

STANISLAUS COUNTY PLANNING COMMISSION

August 1, 2024

STAFF REPORT

GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2023-0166 GALLO GLASS COMPANY

REQUEST: TO AMEND THE GENERAL PLAN DESIGNATION OF 24 PARCELS FROM INDUSTRIAL TRANSITION TO INDUSTRIAL, AND TO AMEND THE ZONING DESIGNATION FROM SINGLE-FAMILY RESIDENTIAL (R-1) TO PLANNED DEVELOPMENT, TO ALLOW FOR THE EXPANSION OF STORAGE ASSOCIATED WITH THE GALLO GLASS FACILITY, AND FUTURE CONSTRUCTION OF A 150,000± SQUARE-FOOT WAREHOUSE.

APPLICATION INFORMATION

Applicant:	Gallo Glass Company (Douglas B. Vilas, Nigel Dart, Andrew Layland)
Property owner:	Gallo Glass Company, E&J Gallo Winery (Douglas B. Vilas, Nigel Dart, Andrew Layland)
Agent:	Michael Hayes, VVH Architecture
Location:	North of Tenaya Avenue, between Santa Rita and South Santa Cruz Avenues, in the Modesto area.
Section, Township, Range:	33-3-9
Supervisory District:	District 4 (Supervisor Grewal)
Assessor's Parcel:	035-010-001, -003-017, and -019-023; 035-011-001, and -006; and a portion of 035-004-070
Referrals:	See Exhibit G Environmental Review Referrals
Area of Parcel(s):	15.66 ± acres
Water Supply:	City of Modesto
Sewage Disposal:	City of Modesto
General Plan Designation:	Industrial Transition
Community Plan Designation:	N/A
Existing Zoning:	Single-Family Residential (R-1)
Sphere of Influence:	City of Modesto
Williamson Act Contract No.:	N/A
Environmental Review:	Negative Declaration
Present Land Use:	Two vacant single-family dwellings
Surrounding Land Use:	The Tuolumne River and Gallo Glass Company campus to the south; Dry Creek, the Gallo Glass Company, and E&J Gallo campus to the west; Mono Park, Yosemite Boulevard (State Route 132), and single-family residential development to the north; a

bike path, single-family and multi-family residential development, and the Modesto City-County Airport to the east; and the City of Modesto to the north, west, and south.

RECOMMENDATION

Staff recommends the Planning Commission provide a recommendation of approval to the Board of Supervisors, based on the discussion below and on the whole of the record provided to the County. Exhibit A provides an overview of the findings and actions required for project approval.

PROJECT DESCRIPTION

This is a request to amend the General Plan designation of 24 parcels (15.66± acres) from Industrial Transition to Industrial and zoning designation from Single-Family Residential (R-1) to Planned Development (P-D) to allow for the expansion of outdoor storage associated with the adjacent Gallo Glass Company facility (Gallo). The project proposes to pave the project site and utilize the entirety of the property for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to four pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. No signage is proposed; however, freestanding lighting up to 35-feet tall is proposed within the project site.

Mirroring existing operations at the Gallo campus to the south and west, the project site's hours of operations will be 24-hours per-day, seven days a week, year-round. Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, for maintenance, pick-ups, or deliveries of bulk, shrink-wrapped, palletized glass containers. Accordingly, at the time the proposed warehouse develops, no on-site parking is proposed as any employees that visit the site for deliveries or pick-ups will park at the existing Gallo facility to the west, which has ample parking. The project anticipates 30-60 truck trips per-day, over the course of a 24-hour period.

Three limited access gates along the western, southern, and eastern property lines are proposed to be installed. The primary ingress and egress to the storage facility is proposed to be from a gated-off private portion of Tenaya Avenue, which bounds the project site to the south, and secondary accesses are proposed via South Santa Cruz Avenue and the gated-off private portion of Santa Rita Avenue. Portions of the project site perimeter are currently improved with temporary seven-foot-tall chain link fencing. The project proposes to install new six-foot-tall chain link fencing with slats and two-foot-tall barbed wire treatments around the project site boundaries, to match the existing facility to the south. Vegetative screening is proposed to be planted along the shared property lines on the north and east side of the project site. Stormwater will be maintained on-site via a proposed storm drainage basin to be located at the northeast corner of the project site.

The purpose of the project is to relocate existing glass storage facilities currently taking place at 720 South Riverside Drive, Modesto, approximately 1.6 miles away from the Gallo glass manufacturing facility, and 2612 Crows Landing Road, Ceres, approximately 2.8 miles away. The

existing off-site material storage at these locations will be reduced and relocated to the proposed project site in order to bring additional glass storage space closer to the main facility campus and reduce drive distances.

SITE DESCRIPTION

The 15.66± acre project site is comprised of 24 parcels located north of Tenaya Avenue, south of Mono Park and the former Modesto Irrigation District (MID) Lateral No. 1, east of Santa Rita Road and west of South Santa Cruse Avenue, between Yosemite Boulevard (State Route 132) and the Tuolumne River, in the Modesto area. The project site also includes the following road rights-of-way segments which were abandoned by the Board of Supervisors on March 26, 2024: the southerly segment of Santa Rita Avenue beginning at the south edge of Mono Park; the westerly segment of Tenaya Avenue beginning mid-block between Santa Rita and S. Santa Cruz Avenues; and the westerly segment of Del Mar Court, beginning mid-point between its two termination points at Tenaya Avenue. The applicant intends on requesting formal abandonment of the remainder of the Tenaya Avenue right-of-way, west of S. Santa Cruz Avenue, at a future date. In the meantime, the 20-foot-wide alley which runs north-south from Del Mar Court to Tenaya Avenue is proposed to be graveled and utilized for emergency vehicle access.

All parcels included in the project request are owned by Gallo. The project site is primarily vacant with the exception of two unoccupied single-family dwellings located on Assessor Parcel Numbers (APNs) 025-010-012 and 035-010-014, which will be demolished prior to onset of the proposed use (see Exhibit B-3 – *Maps and Site Plan*). Sometime after acquiring the project site, the western portion of the project site, spanning eight parcels (APNs: 035-010-001, -003, -017, and -019 to -023), was improved with a parking lot used for temporary overflow contractor parking which is no longer in use.

The surrounding area is comprised of the Tuolumne River and Gallo Glass Company campus to the south; Dry Creek, the Gallo Glass Company, and E&J Gallo campus to the west; Mono Park, Yosemite Boulevard (State Route 132), and single-family residential development to the north; and a bike path, single-family and multi-family residential development, and the Modesto City-County Airport to the east, and the City of Modesto to the north, west, and south

ISSUES

During review of the project, four phone calls were received from surrounding landowners or residents opposing the project request. On March 18, 2024 and June 12, 2024, Sergio Martinez, the father of the landowner and resident of 290 Santa Rita Avenue, located approximately 300-feet north of the project site, called opposing the project due to concerns over the following: increased truck traffic in the area, pollutants from glass particles that may be stored on-site, noise and storage activities disturbing the park, concern that stacked palletized glass containers could be unstable and fall onto adjoining properties and the park, or that glass particles may affect nearby residents. On the second phone call, he voiced concerns about northbound traffic on Santa Rita Avenue making illegal left-turns across double-yellow striping into the existing Gallo facility's parking lot, located approximately 500 feet northwest of the project site. He also requested that a speedhump or crosswalk lights be installed on Santa Rita Avenue to address

vehicular traffic ignoring stop signs at the Mono Drive/Santa Rita Avenue four-way-stop intersection.

On March 20, 2024, Adolfo Martinez, the landowner and resident at 289 South Santa Ana Avenue, approximately 300-feet north of the project site, called staff to express opposition to the proposed project, stating that Gallo should purchase all of the surrounding houses prior to rezoning the site for industrial uses, and that further expansion should not take place in any area where it will bother residents.

On April 1, 2024, Laura, a resident of an unspecified property, called to oppose Gallo's expansion in the area expressing that she did not want surrounding properties to be sold to Gallo as there are still houses in the vicinity and she does not wish to move.

Concerns regarding traffic-related issues along Santa Rita Avenue and the existing entrance to the Gallo facility to the northwest of the project site were forwarded to County Public Works staff for review and no modifications related to these concerns have been made to this project as they are not directly tied to the project request. With respect to the concern over the outdoor stacking of materials being unstable, the stacked piles of bulk storage are subject to all applicable regulatory requirements of California Fire Code health and safety regulations and adopted Stanislaus Consolidated Fire Protection District regulations, which both specify a minimum 10-foot distance from adjoining property lines and 25 feet from nearby structures, maintaining minimum widths for paths of travel and fire apparatus roads, between stacked materials, and height limitations. Additionally, glass storage taking place on-site will consist of bulk glass containers which arrive and leave the site enclosed in plastic shrink-wrapped pallets, eliminating the potential for the presence of glass shards. No glass manufacturing activities are proposed to take place on the project site.

During project review, Public Works and Planning staff expressed concerns over truck queuing and turning movements associated with access into the site via South Santa Cruz Avenue, which could potentially interfere with the existing pedestrian and bicyclist facilities near the project site. These facilities include an existing pedestrian crossing in front of APN 035-040-070 and a multi-use bike/ped path located north of the proposed access gate, within the South Santa Cruz Avenue right-of-way. To address these concerns, development standards have been added to the project to require adequate storage depth for trucks to prevent queuing outside of the public right-of-way at the access gate, and for all driveway and access locations to be reviewed and approved by Public Works prior to installation. The review will include making sure that sufficient truck storage depth and turning movements are provided off South Santa Cruz Avenue without interference to the existing pedestrian and bicycle facilities. There is the potential need to relocate the proposed storm drainage within the project site in order to provide for approved access.

