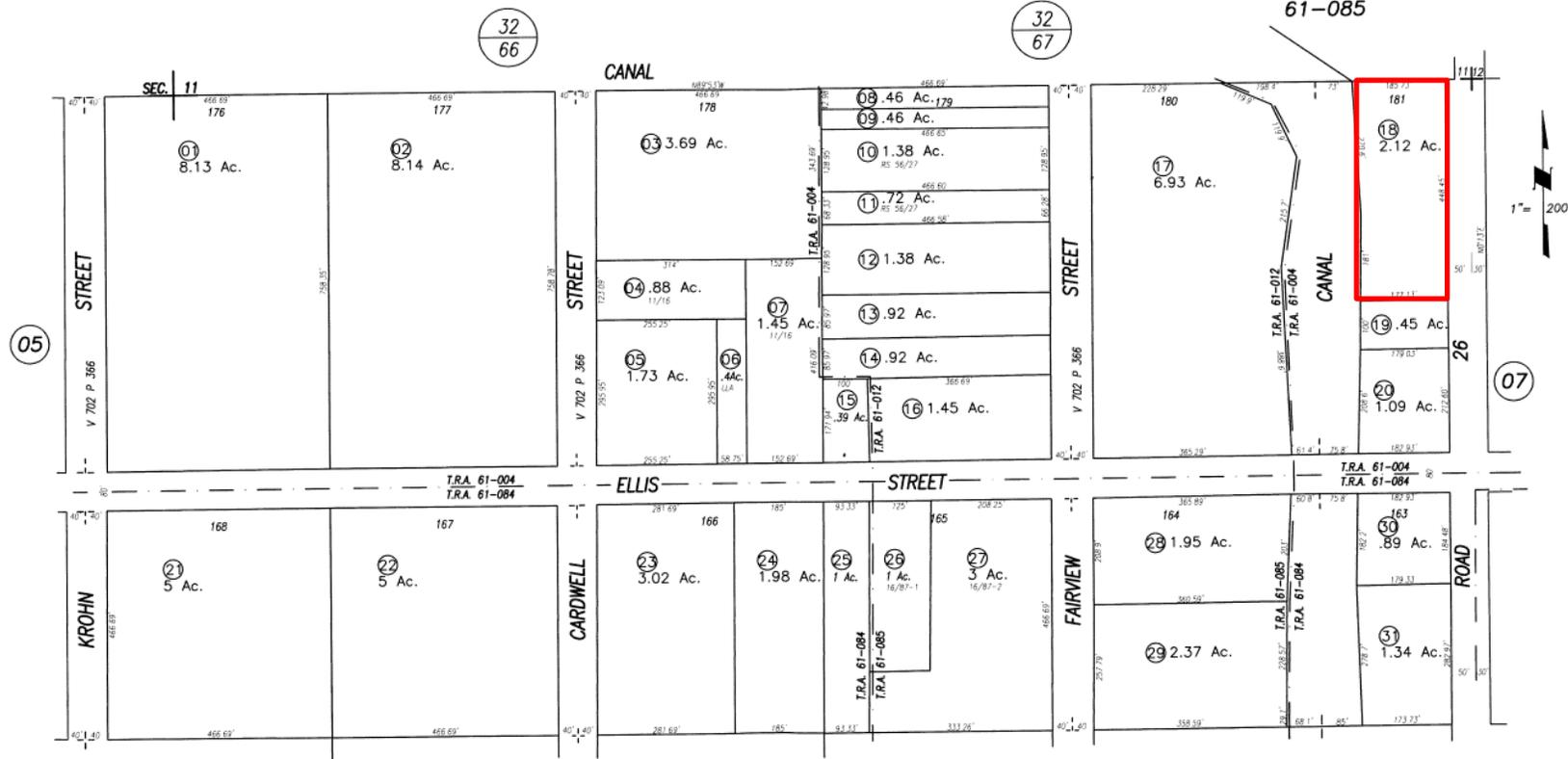


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 Madera Outside
 County of Madera, Calif.
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PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

North Valley Yokuts Tribe
Timothy Perez
P.O. Box 717
Linden, CA, 95236

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Mr. Perez:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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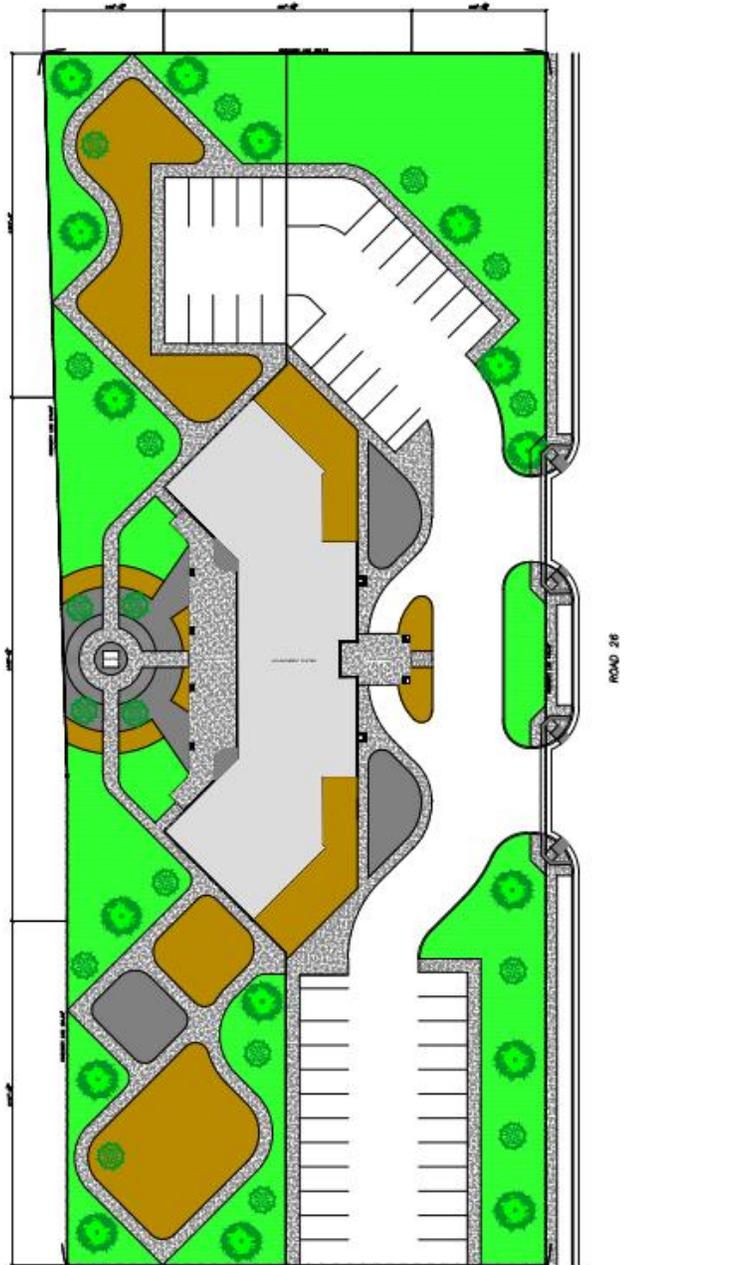
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Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

Site Plan



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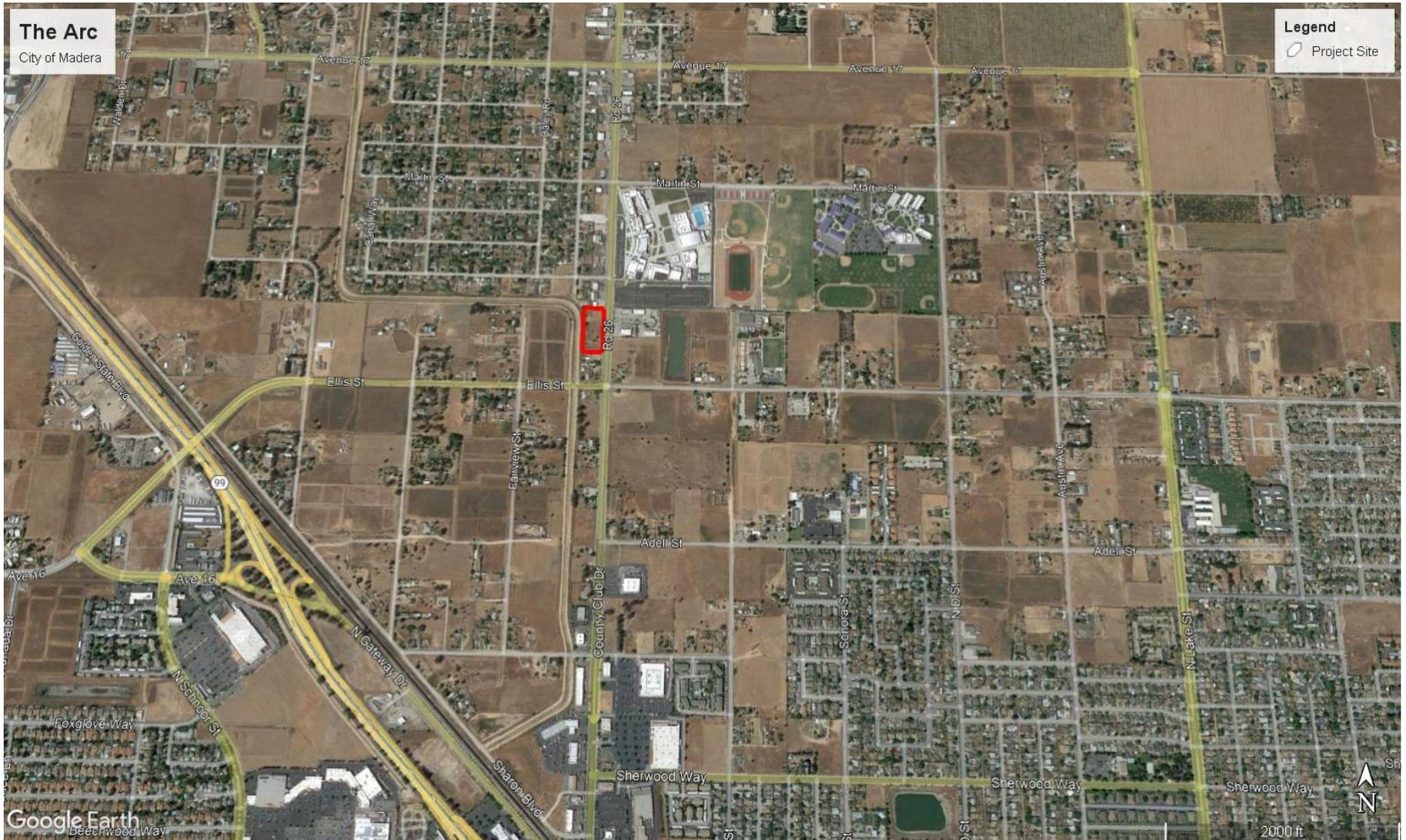
	PROJECT NO.	2021-0123
	DATE	05/2022
	CLIENT	THE ARC
	LOCATION	MADERA, CA