On July 9, 2024, Planning staff received a request from the Department of Justice (DOJ) Environmental Justice (EJ) Division requesting a meeting to discuss the proposed project. The DOJ EJ Division indicated that they were auditing the project because Active Transportation Program (ATP) funding was used and because the Airport Neighborhood is a disadvantaged community. ATP funding was used in the planning and development of the raised median crosswalk and mixed-use bike/ped path located within South Santa Cruz Avenue. On July 24, 2024, Planning staff met with DOJ staff to field questions related to the project. During this meeting, and in follow up e-mail correspondence from their staff, they inquired about lighting impact

assessments, whether truck turning analyses had been conducted for the proposed access on South Santa Cruz Avenue, inconsistencies between the stated truck trips numbers within the air quality studies prepared for the project and the project description, clarification on emission quantities and modeling inputs within the air quality studies, and whether it conforms to City of Modesto standards due to being within their Sphere of Influence (SOI). In response, Planning staff provided verbal and e-mail responses of the following: that lighting impacts are addressed via a photometric lighting plan required to be submitted before finalization of lighting location and installation to verify light spillage onto adjacent properties will not occur; that access was reviewed by the Department of Public Works who required early project modifications to address potential conflicts with the existing raised median crosswalk as discussed above; that truck turning movements and adequate truck queueing storage depth will need to be provided prior to approval of an encroachment permit and driveway onto South Santa Cruz Avenue; and that the air studies used Air District recommended modeling which prescribes standardized trip generations based on use rather than actual operation as identified by the applicant in the project description. Staff provided an updated version of the Air Quality study, as described in *Environmental Review* section in this report, and requested that the applicant provide clarifying information to the DOJ with respect to emission quantities specified in the studies. Additionally, staff indicated that the City of Modesto reviewed the project, and that applicable City of Modesto standards regarding landscaping, lighting, parking, and signage would be met.

Aside from the issues above, no other issues have been identified as a part of this request. Standard development standards have been added to the project (see Exhibit C - *Development Standards*).

GENERAL PLAN CONSISTENCY

Consistency with the goals, objectives, and policies of the various elements of the Stanislaus County General Plan must be evaluated when processing all discretionary project requests. Additionally, in order to approve a rezone, it must be found to be consistent with the General Plan. This project includes a request to amend the project site's General Plan designation from Industrial Transition to Industrial. The Land Use Element of the General Plan specifies that the Industrial Transition designation is appropriate in areas within the sphere of influence of a city or within the planning boundary of an unincorporated community which lie in the path of an expanding industrial area. Land falling within this designation may continue to be zoned and used for non-industrial purposes pending demand for such industrial expansion. Rezoning for industrial usage should not be approved for less than an entire block or an area adjacent to an existing industrial zone and must be based on evidence of industrial development capability and a program for adequate relocation of any persons to be ultimately displaced. As required by the Land Use Element, property within the Industrial Transition designation shall retain its present zoning until such time as conversion to Industrial is desirable. At such time as a General Plan amendment to Industrial is processed, property will then be rezoned to be consistent with the Industrial designation. In this case, the project includes a request to rezone from Single-Family Residential (R-1) to Planned Development (P-D). While the project site does not take in an entire block, it does lie directly adjacent to an existing industrial zone, to the south and west of the project site, developed with Gallo's facility. The project site is developed with two single-family dwellings; however, these structures are presently unoccupied and owned by Gallo Glass Company and

therefore the project would not result in displacement of individuals or trigger a relocation program.

General Plan amendments affect the entire County and any evaluation must give primary concern to the County as a whole; therefore, a fundamental question must be asked in each case: will this amendment, if adopted, generally improve the economic, physical and social well-being of the County in general? Additionally, the County in reviewing General Plan amendments shall consider how the levels of public and private service might be affected; as well as how the proposal would advance the long-term goals of the County. In each case, in order to take affirmative action regarding a General Plan Amendment application, it must be found that the General Plan Amendment will maintain a logical land use pattern without detriment to existing and planned land uses and that the County and other affected government agencies will be able to maintain levels of service consistent with the ability of the government agencies to provide a reasonable level of service. In the case of a proposed amendment to the Land Use diagrams of the General Plan's Land Use Element, an additional finding that the amendment is consistent with the goals and policies of the General Plan must also be made.

The Land Use Element describes the Industrial designation as a designation intended to indicate areas for various forms of light or heavy industrial uses, including, but not limited to, manufacturing and warehousing. Generally, the Industrial designation shall be used in areas where public sewer and water are available or where the restrictions of the Planned Industrial designation are inappropriate, including instances where the property to be designated is intended for a single-use applicant not permitted in the Planned Industrial designation and the applicant needs a very large site or the property is adjacent to an existing industrial area which is reaching capacity and whose services can be extended to serve the expansion. In this case, the latter is applicable. The City of Modesto has the capability to serve the project site for sewer and water service, and there is no anticipated disruption to existing levels of service. The proposed project site will be contiguous with and a logical expansion of the existing Gallo facility, which is at capacity for palletized glass storage.

The project site is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI) of the City of Modesto. The County's General Plan SOI policy states that development, other than agricultural uses and churches, which requires discretionary approval from incorporated cities, shall be referred to the city for preliminary approval. The project shall not be approved by the County unless written communication is received from the city memorializing their approval. If approved by the city, the city should specify what development standards are necessary to ensure that development will comply with city development standards. Goal Five, Policy 26 of the Land Use Element states that development must meet the applicable development standards of the affected city. Approval from a city does not preclude the County's decision-making bodies from exercising discretion, and they may either approve or deny the project. The City of Modesto has reviewed and provided written support for the project. No development standards were requested by City of Modesto staff; however, City standards for landscaping and signage have been applied as development standards due to the project being located within the City's SOI.

The project site is also located in Referral Area 1 of the Modesto City-County Airport and accordingly is subject to consultation with the Airport Land Use Commission (ALUC) to determine consistency with the Airport Land Use Compatibility Plan (ALUCP). The ALUC reviewed the

project and indicated that the project is not subject Overflight Notification or Real Estate Disclosure requirements as the use is not considered residential development. Federal Aviation Regulations (FAR) Part 77 Obstruction Surfaces and Federal Aviation Administration (FAA) Notification require FAA notification for any proposed construction that exceeds a height greater than an imaginary slope extending 50 feet outward and one foot upward for a distance of 10,000 feet from the nearest point of the airport runway. While the development as proposed does not trigger this threshold, the requirement has been added as Development Standard No. 22 given it is a regulatory requirement.

Staff believes that with development standards in place, the project is consistent with the County's General Plan.

ZONING ORDINANCE CONSISTENCY

To approve a rezone, the Planning Commission must find that it is consistent with the General Plan. If approved, the industrial warehousing of bulk, shrink-wrapped palletized glass will be the only permitted use of the proposed Planned Development (P-D) zoning district and any expansion or amendment to the uses will be subject to all applicable requirements of the County's Zoning Ordinance. While the use would typically be required to provide four parking spaces (one space per employee on a maximum shift plus three additional spaces), the applicant is proposing to provide no on-site parking since employees working on the project site already have access to parking lots located on the adjacent Gallo facilities. This project will maintain zoning consistency by adhering to the uses and development standards, including parking, fencing, landscaping, signage, lighting, building height, and setbacks, incorporated into this project (see Exhibit C – *Development Standards*).

If the project is approved, the proposed zoning designation of P-D will be consistent with the proposed General Plan designation of Industrial. Staff believes the project can make the findings required to rezone the project site, as outlined in Exhibit A of this report.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA), the proposed project was circulated to interested parties and responsible agencies for review and comment (see Exhibit G - *Environmental Review Referrals*).

In response to the project's Early Consultation referral, the San Joaquin Valley Air Pollution Control District (Air District) provided a referral response requesting that a Prioritization Screening and California Emission Estimator Model (CalEEMod) be run for the project to assess potential impacts on health risk to nearby sensitive receptors and air quality. A CalEEMod Air Quality Study and Health Risk Prioritization Determination (air study) was prepared by Yorke Engineering, LLC and circulated with the Initial Study, quantifying potential air-related impacts accounting for both scenarios with outdoor storage only and the proposed warehouse. Based on this analysis, the air study concluded that the project will have a less than significant impact on both health risk to sensitive receptors and will not exceed thresholds of significance for criteria pollutants. In response to the Initial Study, the Air District responded to the project requesting minor corrections related to the Health Risk Prioritization amortization of construction emissions and presentation of prioritization score as unitless, and requested incorporation of emissions resulting from idling

and on-site truck travel in the CalEEMod. Yorke Engineering subsequently amended the air study according to the recommended modeling. The findings of the revised air study concluded no change to potential impacts as a result of the clarifying information. Based on review of the revised information, Air District staff concurred with the findings and methodology.

The Initial Study has been amended to incorporate the amended version of the air study; including amendments to the citations in Section III – *Air Quality*, Section VI - *Energy*, and Section VIII – *Greenhouse Gases* to reflect that the amended air study has replaced the previous version (see Exhibit E – *Amended Initial Study, with Updated Attachments*). Additionally, the Initial Study has been amended to correct an error in Section XIII – *Noise*, which had an incomplete sentence originally intended to provide information related to the vegetative screening to be installed along the north and east project boundaries. While this information was provided in the project description, the Initial Study has been amended to add the language in the *Noise* section, and specify that the vegetative buffer will provide noise attenuation and visual screening for adjoining parcels.

As permitted by CEQA Guidelines, amendments to an Initial Study may be made without recirculation provided they are providing clarifying information only. The amendments made to the Initial Study, reflected by bolded text and strikeouts, are considered to be clarifying in nature and will not create new significant impacts. Accordingly, the amended Initial Study is not required to be re-circulated.

A Negative Declaration has been prepared for approval prior to action on the project itself as the project will not have a significant effect on the environment (see Exhibit F - *Negative Declaration*). Development Standards reflecting referral responses have been placed on the project (see Exhibit C - *Development Standards*).

Note: Pursuant to California Fish and Game Code Section 711.4, all project applicants subject to the California Environmental Quality Act (CEQA) shall pay a filing fee for each project; therefore, the applicant will further be required to pay **\$2,973.75** for the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and the Clerk-Recorder filing fees. The attached Development Standards ensure that this will occur.

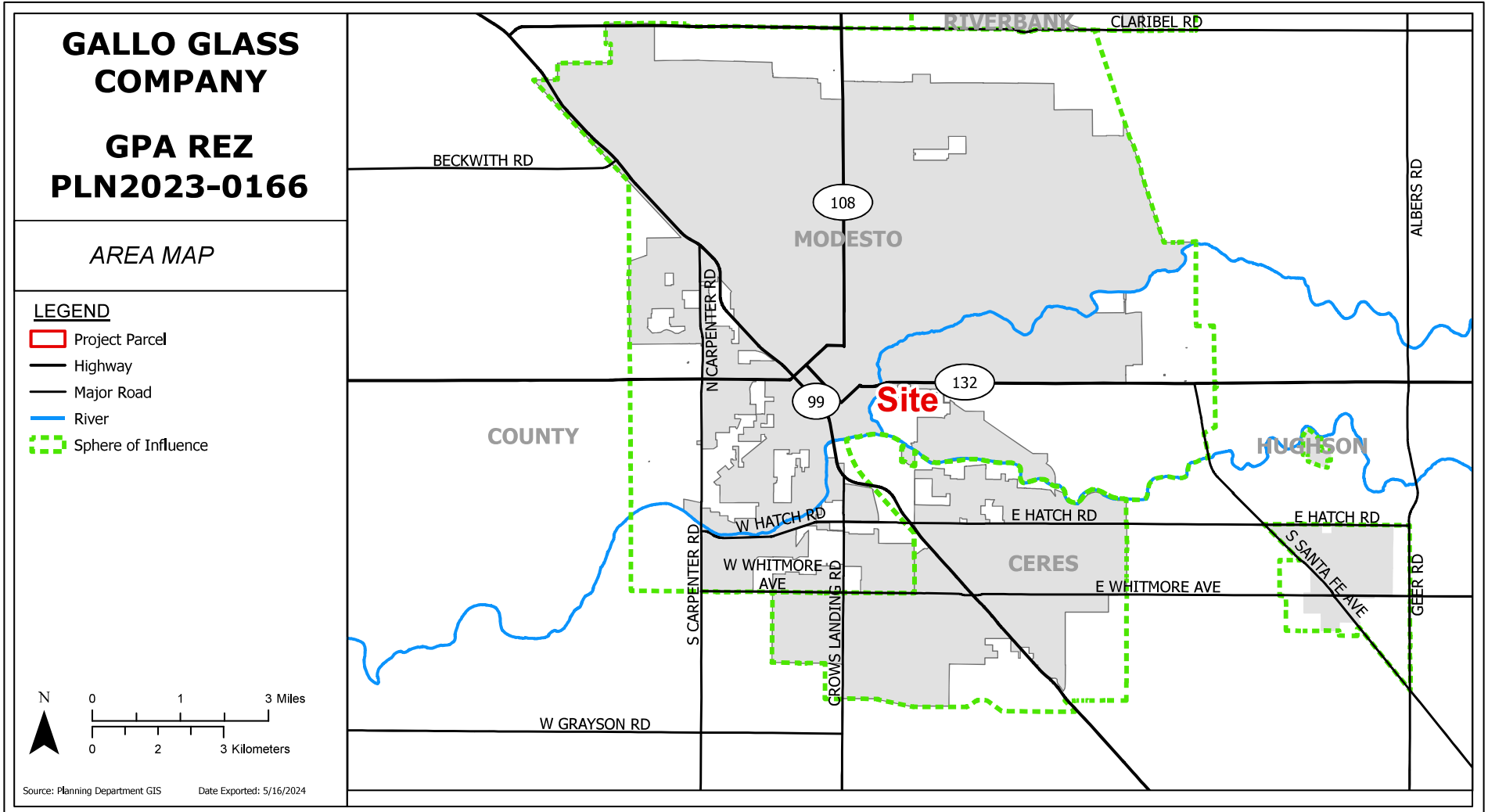
Contact Person: Kristen Anaya, Associate Planner (209) 525-6330

Attachments:

- Exhibit A - Findings and Actions Required for Project Approval
- Exhibit B - Maps and Site Plan
- Exhibit C - Development Standards
- Exhibit D - Development Schedule
- Exhibit E - Amended Initial Study, with Updated Attachments
- Exhibit F - Negative Declaration
- Exhibit G - Environmental Review Referrals
- Exhibit H - Levine Act Disclosure Statement

Findings and Actions Required for Project Approval

1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding that on the basis of the whole record, including the Amended Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.
2. Order the filing of a Notice of Determination with the Stanislaus County Clerk Recorder's Office pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.
3. Find, based on the discussion in this report, and the whole of the record that:
 - a. The General Plan Amendment will maintain a logical land use pattern without detriment to existing and planned land uses.
 - b. The County and other affected governmental agencies will be able to maintain levels of service consistent with the ability of the governmental agencies to provide a reasonable level of service.
 - c. The amendment is consistent with the General Plan goals and policies.
 - d. The project will increase activities in and around the project area, and increase demands for roads and services, thereby requiring dedication and improvements.
4. Find that the proposed Planned Development zoning is consistent with the Industrial General Plan designation.
5. Approve General Plan Amendment and Rezone Application No. PLN2023-0166 – Gallo Glass Company, LLC, subject to the attached Development Standards.
6. Introduce, waive the reading, and adopt an ordinance for the approved Rezone Application No. PLN2023-0166 – Gallo Glass Company, LLC.










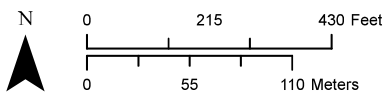
**GALLO GLASS
COMPANY**

**GPA REZ
PLN2023-0166**

GENERAL PLAN

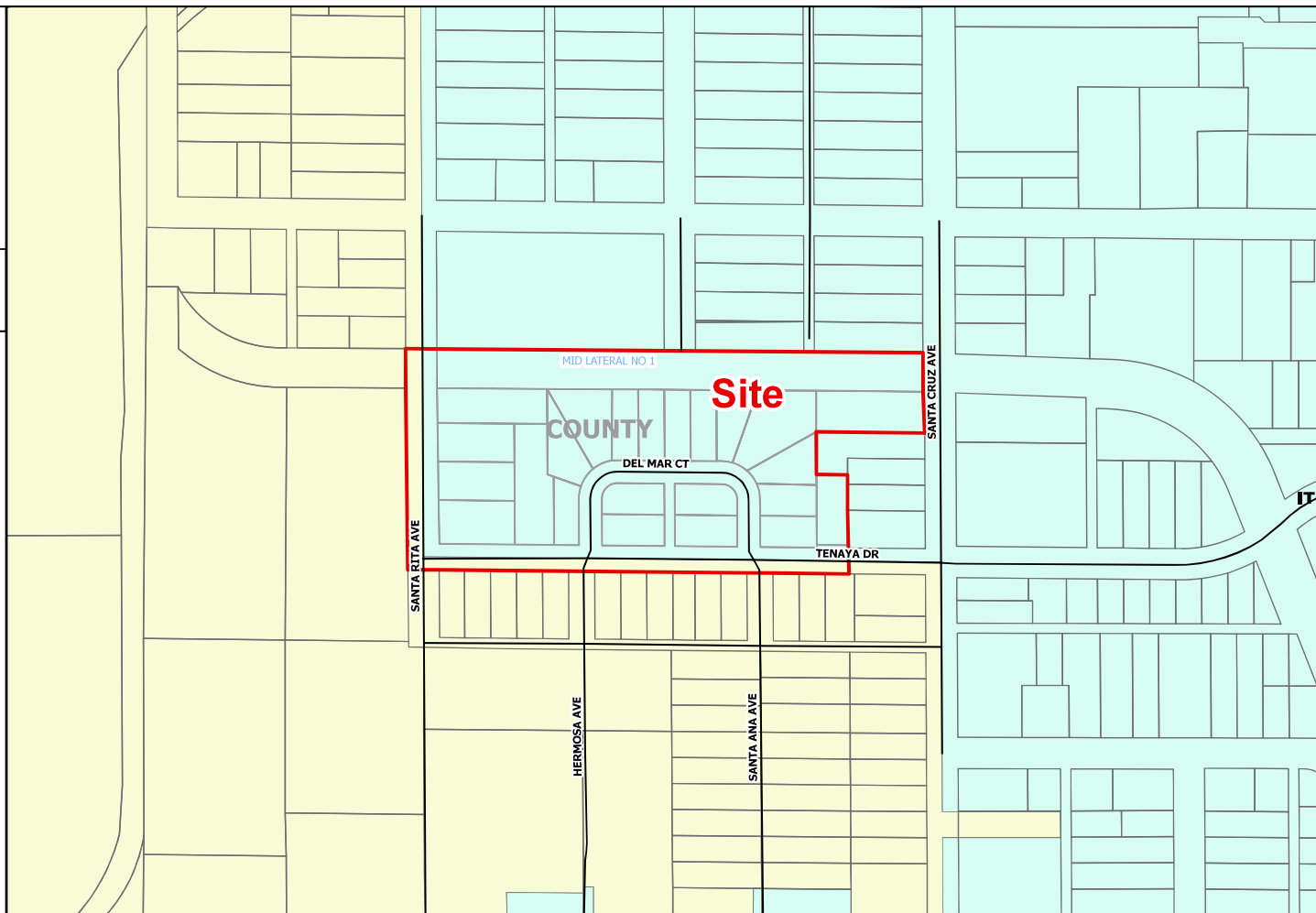
LEGEND

-  Project Parcel
-  Parcel
-  Industrial
-  Industrial Transition
-  Highway
-  Street
-  Canal