G300
SITE PLAN

A NEW ACHIEVEMENT CENTER
THE ARC
MADERA, CA

YANEZ CONSTRUCTION
www.yanezconstruction.com

Aerial Photo

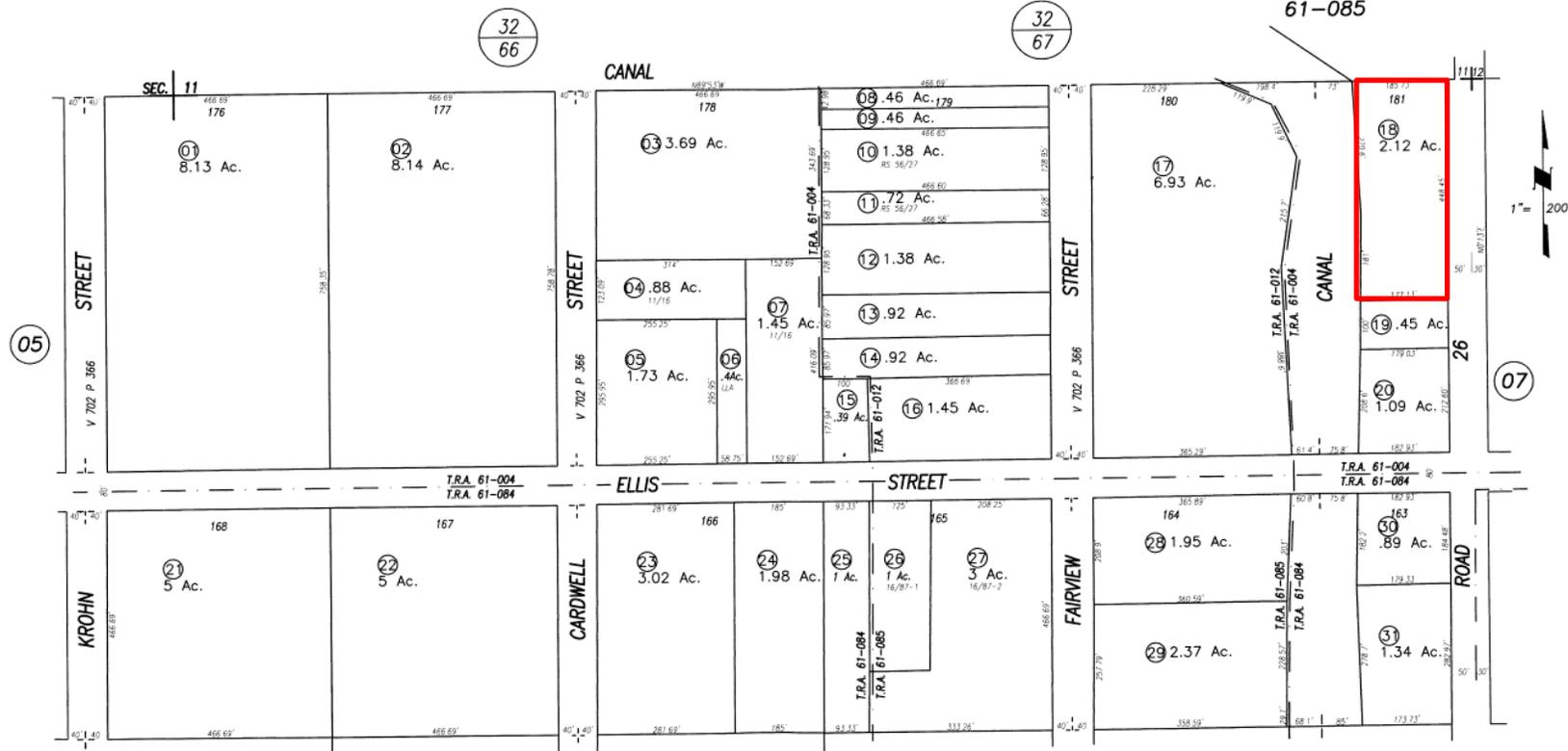


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PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

North Valley Yokuts Tribe
Katherine Perez, Chairperson
P.O. Box 717
Linden, CA, 95236

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Ms. Perez:

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Please feel free to contact me with any questions at 559.449.2700 or at Wczeshinski@ppeng.com.