Source: Planning Department GIS

Date Exported: 5/16/2024



GPA REZ
PLN2023-0166

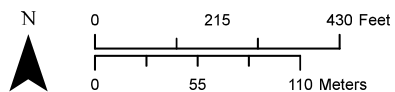
ZONING

LEGEND

-  Project Parcel
 Parcel
 Highway
 Street
 Canal

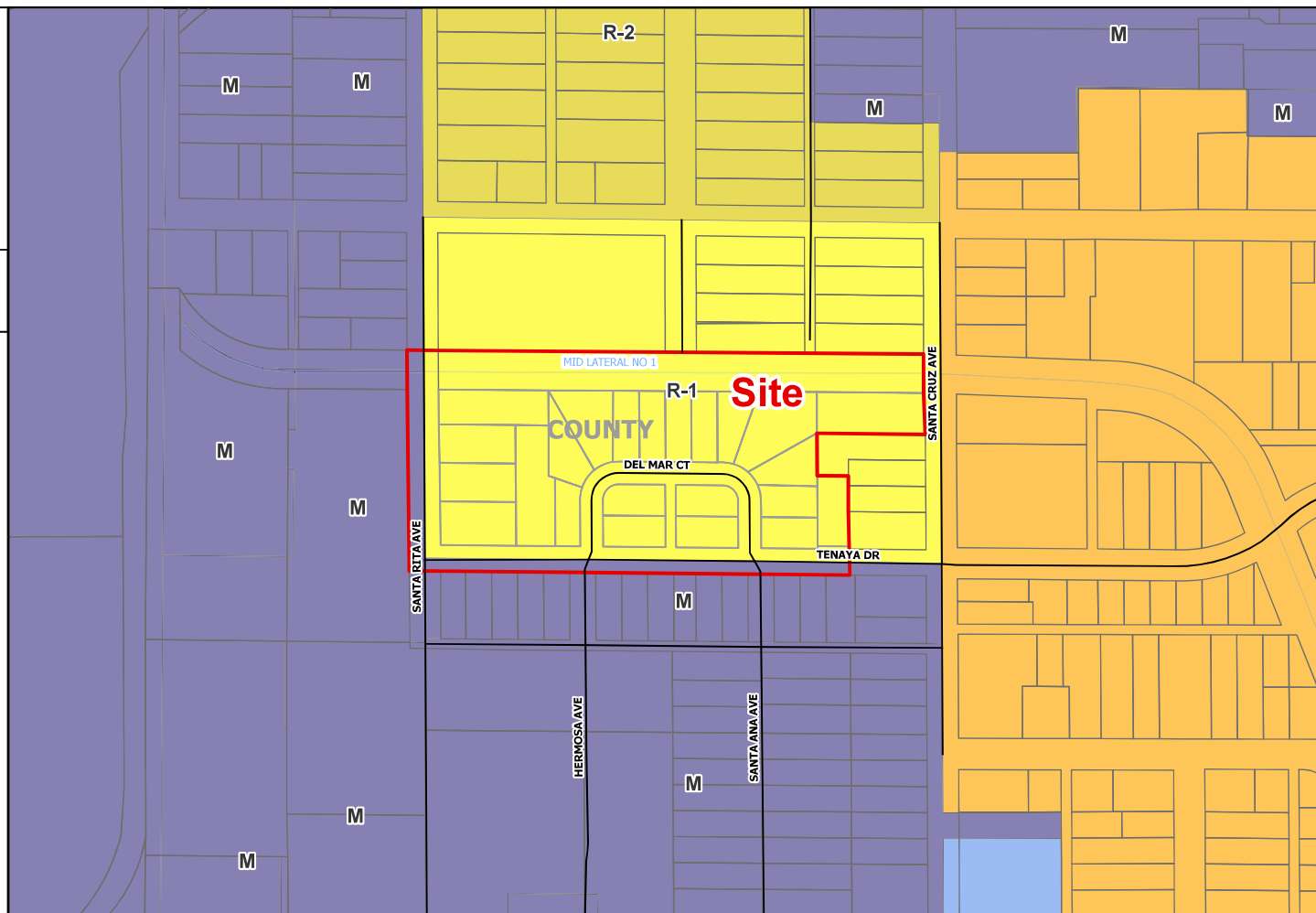
Zoning Designation

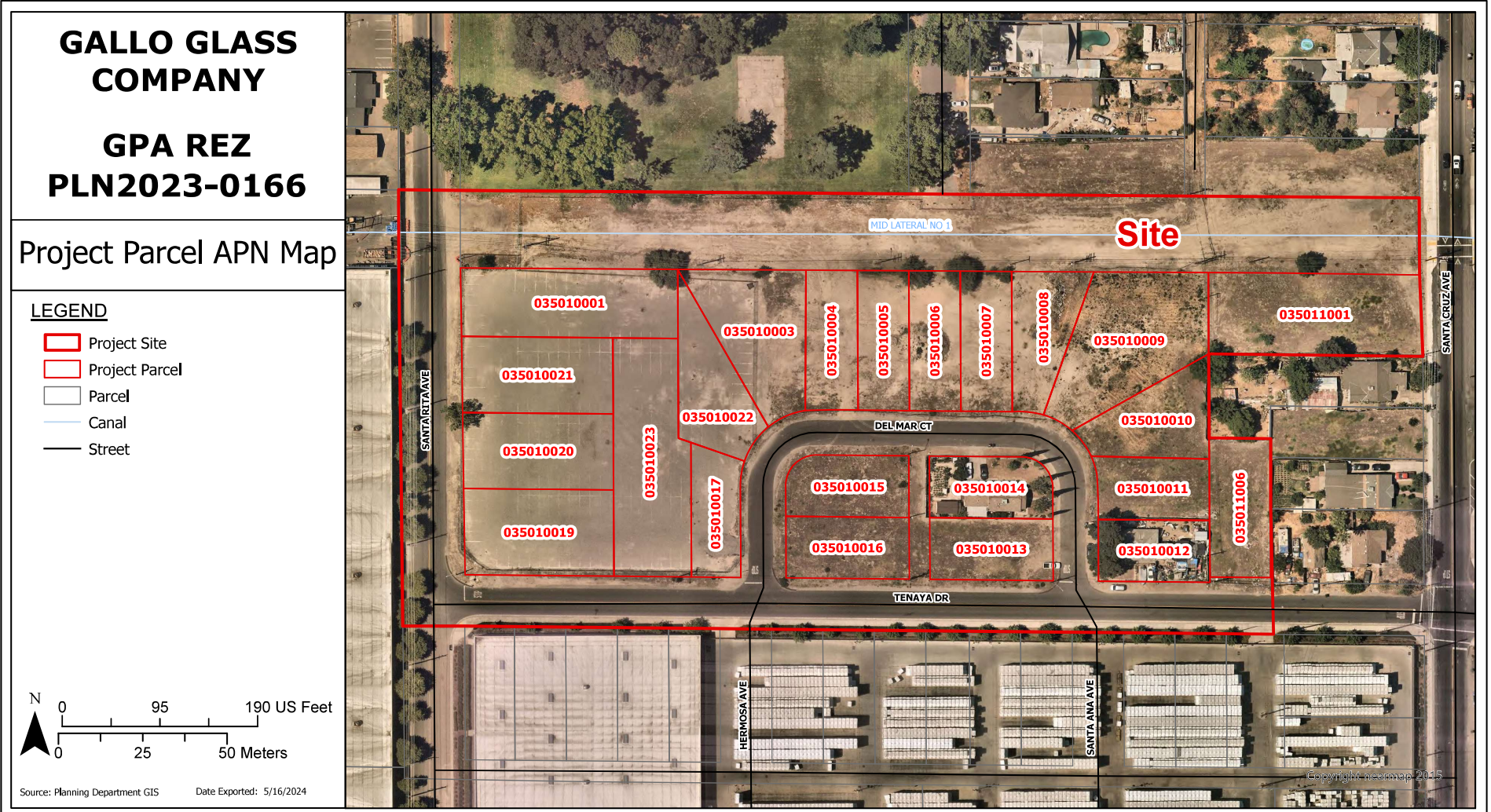
- Industrial
 Planned Development; P-D (333); P-D (344); P-D (345); P-D
 Single Family Residential
 Medium Density Residential
 Multiple Family



Source: Planning Department GIS

Date Exported: 5/16/2024



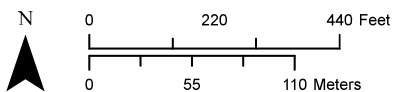


GPA REZ
PLN2023-0166

ACREAGE MAP

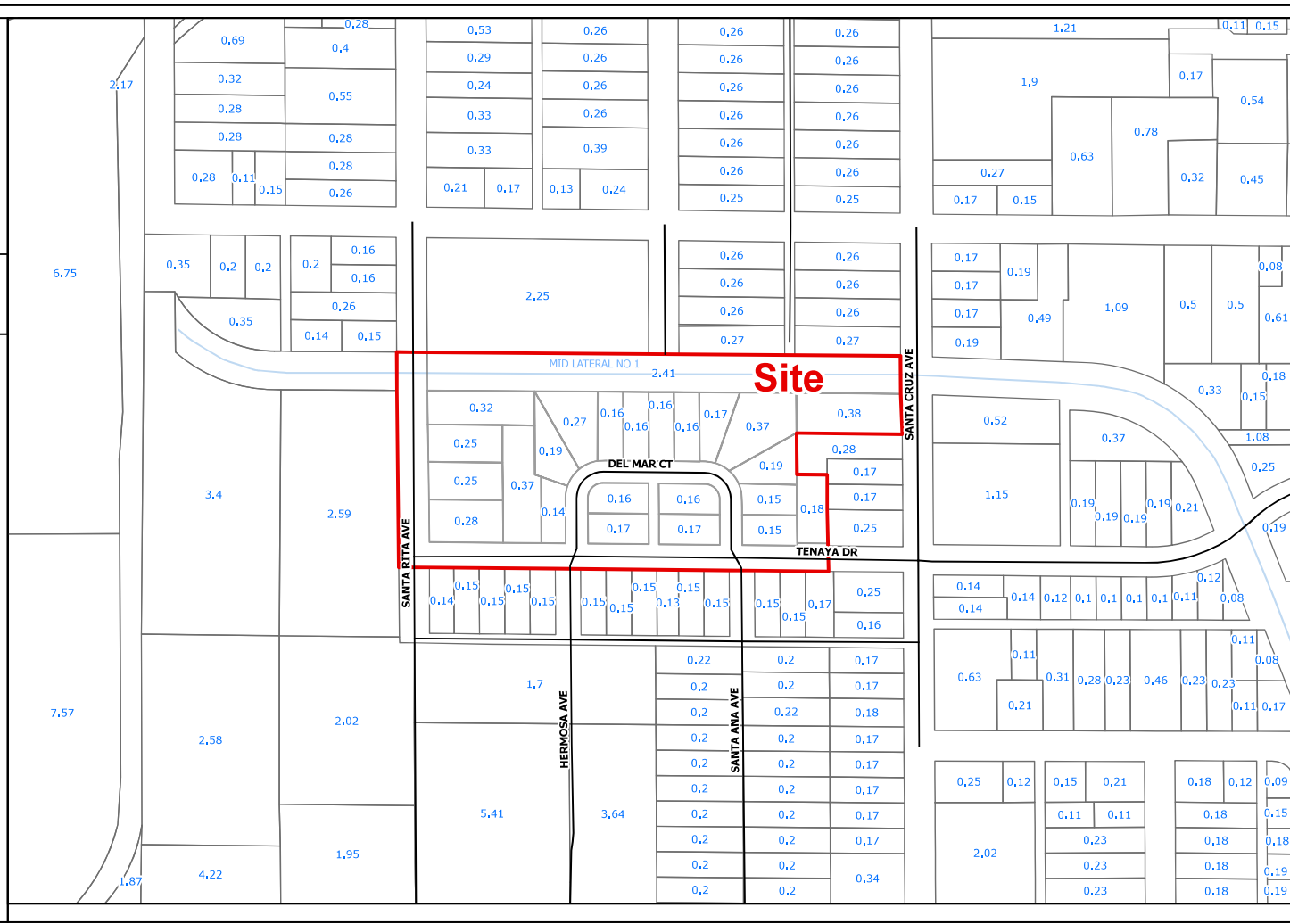
LEGEND

-  Project Parcel
 Parcel
 Acres
 Street
 Canal



Source: Planning Department GIS

Date Exported: 5/16/2024







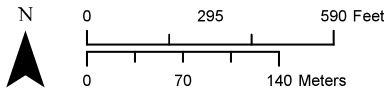
GALLO GLASS COMPANY

**GPA REZ
PLN2023-0166**

2023 AERIAL AREA MAP

LEGEND

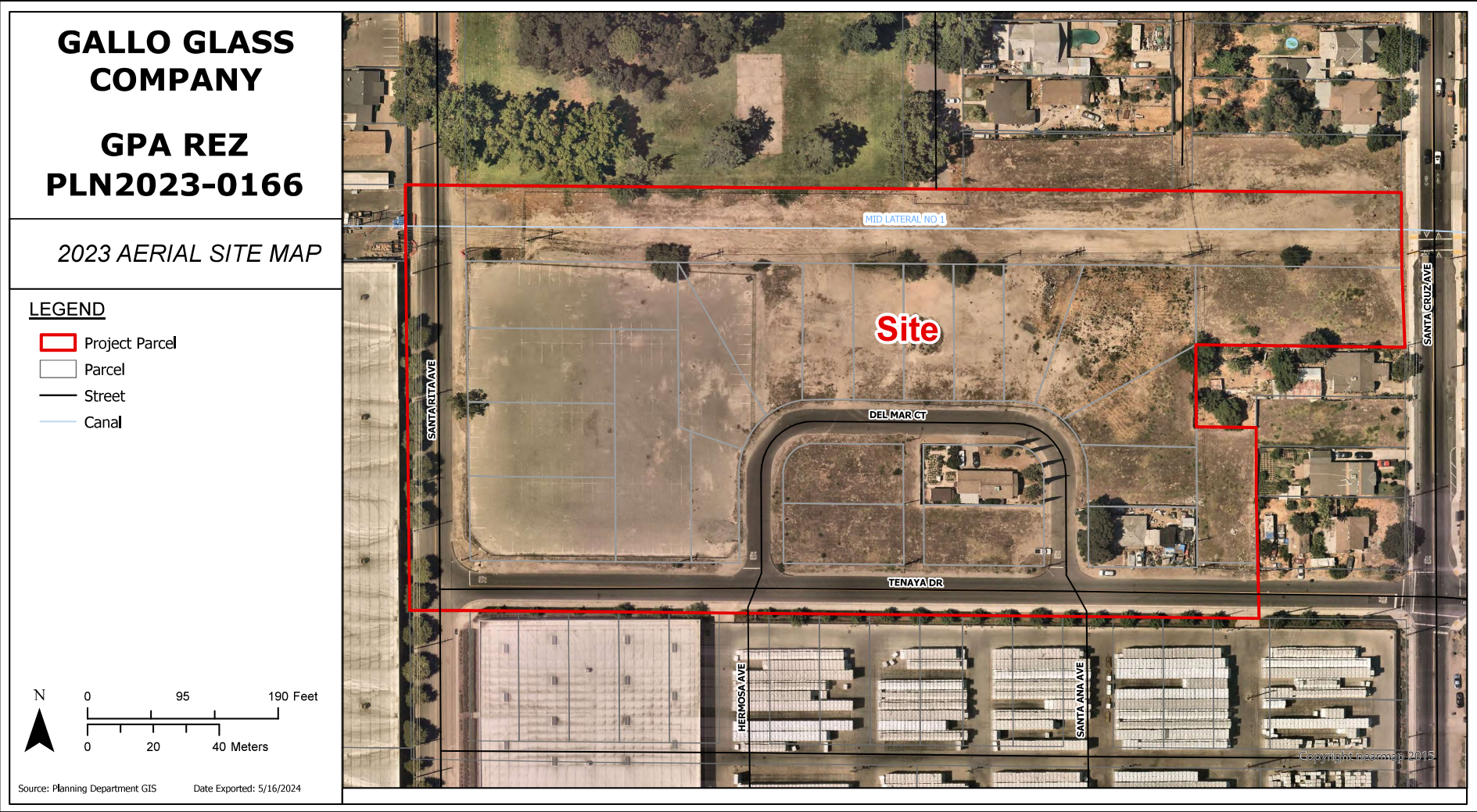
-  Project Parcel
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-  Street
-  Canal



Source: Planning Department GIS

Date Exported: 5/16/2024





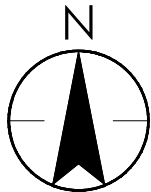
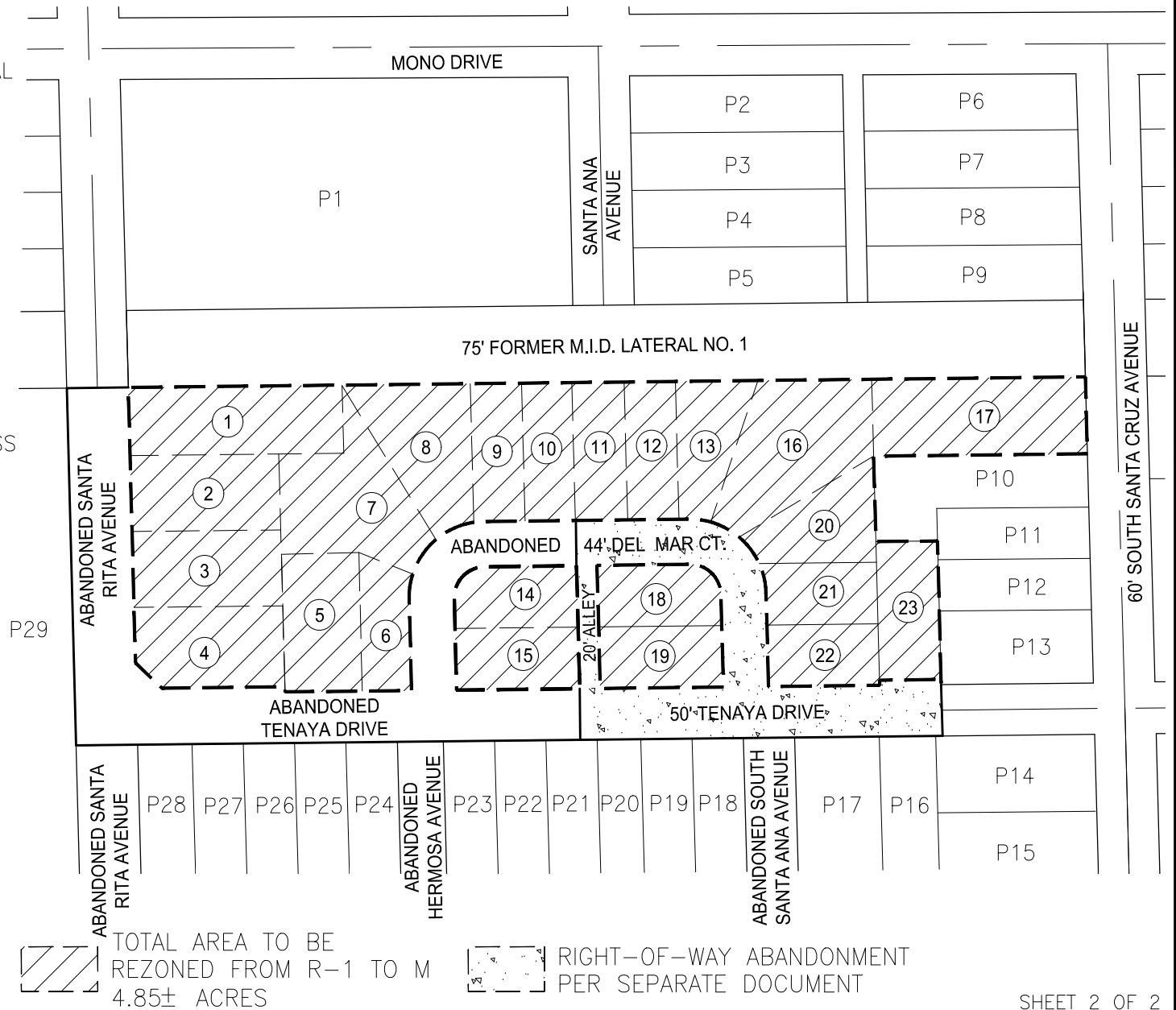
PROPERTY LIST:

R1 - SINGLE FAMILY RESIDENTIAL

P1	COUNTY PARK	2.21 ACRES
P2	RESIDENTIAL	0.26 ACRES
P3	RESIDENTIAL	0.26 ACRES
P4	RESIDENTIAL	0.26 ACRES
P5	RESIDENTIAL	0.26 ACRES
P6	RESIDENTIAL	0.26 ACRES
P7	RESIDENTIAL	0.26 ACRES
P8	RESIDENTIAL	0.26 ACRES
P9	RESIDENTIAL	0.26 ACRES
P10	RESIDENTIAL	0.28 ACRES
P11	RESIDENTIAL	0.16 ACRES
P12	RESIDENTIAL	0.16 ACRES
P13	RESIDENTIAL	0.24 ACRES

P-D - INDUSTRIAL, GALLO GLASS

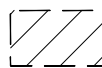
P14	GALLO GLASS	0.25 ACRES
P15	GALLO GLASS	0.22 ACRES
P16	GALLO GLASS	0.14 ACRES
P17	GALLO GLASS	0.26 ACRES
P18	GALLO GLASS	0.26 ACRES
P19	GALLO GLASS	0.15 ACRES
P20	GALLO GLASS	0.15 ACRES
P21	GALLO GLASS	0.17 ACRES
P22	GALLO GLASS	0.17 ACRES
P23	GALLO GLASS	0.26 ACRES
P24	GALLO GLASS	0.23 ACRES
P25	GALLO GLASS	0.17 ACRES
P26	GALLO GLASS	0.17 ACRES
P27	GALLO GLASS	0.17 ACRES
P28	GALLO GLASS	0.16 ACRES
P29	GALLO GLASS	2.61 ACRES