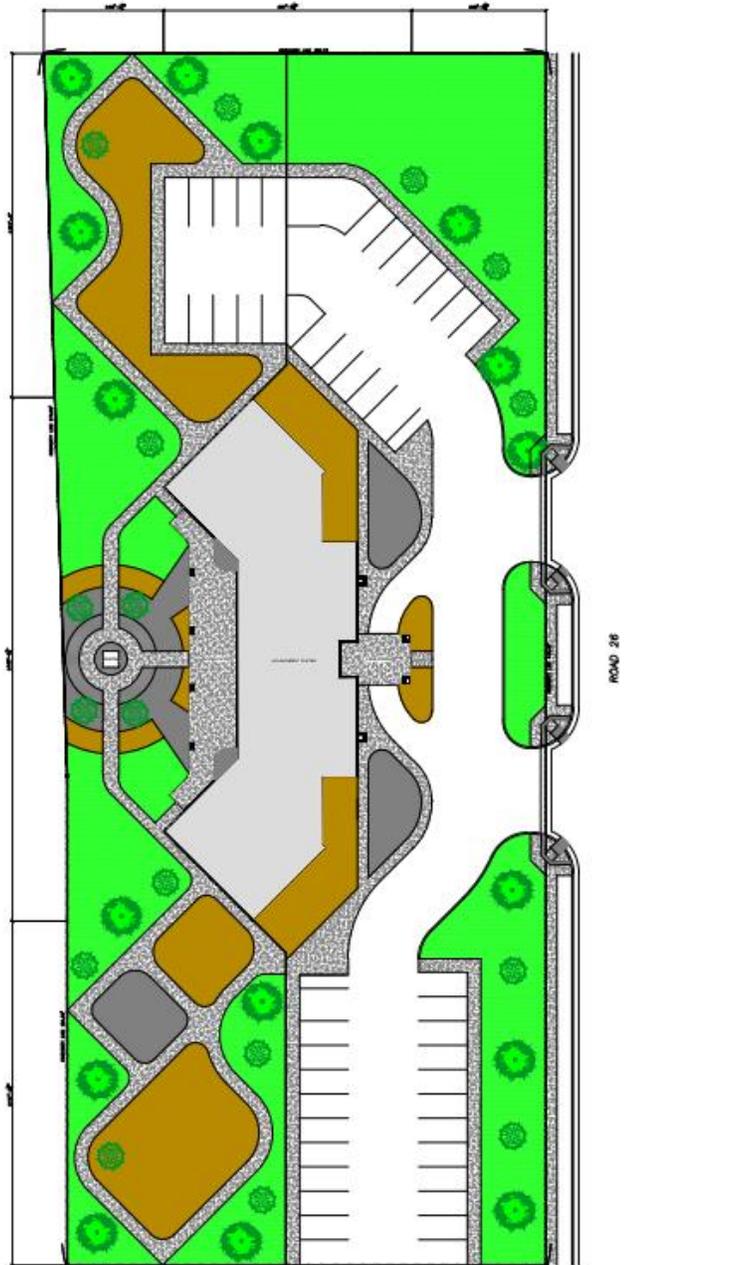
Respectfully,



Wyatt Czesinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

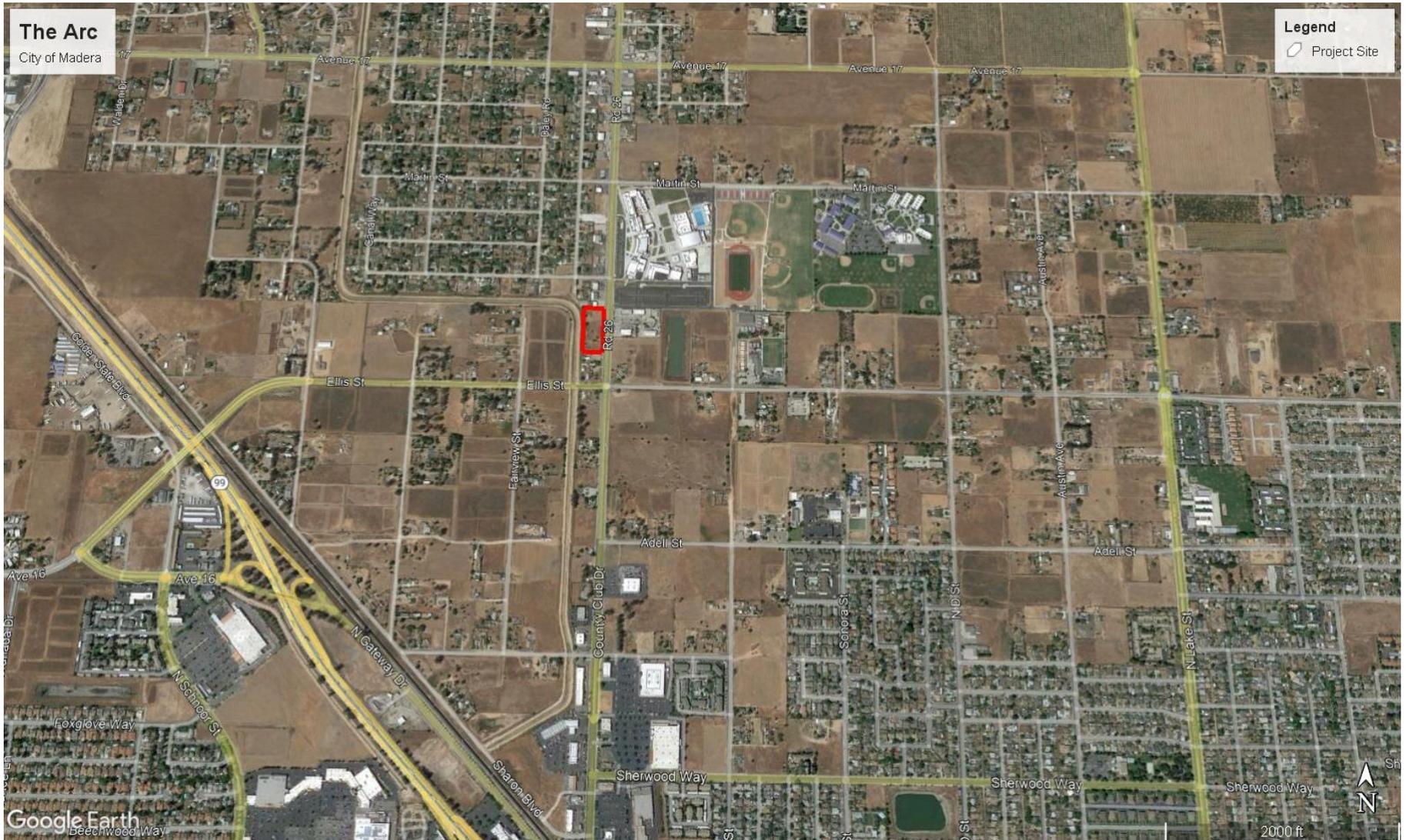
Site Plan



SITE PLAN

	G300 SITE PLAN		A NEW ACHIEVEMENT CENTER THE ARC MADERA, CA	
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Aerial Photo

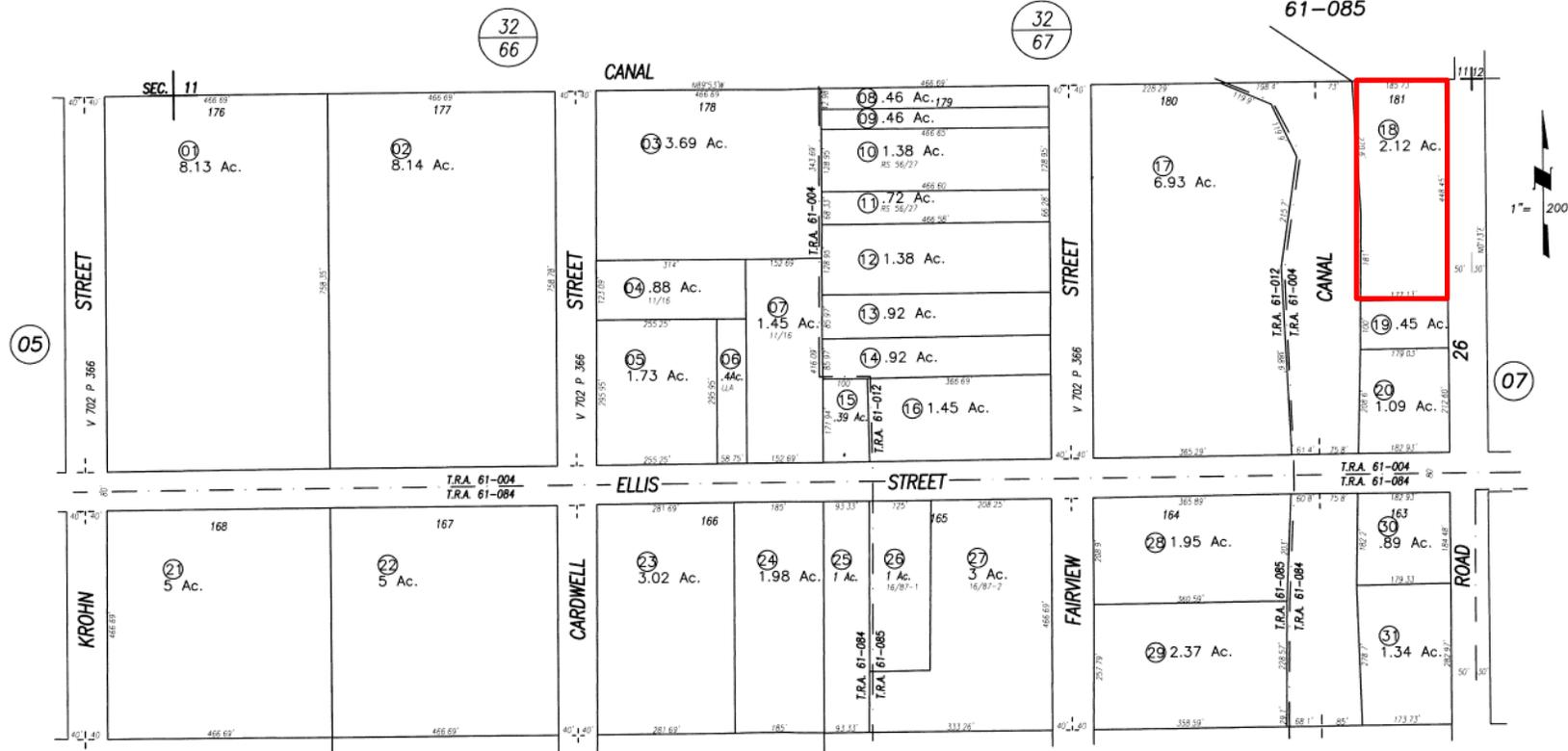


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
 61-004
 61-012
 61-084
 61-085

38-06



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 Assessor's Parcel Numbers Shown in Circles. ○

Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Picayune Rancheria
of Chukchansi Indians
Claudia Gonzales, Chairperson
P.O. Box 2226
Oakhurst, CA, 93644

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Ms. Gonzales:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

1. General Plan Amendment – Amend the City of Madera General Plan Land Use Map designation for the site from Medium Density Residential to High Density Residential.
2. Prezone – Zone the project site R3 (One unit per each 1,800 sqft) from RRM (Residential, Rural, Multiple Family District (County)).
3. Annexation – Extend the City limits to include the project site.
4. Conditional Use Permit – Operation of a community center-related building.
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Please feel free to contact me with any questions at 559.449.2700 or at Wczeshinski@ppeng.com.

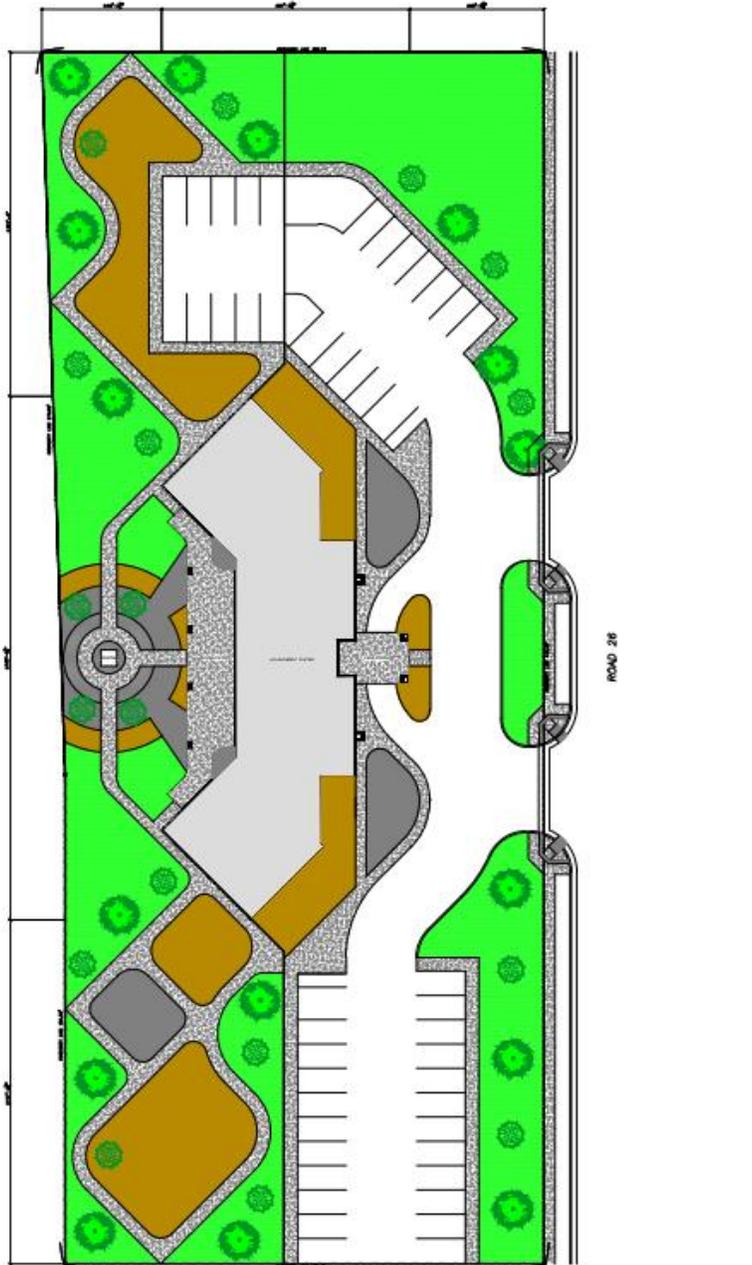
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