0 150' 300'



SCALE: 1" = 150'



TOTAL AREA TO BE
REZONED FROM R-1 TO M
4.85± ACRES



RIGHT-OF-WAY ABANDONMENT
PER SEPARATE DOCUMENT

SHEET 2 OF 2



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E. & J. GALLO WINERY

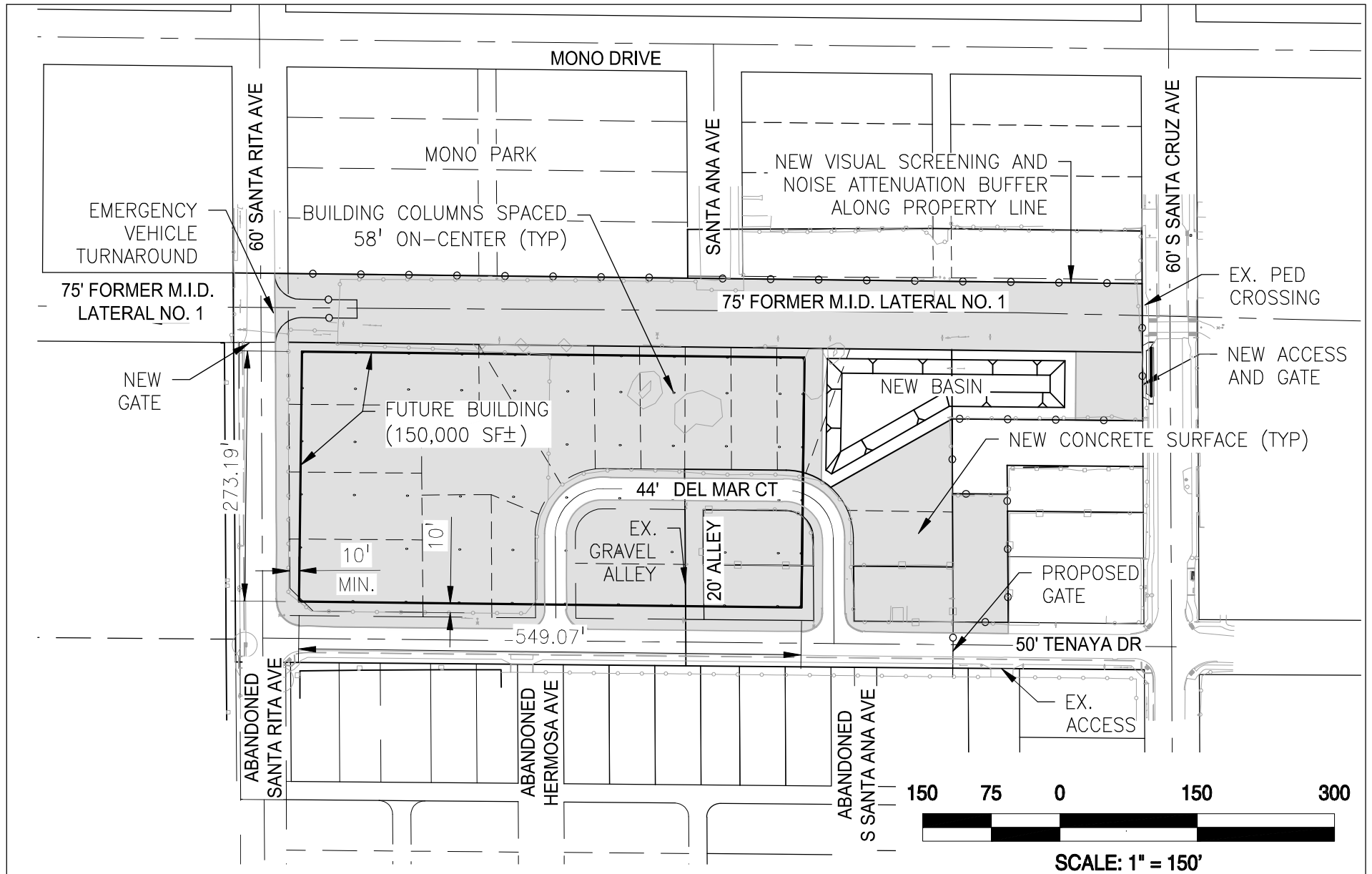
YOSEMITE BOULEVARD
MODESTO, STANISLAUS COUNTY, CALIFORNIA

GPA TO INDUSTRIAL
REZONE FROM R-1 TO P-D

NRS MAY 2024

EXHIBIT

1



430 10th Street
Modesto, CA 95354
Tel.: 209.568.4477
Fax: 209.568.4478

Client/Project

E. & J. GALLO WINERY
GLASS CONTAINER BULK STORAGE LOT
SANTA RITA AVENUE

Title

PRELIMINARY SITE PLAN



Figure No.
1.0

MAY, 2024
1005-6100

ORIGINAL SHEET - ANSI A

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2024-05-29 06:58 By: bveitch

DEVELOPMENT STANDARDS

GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2023-0166 GALLO GLASS COMPANY

Department of Planning and Community Development

1. Use(s) shall be conducted as described in the application and supporting information (including the plot plan) as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances.
2. Pursuant to Section 711.4 of the California Fish and Game Code (effective January 1, 2014), the applicant is required to pay a California Department of Fish and Wildlife (formerly the Department of Fish and Game) fee at the time of filing a "Notice of Determination." Within five (5) days of approval of this project by the Planning Commission or Board of Supervisors, the applicant shall submit to the Department of Planning and Community Development a check for **\$2,973.75**, made payable to **Stanislaus County**, for the payment of California Department of Fish and Wildlife and Clerk-Recorder filing fees.

Pursuant to Section 711.4 (e) (3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.

3. Developer shall pay all Public Facilities Impact Fees and Fire Facilities Fees as adopted by Resolution of the Board of Supervisors. The fees shall be payable at the time of issuance of a building permit for any construction in the development project and shall be based on the rates in effect at the time of building permit issuance.
4. The applicant/owner is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.
5. Prior to issuance of any building permit and installation of any exterior lighting, whichever comes first, a photometric lighting plan shall be submitted for review and approval by the Planning Department. All exterior lighting shall be designed (aimed down and toward the site) to provide adequate illumination without a glare effect. This shall include, but not be limited to, the use of shielded light fixtures to prevent skyglow (light spilling into the night sky) and the installation of shielded fixtures to prevent light trespass (glare and spill light that shines onto neighboring properties). The height of the lighting fixtures shall not exceed 35 feet above grade unless otherwise approved by the Planning Director or appointed designee(s).
6. During the construction phases of the project, if any human remains, significant or potentially unique, are found, all construction activities in the area shall cease until a qualified archeologist can be consulted. Construction activities shall not resume in the area until an on-site archeological mitigation program has been approved by a qualified archeologist. If the find is determined to be historically or culturally significant, appropriate

mitigation measures to protect and preserve the resource shall be formulated and implemented. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.

7. A sign plan for any future on-site signs indicating the location, height, area of the sign(s), and message must be approved by the City of Modesto and Stanislaus County Planning Director or appointed designee(s) prior to installation.
8. The Department of Planning and Community Development shall record a Notice of Administrative Conditions and Restrictions with the County Recorder's Office within 30 days of project approval. The Notice includes: Development Standards and Schedule; and a project area map.
9. Pursuant to the federal and state Endangered Species Acts, prior to construction, the developer shall be responsible for contacting the US Fish and Wildlife Service and California Department of Fish and Game to determine if any special status plant or animal species are present on the project site, and shall be responsible for obtaining all appropriate permits or authorizations from these agencies, if necessary.
10. Prior to final of any building or grading permit or prior to operation, whichever comes first, the applicant shall install screen landscaping, consisting of a solid screen of hedges or trees at least eight feet in height upon initial planting and providing for a 15 feet minimum height upon maturity, shall be planted along the northern and eastern property line(s) adjoining residential-zoned properties. A landscaping plan indicating type of plants, initial plant size, location, and method of irrigation shall be reviewed and approved by the Planning Director or appointed designee(s) prior to issuance of a grading or building permit, and prior to installation. Any modification to any landscaping located on the project site shall be subject to review and approval by the City of Modesto Planning Department or designee(s) for aesthetics and security purposes.
11. Perimeter fencing shall consist of six-foot-tall chain-link fencing with slats. The applicant shall be responsible for the maintenance and replacement of any fencing located along shared property lines. Should existing fencing become dilapidated or in disrepair and need replacement, new fencing, shall be installed by the applicant. A building permit, as applicable, shall be obtained prior to installation. Alternative fencing may be allowed subject to review and approval by the Planning Director.
12. All landscaped areas, fences, and walls shall be maintained, and the premises shall be kept free of weeds, trash, and other debris.

Department of Public Works

13. No parking, loading or unloading of vehicles will be permitted within the County road right-of-way.
14. Prior to the issuance of any building or grading permit, a signage and striping plan shall be reviewed and approved by the Department of Public Works. The developer will be required to install or pay for the installation of any signs and/or markings, if warranted.

15. Prior to the issuance of any building or grading permit, an Encroachment Permit shall be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right of way. All driveway locations shall be reviewed and approved by the Department of Public Works.
16. The storage depth outside of any gate or fence shall be adequate for trucks coming off the road. The entry vehicles shall not block any travel lane or shoulder. If the storage depth is inadequate, it may require that the fence be moved further into the property, or a deceleration lane shall be installed.
17. No access shall be taken from South Santa Cruz Avenue unless it can be demonstrated to the satisfaction of Department of Public Works Director or assigned designee(s) that storage depth requirements can be satisfied pursuant to Development Standard No. 16, and truck turning movements may be safely made, without interfering with existing raised pedestrian crosswalk or shared multi-use path facilities within South Santa Cruz Avenue. Relocation of the on-site stormwater drainage basin may be required to facilitate this requirement.
18. Prior to the commencement of any grading, clearing, excavating, filling or other disturbance of natural terrain, a grading permit application shall be submitted with the following:
 - a. A Waste Discharge Identification (WDID) Number issued by the State of California and a copy of the Notice of Intent (NOI) prior to plan approval and/or issuance of a grading permit.
 - b. A comprehensive soils report, stamped and signed by a licensed geotechnical engineer experienced in soil. The report shall be prepared in accordance with the Stanislaus County Department of Public Works Standards and Specifications, 2014 Edition, and shall include R-values taken at the site with a map showing the locations and depths of the test samples.
 - c. Completed Regulated Project Worksheet per the Stanislaus County 2015 Post-Construction Standards Plan.
 - d. Regulated Project Volume Reduction Calculations, signed and stamped by a registered civil engineer licensed to practice in California, for each drainage management area and must include any control measure(s) that meet the volumetric sizing criteria.
 - e. An Operation and Maintenance Plan and owner-signed and notarized Statement of Responsibility for all proposed treatment control measures.
 - f. All storm drainage facilities within Stanislaus County shall be designed using a 100-year, 24-hour storm. The drainage facility shall be capable of dewatering the 100-year, 24-hour storm within 48 hours. Calculations for the storm drainage capacity and dewatering shall be submitted to the Engineer for approval.

- g. Stanislaus County has a right to inspect during construction and after construction. Per Stanislaus County Code 14.14.120, "Whenever necessary to make an inspection to enforce any of the provisions of this chapter, or whenever an authorized enforcement official has reasonable cause to believe that there exists in any building or upon any premises any condition constituting a violation of this chapter, the enforcement official may enter such building or premises at all reasonable times to inspect the same or perform any duty imposed upon the officer by this chapter."
 - h. It is anticipated that inspections for the grading permit will continue beyond the issuance of the permit, Stanislaus County Public Works requires that the applicant shall sign a "Plan Check/Inspection Agreement" and post a \$5,000 deposit with Public Works to cover all future plan checks/inspections that will happen on site.
19. Prior to installation of a secure-access gate within the Santa Rita Avenue right-of-way or abandoned portion of the Santa Rita Avenue right-of-way, a fire turnaround meeting California Fire Code and approved by the Stanislaus County Fire Prevention Bureau shall be installed.

Department of Environmental Resources – Environmental Health Division

20. The applicant shall demonstrate and secure any necessary permits for the destruction/relocation of all on-site wastewater treatment systems (OWTS) impacted by this project, under the direction of the Stanislaus County Department of Environmental Resources (DER).

Department of Environmental Resources – Hazardous Materials Division

21. Prior to the issuance of any grading permit, the applicant shall determine, to the satisfaction of the Department of Environmental Resources (DER), that a site containing (or formerly containing) residences or farm buildings, or structures, has been fully investigated (via Phase I study, and if necessary, Phase II study). Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of Department of Environmental Resources.

Airport Land Use Commission

22. The Federal Aviation Administration (FAA) shall be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 50 feet outward and one foot upward (slope of 50 to 1) for a distance of 10,000 feet from the nearest point of any runway prior to issuance of a building permit.

Modesto Irrigation District

23. Any on-site abandoned-in-place irrigation facilities should be removed, saw cut, and plugged as needed by Gallo Glass Company, LLC within the project area.

24. Existing Modesto Irrigation District (MID) easements for protection of overhead electrical facilities are to remain. Overhead secondary cables shall be protected by a minimum 20-foot wide easement centered on the overhead cable. Overhead primary cable shall be protected by a minimum 30-foot wide easement centered on the overhead cable.
25. In conjunction with related site improvement requirements, existing overhead, and underground electric facilities within or adjacent to the proposed project shall be protected, relocated, or removed as required by the District's Electric Engineering Department. Any relocation or installations shall conform to the District's Electric Service Rules. Applicant shall be responsible for all MID's cost associated with the development.
26. No new utility trenching, grading, leveling or digging of building foundations shall occur without effective construction dust control measures in place.
27. Prior to issuance of a building permit or grading permit, a full set of construction plans must be submitted to Electrical Engineering Design Group for review with conformance with MID standards. All applicable MID plan review costs shall be paid.

San Joaquin Valley Air Pollution Control District

28. Any construction resulting from this project shall comply with standardized dust control adopted by the SJVAPCD and may be subject to additional regulations/permits, as determined by the SJVAPCD.
29. The proposed project shall be subject to SJVAPCD Rules and Regulations in place at the time of grading or building permit issuance. Prior to issuance of a grading or building permit, the applicant shall contact the SJVAPCD's Small Business Assistance Office to determine if any SJVAPCD permits are required, including but not limited to an Authority to Construct (ATC).

Central Valley Regional Water Quality Control Board

30. Prior to issuance of a building permit, applicant/developer shall be responsible for contacting the Central Valley Regional Water Quality Control Board and obtaining any necessary permits.

Please note: If Conditions of Approval/Development Standards are amended by the Planning Commission or Board of Supervisors, such amendments will be noted in the upper right-hand corner of the Conditions of Approval/Development Standards; new wording will be in bold font and deleted wording will be in strikethrough text.

DEVELOPMENT SCHEDULE

GENERAL PLAN AMENDMENT AND REZONE APPLICATION NO. PLN2023-0166 GALLO GLASS COMPANY

- Grading of the project site shall begin within 18 months of project approval.
- An extension of this development schedule may be granted by the Planning Director subject to the issuance of a staff approval permit to allow modification to Development Standards/Schedule.



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

AMENDED CEQA INITIAL STUDY

(New text is in bold font and deleted text is in strikethrough)

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2020

1. **Project title:** General Plan Amendment and Rezone Application No. PLN2023-0166 – Gallo Glass Company
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Kristen Anaya, Associate Planner
(209) 525-6330
4. **Project location:** The project area includes 24 parcels located north of Tenaya Avenue, south of the Modesto Irrigation District (MID) Lateral No. 1, east of Santa Rita Road, and west and northeast of Del Mar Court, between Yosemite Boulevard (State Route 132) and the Tuolumne River, in the Modesto area (APNs: 035-010-001,-003-017,-019-023, and 035-011-001, -006 and a portion of 035-004-070 which is an abandoned segment of the MID Lateral No. 1, and portions of Tenaya and Santa Rita Avenues that fall within those APNs).
5. **Project sponsor's name and address:** Gallo Glass Company
6. **General Plan designation:** Industrial Transition
7. **Zoning:** Single-Family Residential (R-1)
8. **Description of project:**

Request to amend the General Plan designation of 24 parcels from Industrial Transition to Industrial, and to amend the zoning designation of all 24 parcels from Single-Family Residential (R-1) to Planned Development, to allow for the expansion of outdoor storage associated with the adjacent Gallo Glass Company facility (Gallo). No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. The project site includes a former segment of Modesto Irrigation District (MID) Lateral Canal No. 1, between Santa Cruz and Santa Rita Avenues that has since been abandoned, identified as Assessor Parcel Number (APN) 035-004-070. On March 26, 2024, the Stanislaus County Board of Supervisors approved the formal abandonment of the following County road rights-of-way which lie adjacent to the project parcels: the southerly segment of Santa Rita Avenue beginning at the south edge of Mono Park; the westerly segment of Tenaya Avenue beginning mid-block between Santa Rita and S. Santa Cruz Avenues; and the westerly segment of Del Mar Court, beginning mid-point between its two termination points at Tenaya Avenue. These roadways will be maintained for interior private drive aisles for the existing Gallo Glass Company facility. Gated access is proposed to be installed on Santa Rita Avenue and Tenaya Avenue where the public right-of-way ends, and along South Santa Cruz Avenue. The project applicant intends on requesting formal abandonment of additional Tenaya Avenue right-of-way adjacent to adjacent to APNs 035-010-012, -013, and 035-011-006 at a future date, by separate application made

to the Department of Public Works. In the meantime, the 20-foot-wide alley which runs north-south from Del Mar Court to Tenaya Avenue is proposed to be graveled and utilized for emergency vehicle access.

All parcels included in the project request are owned by Gallo. The project site is primarily vacant with the exception of two single-family dwellings located on APNs 025-010-012 and 035-010-014, which will be demolished prior to onset of the proposed use, and a paved parking lot located on APNs 035-010-001, -017, -019, and -020-023, which was installed sometime after 2020 according to aerial imagery, without the necessary land use entitlements, and has since been used for overflow employee parking. The project proposes to pave the project site and utilize the entirety of the property for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. Mirroring existing operations at the Gallo Glass Company campus to the south and west, the project site's hours of operations will be 24-hours per-day, seven days a week, year-round. Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, for maintenance, pick-ups, or deliveries of glass. The project anticipates 30-60 truck trips per-day, over the course of a 24-hour period.

Three limited access gates are proposed to be installed, one at the south end of Santa Rita Avenue, another at the west end of Tenaya Avenue, and a third along South Santa Cruz Avenue, near the frontage of APN 035-011-001. The site is currently fenced with seven-foot-tall chain link fencing around a portion of the perimeter. Additional tube steel security fencing, seven feet in height, will be installed around the southern, western, and northern boundaries of the project site, and vegetative screening will be incorporated adjacent to all shared property lines of parcels under separate ownership containing sensitive receptors. Stormwater will be maintained on-site via a proposed storm drainage basin proposed to be located at the northeast corner of the project site.

This Initial Study was originally circulated on June 6, 2024; however, in response to revisions requested by the San Joaquin Valley Air Pollution Control District, Attachment I of this document has been updated to reflect the clarifying information incorporated into the air assessment information. Additionally, the Initial Study has amended to correct an error in Section XIII – Noise, which had an incomplete sentence originally intended to provide information related to the vegetative screening to be installed along the north and east project boundaries. While this information was provided in the project description, the Initial Study has been amended to add the language in the Noise section, and specify that the vegetative buffer will provide noise attenuation and visual screening for adjoining parcels.

9. Surrounding land uses and setting:

The Tuolumne River, Gallo Glass Company campus, and the Modesto City-County Airport to the south; Dry Creek, the Gallo Glass Company, and E&J Gallo campus to the west; Mono Park, Yosemite Boulevard (State Route 132), and single-family residential development to the north; single-family and multi-family residential development to the east.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

City of Modesto
Stanislaus County Department of Planning and Community Development – Building Permits Division
San Joaquin Valley Air Pollution Control District
Stanislaus County Department of Public Works
Stanislaus County Department of Environmental Resources

11. Attachments:

- I. CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated ~~May 8, 2024~~ and revised ~~May 29, 2024~~ **July 23, 2024**

- II. Records Search, conducted by the Central California Information Center, dated November 6, 2023

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| <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 |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature on file.