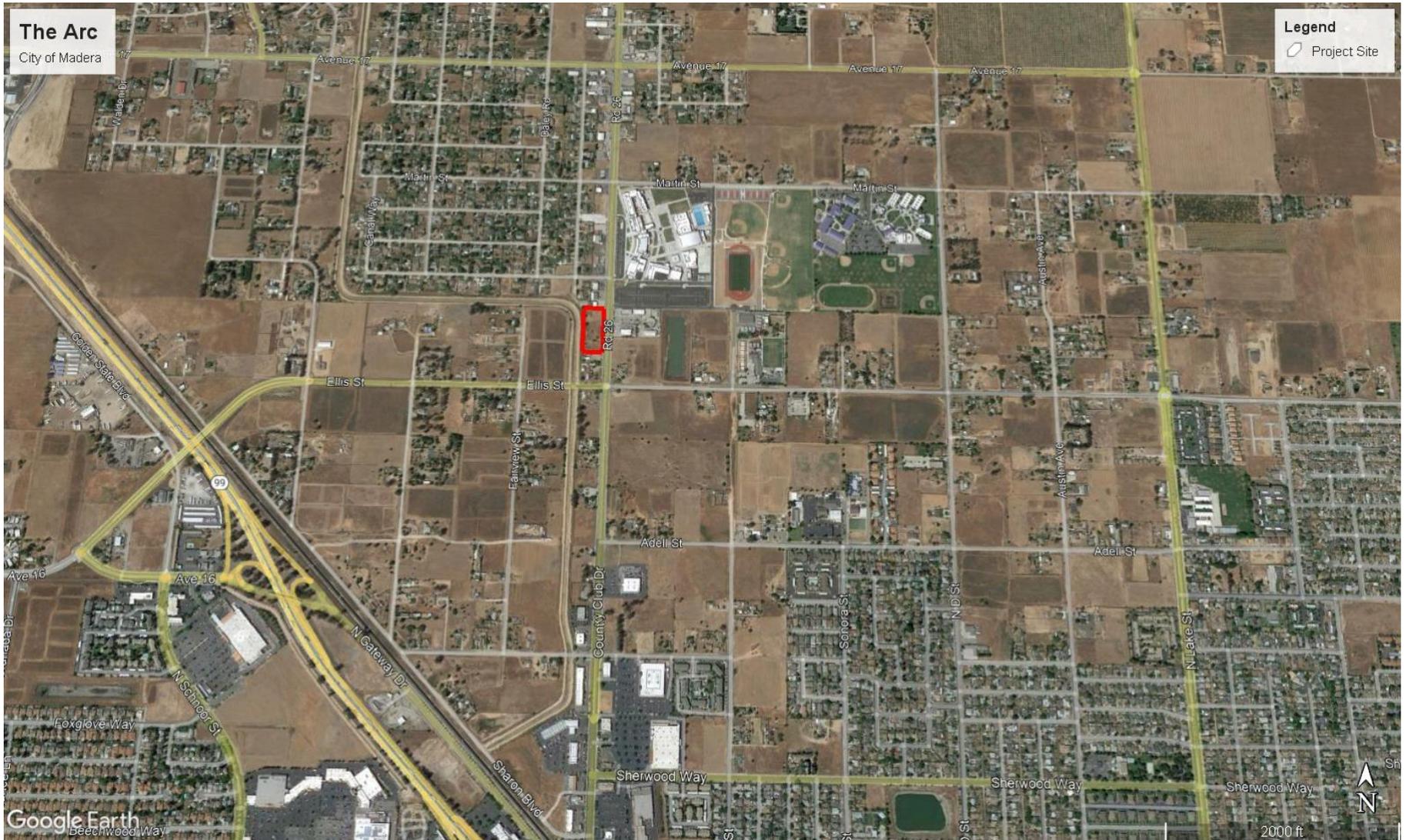
Site Plan



SITE PLAN

	G300 SITE PLAN	A NEW ACHIEVEMENT CENTER THE ARC MADERA, CA	
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Aerial Photo

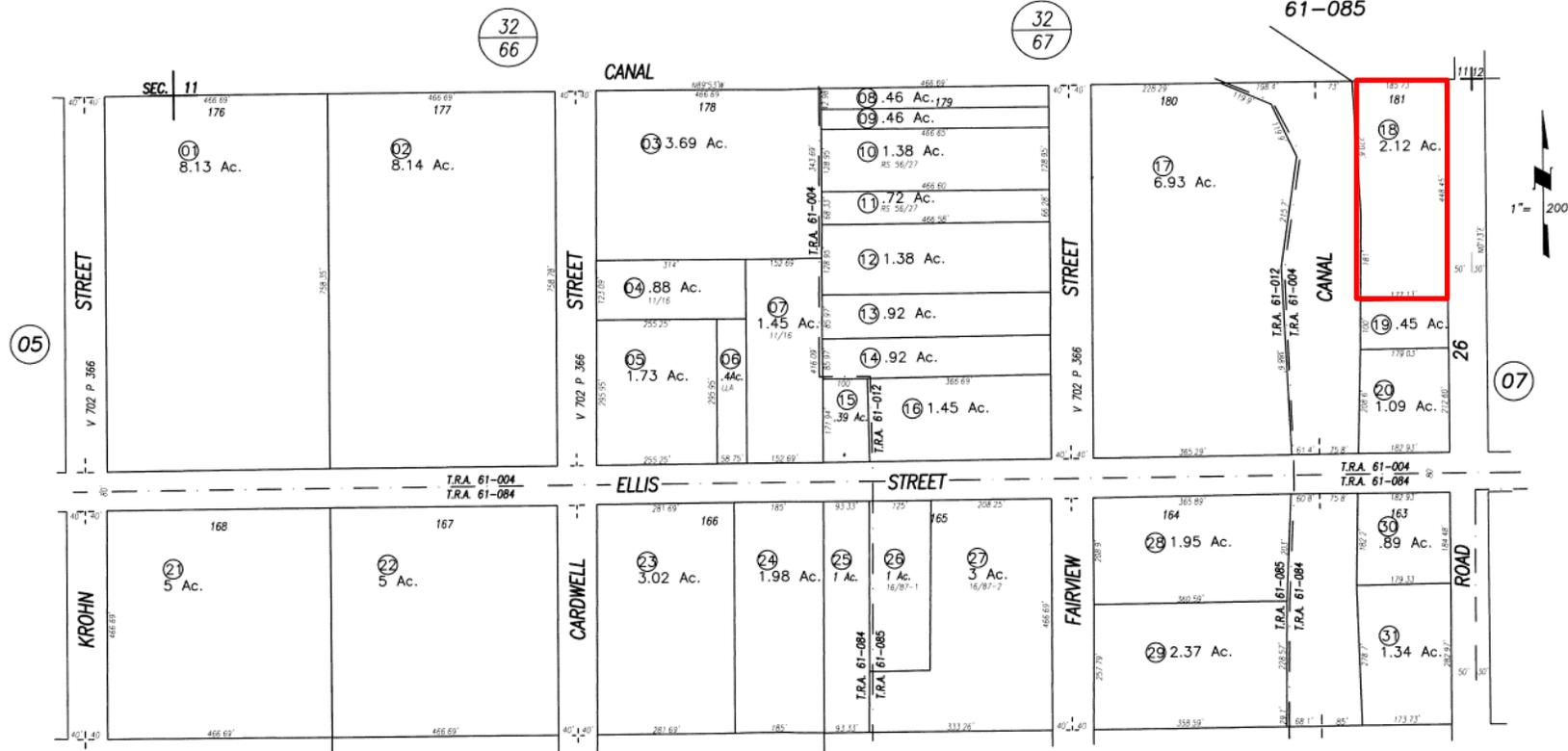


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
 61-004
 61-012
 61-084
 61-085

38-06



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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Southern Sierra Miwuk Nation
Sandra Chapman, Chairperson
P.O. Box 186
Mariposa, CA, 95338

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Ms. Chapman:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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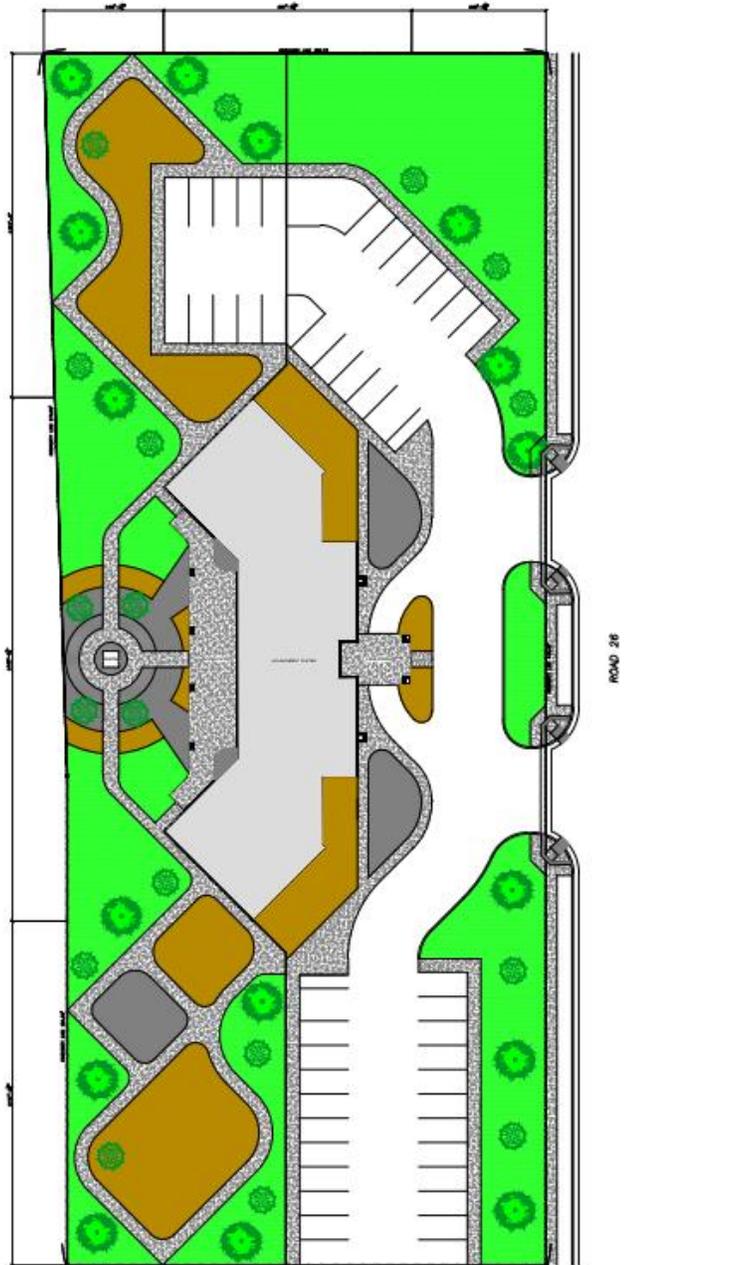
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

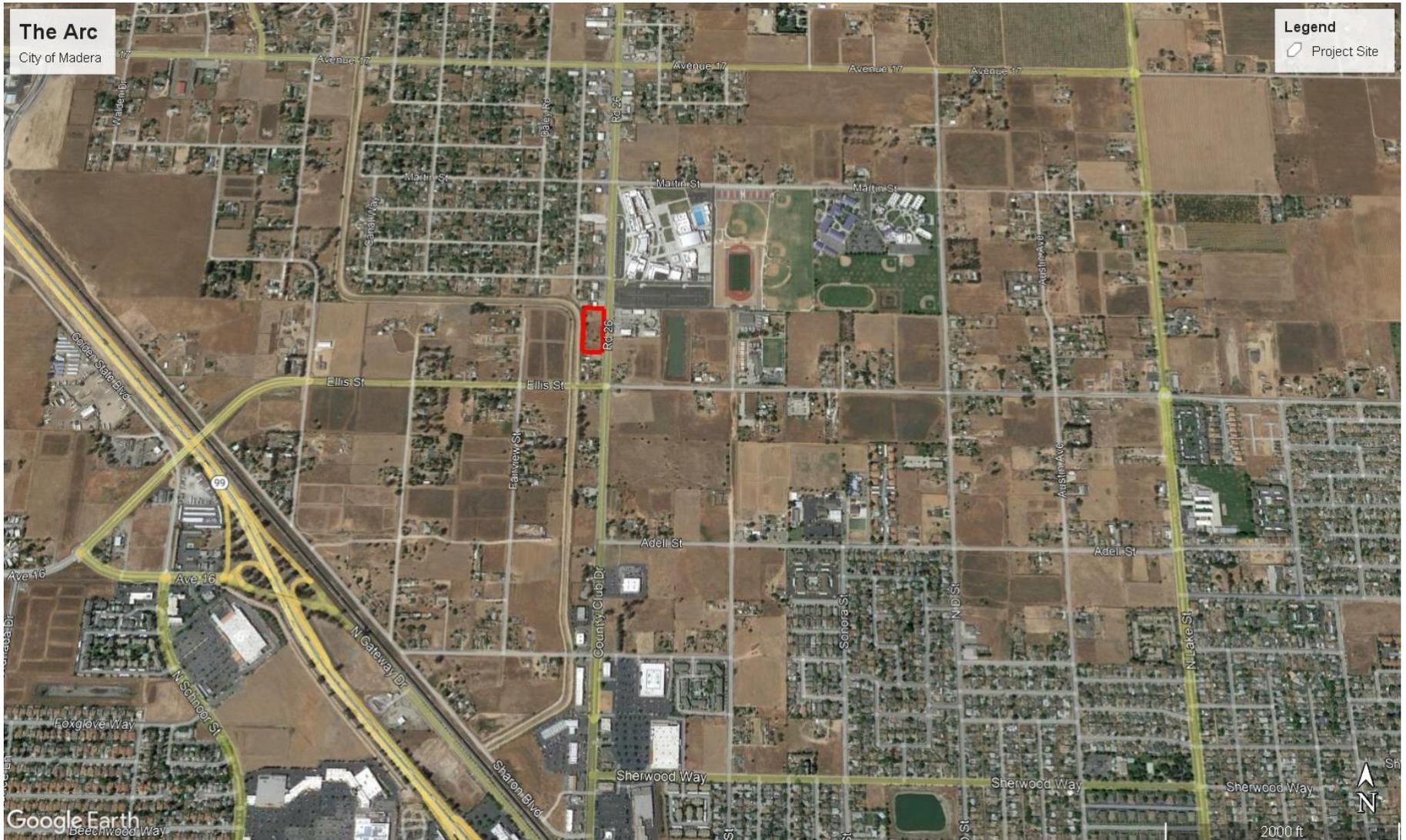
Site Plan



SITE PLAN

G300	SITE PLAN	A NEW ACHIEVEMENT CENTER THE ARC MADERA, CA	
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Aerial Photo

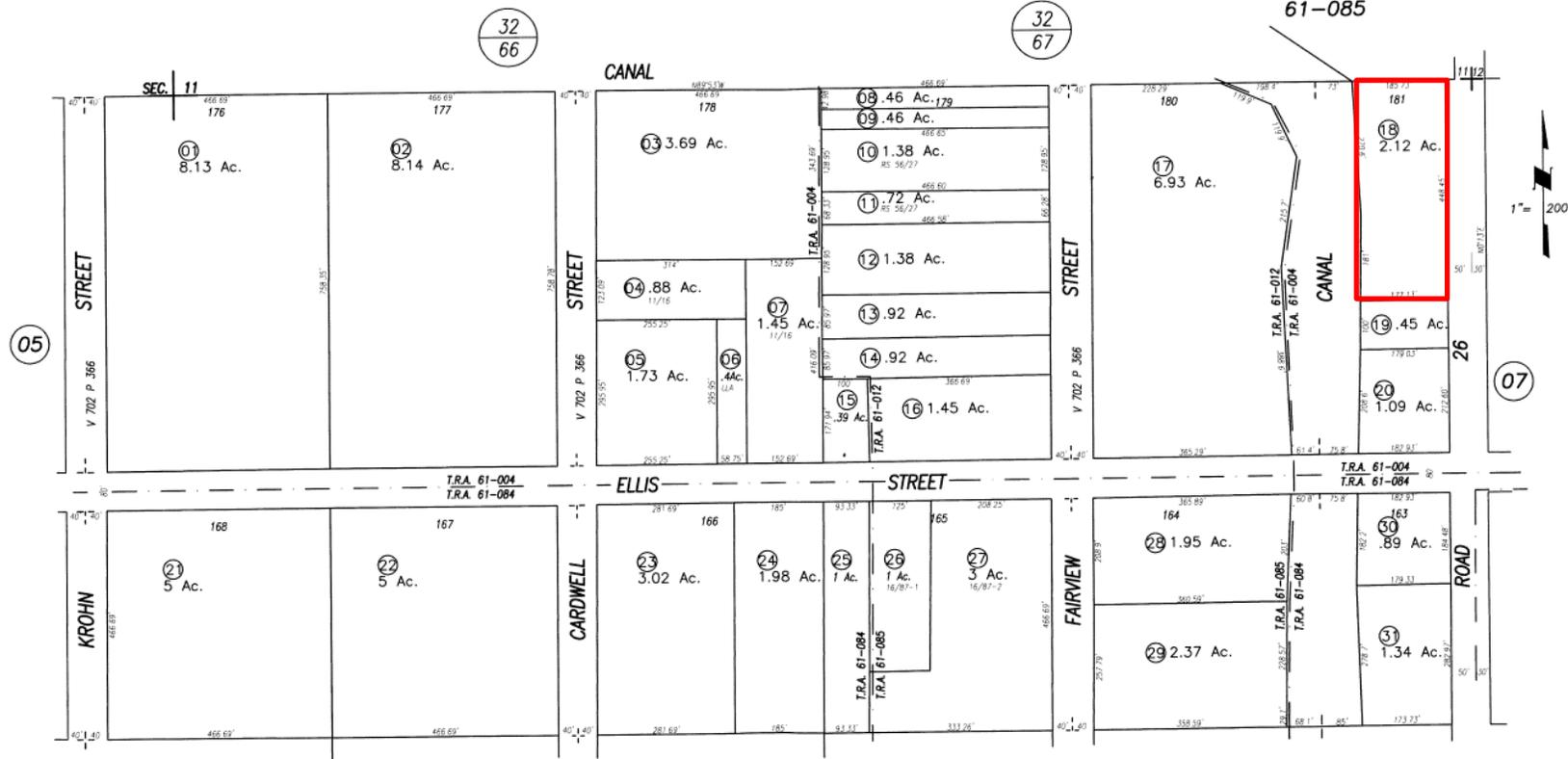


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
 61-004
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38-06



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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville, CA, 93258

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Mr. Peyron:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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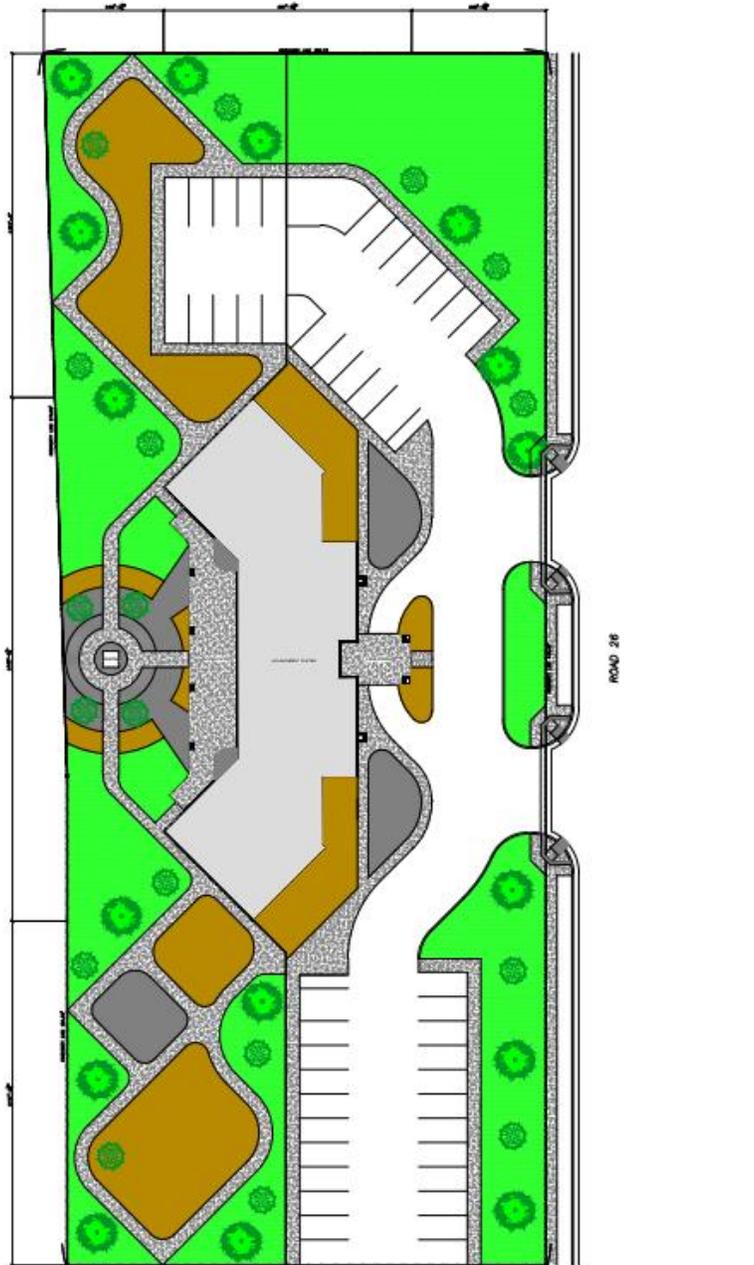
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Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

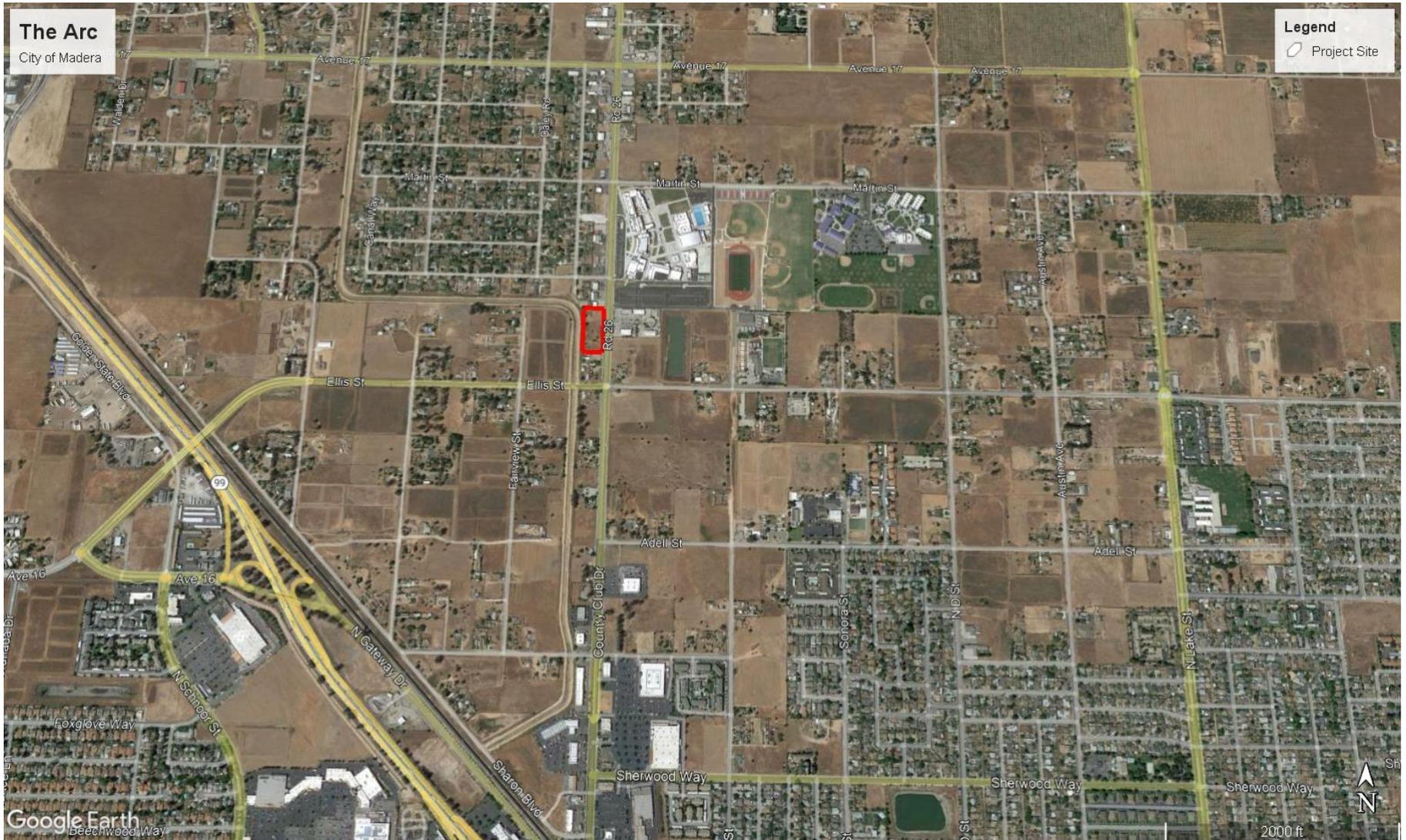
Site Plan



SITE PLAN

	PROJECT NO.	2021-0123
	DATE	06/07/2022
	PROJECT NAME	A NEW ACHIEVEMENT CENTER
	CLIENT	THE ARC
MADERA, CA		

Aerial Photo

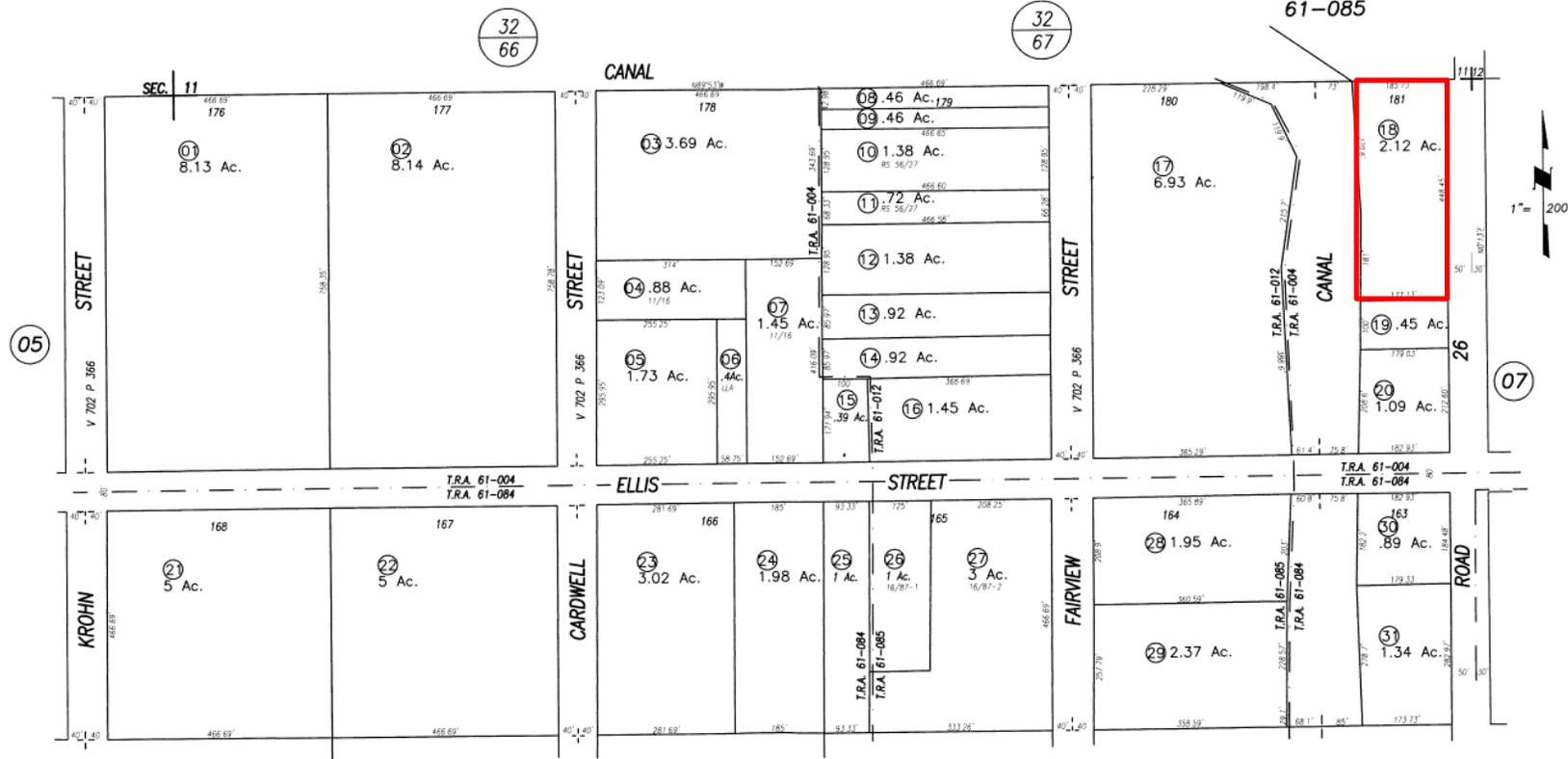


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
 61-004
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38-06



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11

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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Tuolumne Band of
Me-Wuk Indians
Andrea Reich, Chairperson
P.O. Box 699
Tuolumne, CA, 95379

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Ms. Reich:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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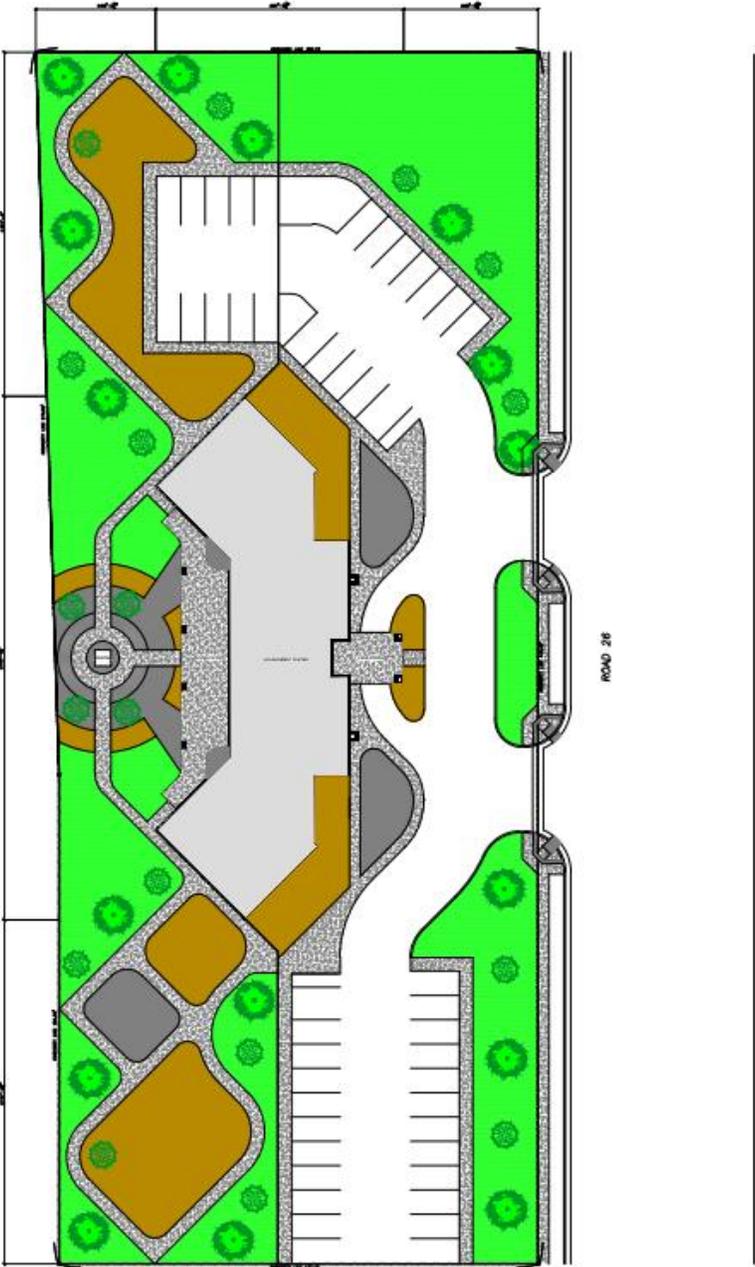
Respectfully,



Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

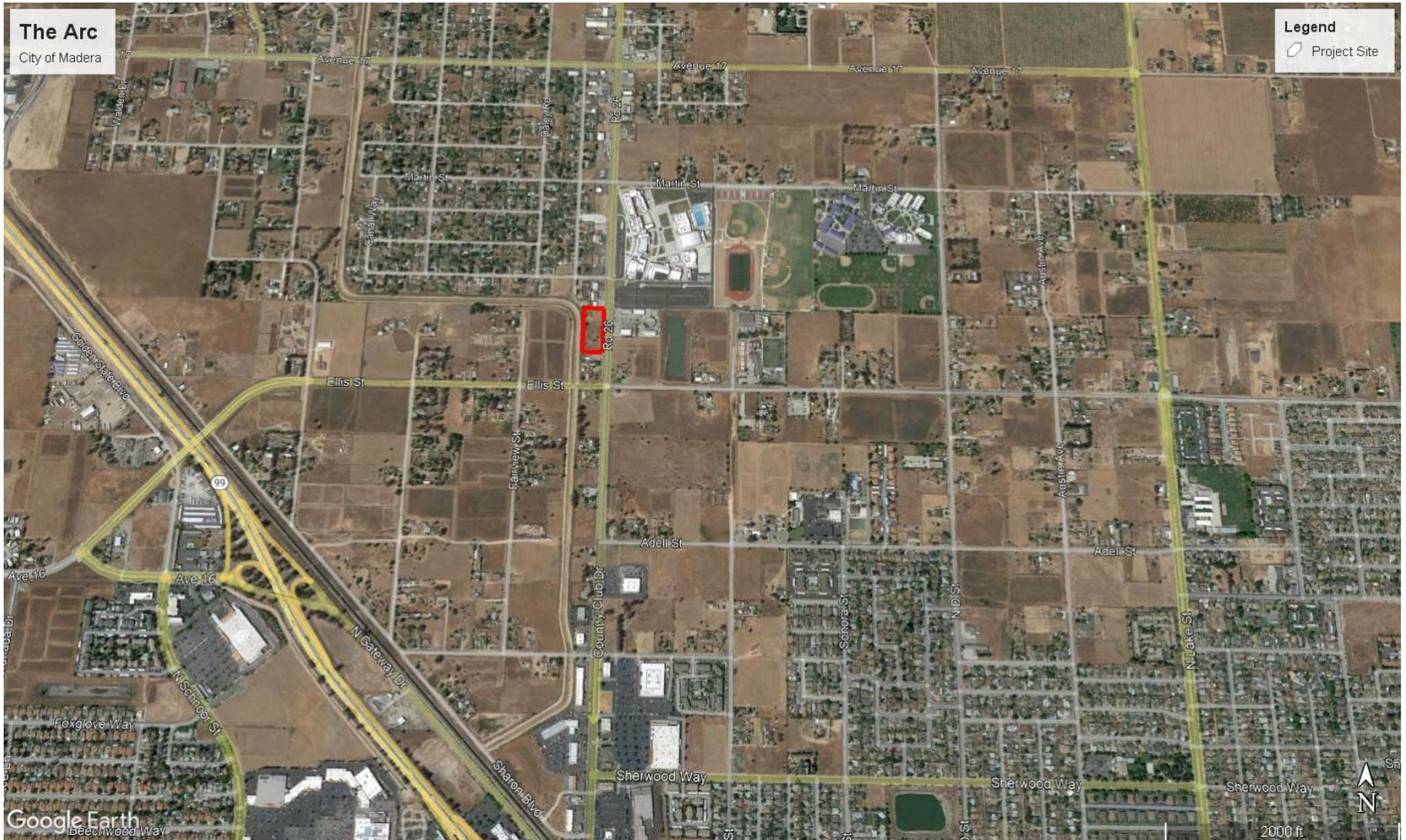
Site Plan



SITE PLAN

	DATE: 05/2022		A NEW ACHIEVEMENT CENTER	
	G300		THE ARC	
	SITE PLAN		MADERA, CA	

Aerial Photo

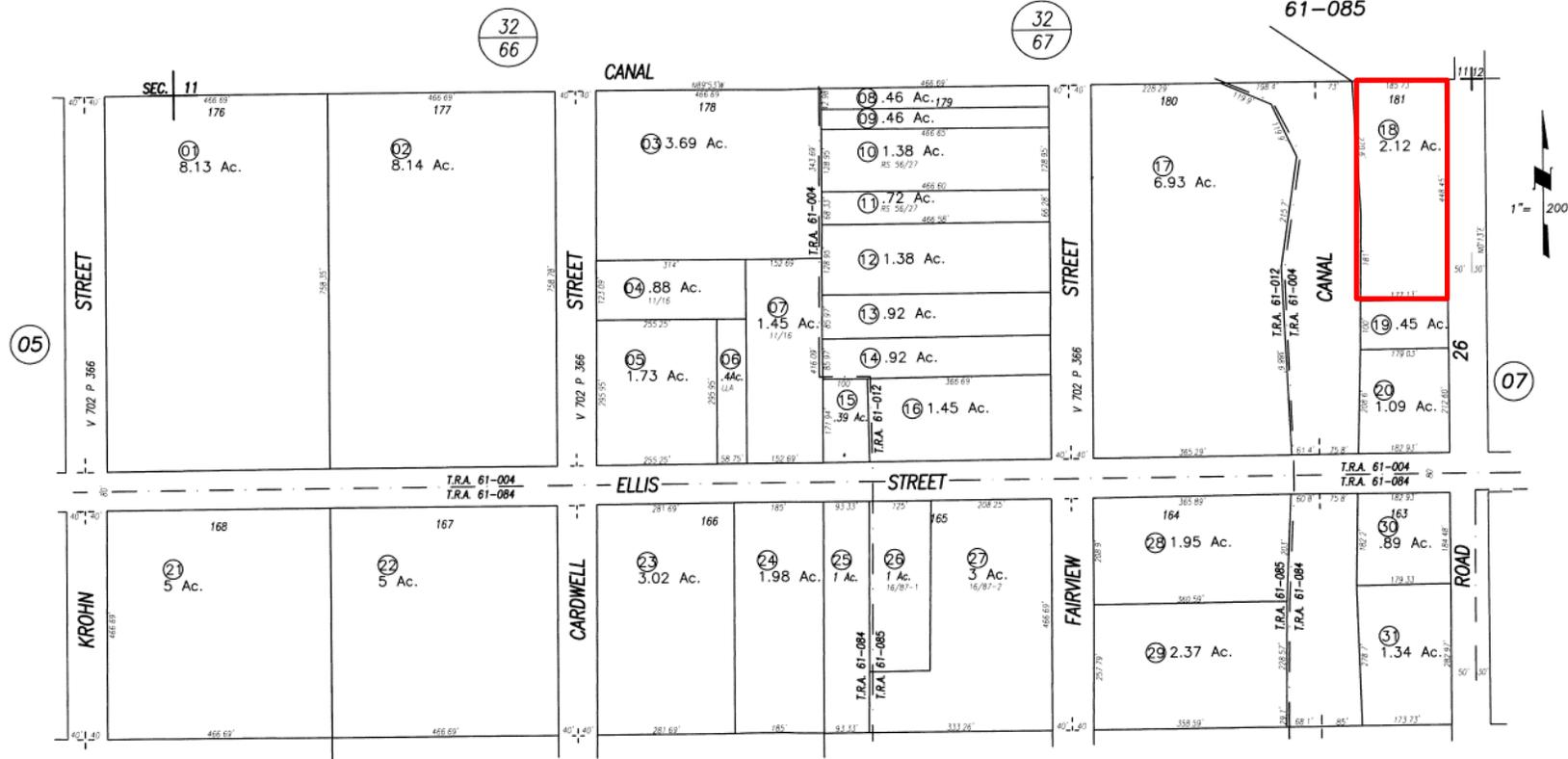


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
 MILLER & LUX SUBD.

Tax Area Code
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38-06



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Assessor's Map No. 38-06
 Madera Unified
 Madera Outside
 County of Madera, Calif.
 1973



PLANNING DEPARTMENT

Gary Conte, Planning Manager

June 7, 2022

Wuksache Indian Tribe,
Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906

Subject: Consultation pursuant to Senate Bill 18 for the Arc Project in the City of Madera, Madera County, CA

Dear Mr. Woodrow:

The City of Madera is processing an application for the above-referenced project submitted by the applicant, Arc Fresno/Madera Counties, Inc., and is requesting your review to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project proposes the following activities at 16482 Road 26 (Madera County Assessor's Parcel Number 038-060-018):

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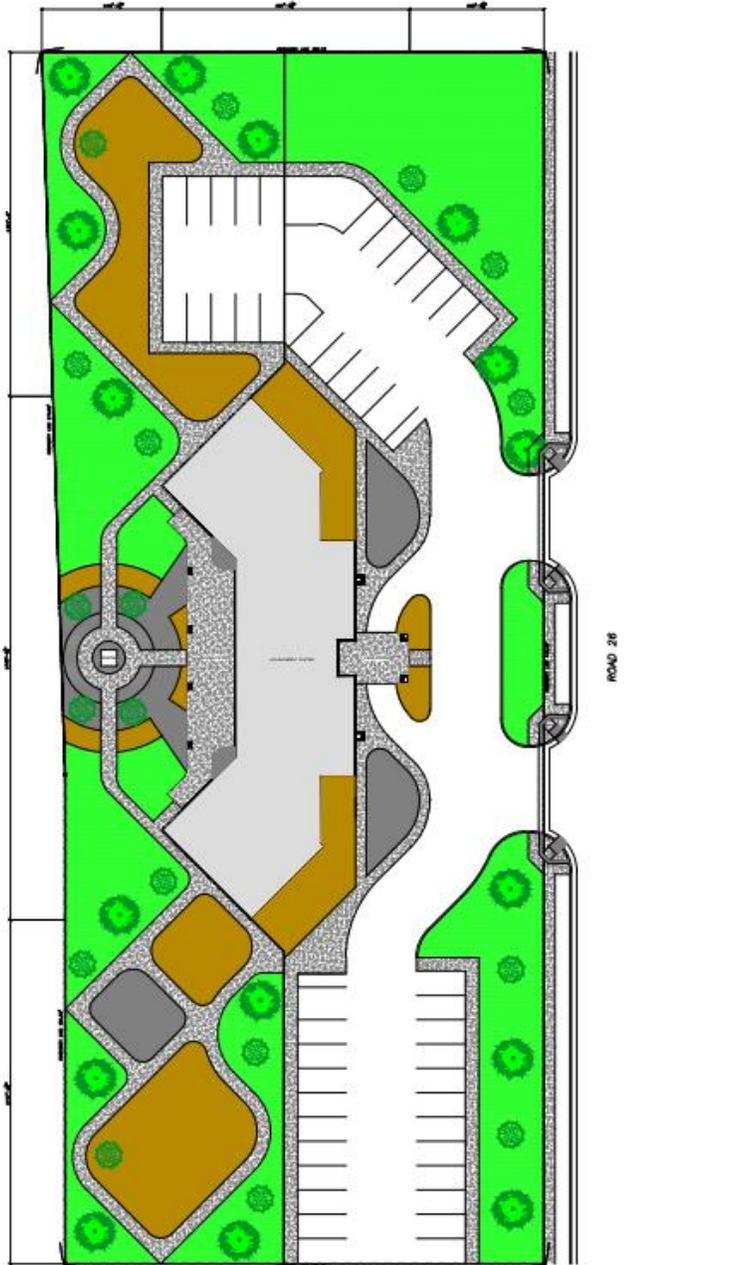
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Wyatt Czeshinski, Contract Staff Planner
Planning Department

Enclosures: Site Plan
Aerial Photo
Assessor's Map

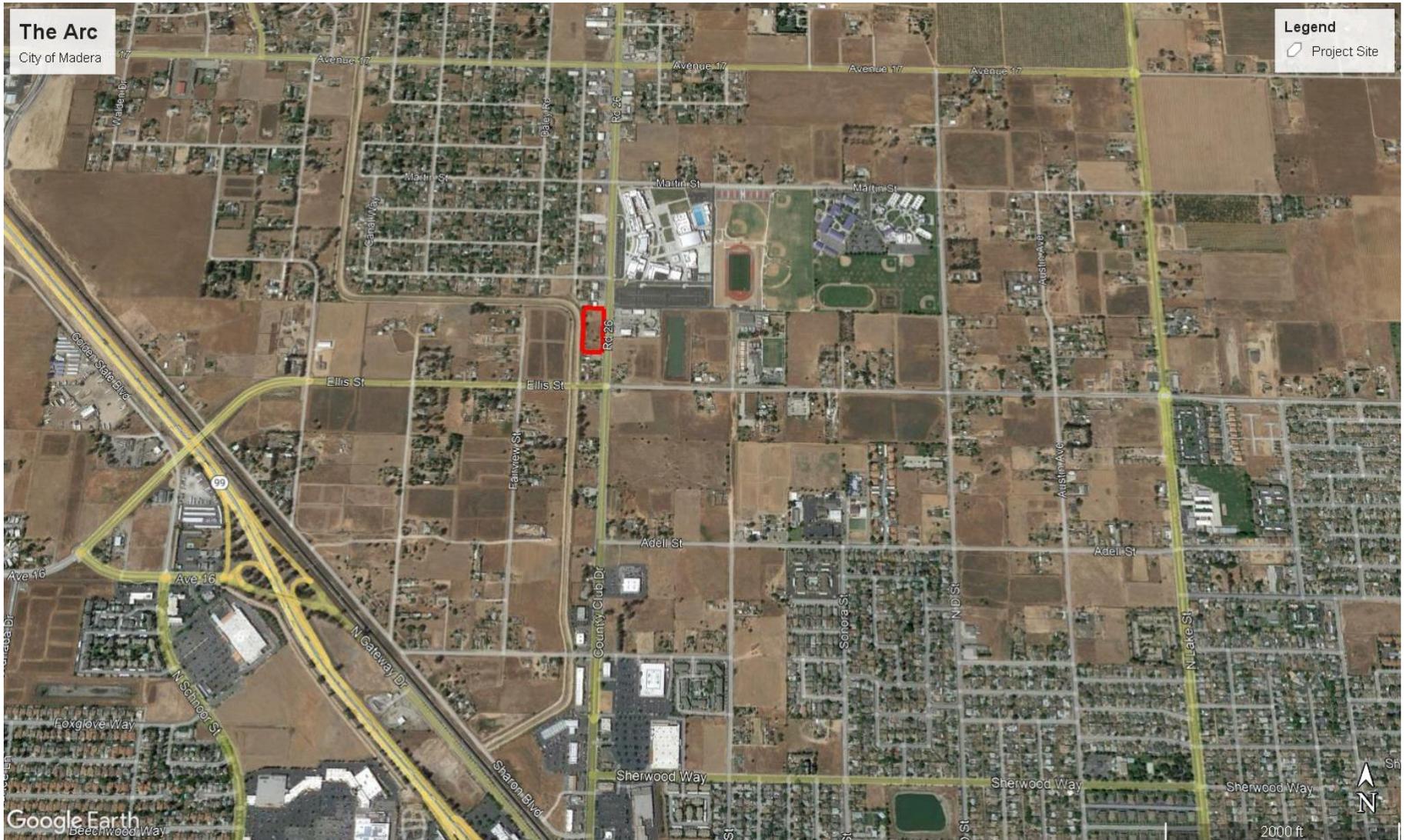
Site Plan



SITE PLAN

	DATE: 06/07/22		A NEW ACHIEVEMENT CENTER	
	G300		THE ARC	
	SITE PLAN		MADERA, CA	

Aerial Photo

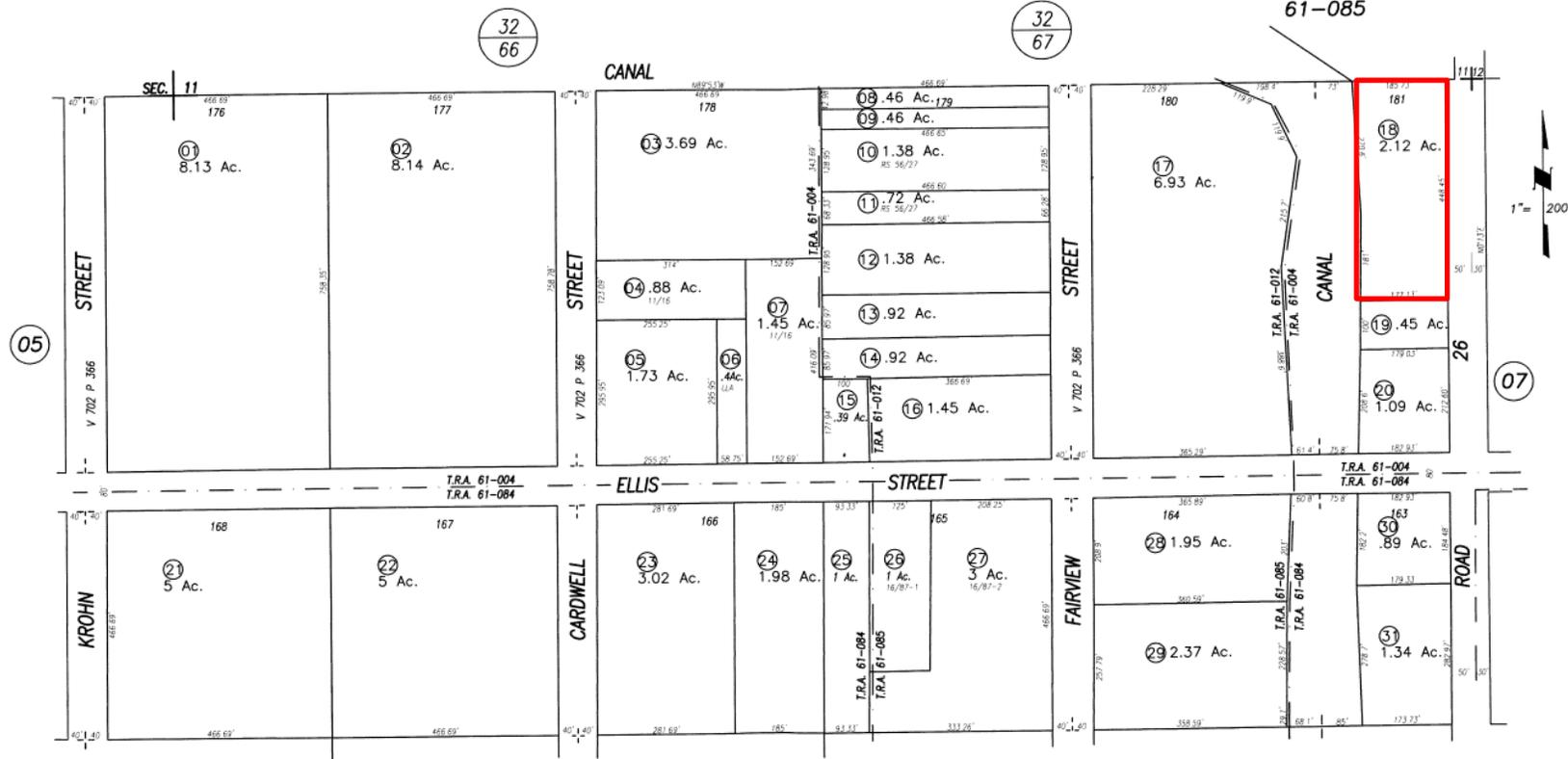


Assessor's Map

POR. SEC. 11 T.11S. R.17E. M.D.B.&M.
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