Prepared by Kristen Anaya, Associate Planner

June 6, 202 July 24, 2024

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significant criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES

I. AESTHETICS – Except as provided in Public Resources Code Section 21099, could the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion: The project site is primarily vacant with the exception of two single-family dwellings located on APNs 025-010-012 and 035-010-014, which will be demolished prior to onset of the proposed use, and a paved parking lot located on APNs 035-010-001, -017, -019, and -020-023, which was installed sometime after 2020 according to aerial imagery, without the necessary land use entitlements, and has been used for overflow employee parking. The site is currently fenced with seven-foot-tall chain link fencing around a portion of the perimeter. Additional tube steel security fencing, seven feet in height, will be installed around the southern, western, and northern boundaries of the project site. The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site. Freestanding lighting up to 35-feet tall are proposed within the project site. A development standard will be applied to the project requiring submittal of a photometric lighting plan to be submitted prior to installation, turning lights down and away from adjacent residences, and obtaining building permits if necessary.

The site itself is not considered to be a scenic resource or unique scenic vista. The only scenic designation in the County is along Interstate 5 which is not within proximity of the project site nor within view. The proposed storage expansion will be visually and characteristically consistent with the existing Gallo Glass Company campus, located to the south and west. The proposed project is not anticipated to degrade the existing visual character or quality of the site or its surroundings. Development standards will be added to this project to require a photometric lighting plan, and require all lighting fixtures to be shielded and aimed downward to reduce potential for creation of a new source of glare or sky-glow affecting the day or nighttime views of the area. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance; the Stanislaus County General Plan; and Support Documentation¹.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	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?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion: The project site is zoned Single-Family Residential (R-1) and is not enrolled in a Williamson Act Contract. The project site and surrounding area is made up of residential and industrial uses and is classified as "Urban and Built-Up Land" by the California Department of Conservation's 2020 Farmland Mapping and Monitoring Program. The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. This rating system grades soils with an index rating of 80 and above as excellent. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the property is comprised of entirely Hanford fine sandy loam, moderately deep over silt, 0 to 1 percent slopes (HbpA), with a Storie Index rating of 81 and Grade of One, which is considered to be prime soils to be used for farming purposes; however, the project site is not presently farmed, nor does it receive irrigation water. The project site includes a former segment of the Modesto Irrigation District (MID) Lateral No. 1 Canal, which has been abandoned by MID in 2019 via a Land Exchange Agreement. The project site size, setting and urban context, lack of available irrigation water service to the site all would make the project site unsuitable for farming purposes. Further, the project site's setting is void of production agriculture operations or any Williamson Act-contracted parcels. Instead, the project site is surrounded by the Tuolumne River, Gallo Glass Company campus, and the Modesto City-County Airport to the south; Dry Creek, the Gallo Glass Company, and E&J Gallo campus to the west; Mono Park, Yosemite Boulevard (State Route 132), and single-family residential development to the north; single-family and multi-family residential development to the east. Amending the General Plan designation from Industrial Transition to Industrial, and zoning designation from R-1 to Planned Development will not constitute conversion of agricultural land.

The project site is in the service boundary of Modesto Irrigation District (MID) who responded to the project indicating that an existing abandoned 30-inch concrete pipeline within former Lateral No. 1 right-of-way should be removed, saw cut, and plugged as needed. This comment will be added to the project as a Development Standards.

The project will have no impact to forest land or timberland. The project is an agricultural use and does not appear to conflict with any agricultural activities in the area and/or lands enrolled in the Williamson Act. Based on the specific features and design of this project, it does not appear this project will impact the long-term productive agricultural capability of surrounding contracted lands in the A-2 zoning district. There is no indication this project will result in the removal of adjacent contracted land from agricultural use.

Mitigation: None.

References: Application Information; Natural Resources Conservation Service Soil Survey; Application Information; Stanislaus Soil Survey (1957); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2020; Referral response from Modesto Irrigation District, dated May 1, 2024; Stanislaus County General Plan and Support Documentation¹.

III. 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 Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			X	

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM₁₀ (respirable particulate matter) Maintenance Plan, the 2008 PM_{2.5} (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM₁₀), and "non-attainment" for PM_{2.5}, as defined by the Federal Clean Air Act.

The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

Grading and construction activities associated with the new development can temporarily increase localized PM₁₀, PM_{2.5}, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations within a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM₁₀ and PM_{2.5} emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces. Any construction will be required to occur in compliance with all SJVAPCD regulations.

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding

cleaner burning fuels and alternative fuel technologies. As such, the SJVAPCD has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the SJVAB.

Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, accessing for maintenance, pick-ups, or deliveries of glass. The project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage locations as this project proposes to bring additional glass storage space closer to the facility campus, while downsizing other off-site locations' storage.

A comment was received from SJVAPCD in response to the Early Consultation prepared for the proposed project indicating that construction and operation-related emissions for the project are not expected to exceed any of the significance thresholds as identified in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), including: 100 tons per-year of carbon monoxide (CO), ten tons per-year of oxides of nitrogen (NOx), ten tons per-year of reactive organic gases (ROG), 27 tons per-year of oxides of sulfur (SOx), 15 tons per-year of particulate matter of ten microns or less in size (PM10), or 15 tons per-year of particulate matter of 2.5 microns or less in size (PM2.5); however, the District indicated that emissions generated by the proposed project should be studied further via a California Emission Estimator Model (CalEEMod) analysis, and that in order to determine potential health impacts on surrounding receptors (such as residences, hospitals, day-care facilities, etc.) a Prioritization (screening-level assessment) and/or Health Risk Assessment (HRA) should be performed for the project. to evaluate the project's health related impacts. Additionally, the District requested that an Ambient Air Quality Analysis (AAQA) be included if emissions of any pollutant exceeds 100 pounds per-day. The project may be subject to the following District Rules: Rules 2010 and 2201 (Air Quality Permitting for Stationary Sources), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 Nuisance, Rules 4601 Architectural Coatings, 4641 Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations, Rule 4550 (Conservation Management Practices), and Rule 4570 (Confined Animal Facilities). A development standard will be placed on the project requiring that the applicant be in compliance with the District's rules and regulations prior to issuance of a building, grading, or demolition permit. Further, as discussed in Section VI – Energy of this Initial Study, the applicant identified a number of Air District emission reduction strategies that are included in facility operations and will be incorporated into the project that will help health impacts of industrial uses.

A memorandum, *CalEEMod Air Quality Study and Health Risk Prioritization Determination*, dated ~~May 8, 2024~~ and revised ~~May 29, 2024~~ **July 23, 2024**, was completed by Yorke Engineering, LLC, to quantify the amount of air pollutants per-day resulting from mobile and stationary sources associated with both construction and operations, and to study health related impacts of the proposed project. Impacts associated with the construction and operation of the proposed project was done using the California Emissions Estimator Model (CalEEMod) and California Air Pollution Control Officer's Association (CAPCOA) methodology. The CalEEMod evaluated the project with both exclusive outdoor storage and with construction of the proposed 150,000 square-foot warehouse, assuming the default trip rates as outlined by the applicable California Statewide travel Demand Model (CASDM) and Metropolitan Planning Organization/Regional Transportation Planning Agency (MPO/RTPA) default trip distances for the San Joaquin Valley Air Basin, and Institute of Traffic Engineers (ITE) default trip rates, that no soil will be imported or exported from the project site. The analysis found that expected criteria pollutant emissions resulting from the project in both scenarios (with construction of a warehouse, or with solely an outdoor storage pad) will be less than the thresholds of 100 pounds per-day for ROG, CO, SO₂, NO_x, PM₁₀, and PM_{2.5}. A Prioritization evaluation was conducted for the facility in both scenarios to calculate a prioritization score for each toxic air contaminant (TAC) and examine the health risk and emission impacts from project operations, including non-carcinogenic acute health risk, non-carcinogenic chronic health risk, and carcinogenic/cancer score. The primary TAC of concern is diesel particulate matter, which is a byproduct of diesel engine combustion. The prioritization evaluated health risk based on the Maximally Exposed Individual (MEI), which is an existing single-family residences located on the adjoining parcels east of the project site, less than 50-feet away from the project boundaries. Other sensitive receptors include Orville Wright Elementary School, located approximately 3,000 feet to the southeast. Potential toxic air contaminants resulting from the project would be caused by mobile emissions created by truck trips and idling. health risk is considered significant if the maximally exposed individual cancer risk exceeds 20 in one million, or if the maximally exposed individual acute hazard index or chronic hazard index equals or exceeds one. The Prioritization score for the project with warehousing included ~~5.74~~ **9.47** in one million carcinogenic risk, ~~0.0009~~ **0.0014** chronic health risk score, and 0.00 acute health risk score, well below the adopted thresholds. Without the warehouse, the scores were lower. **The analysis from Yorke Engineering was reviewed by the Air District, who concurred with the methodology and findings.**

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and

Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage locations as this project proposes to bring additional glass storage space closer to the facility campus, while downsizing other off-site locations' storage.

The proposed project is considered to be consistent with all applicable air quality plans. The proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project and would be considered to have a less-than significant impact to air quality.

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Governor's Office of Planning and Research Technical Advisory, December 2018; CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated May 8, 2024 and revised May 29, 2024 **July 23, 2024**; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) Guidance, November 13, 2020; and the Stanislaus County General Plan and Support Documentation¹.

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

Discussion: It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There is no known or documented sensitive or protected species or

natural community located on the site. The project is located within the Riverbank Quad of the United States Geological Survey 7.5-minute quadrangle maps. According to the California Natural Diversity Database (CNDDDB) Quad Species List, there are 9 animal or botanical species which are state or federally listed as endangered or threatened, or proposed threatened species, that have been recorded to either occur or have occurred within the Quad. These species include: Swainson's hawk, vernal pool fairy shrimp, vernal pool tadpole shrimp, green sturgeon, steelhead, chinook salmon (spring and fall-run), Crotch's bumble bee, valley elderberry longhorn beetle.

The project includes the demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site. The project site has previously been developed with a residential subdivision, which has since been demolished with the exception of two existing single-family dwellings. The site neither contains nor is adjacent to aquatic resources such as vernal pools, rivers, tributaries, creeks, lakes, or wetlands which makes the presence of any of the identified special status fish or crustacean species unlikely to occur on-site. Due to the site being previously disturbed with construction, demolition, and parking activities, the occurrences of the listed animal, insect, or bird species are unlikely to occur, nor is the site characteristic of any substantial foraging habitat.

The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors is considered to be less than significant.

An Early Consultation was referred to the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and no response was received.

Impacts to biological resources are considered to be less than significant.

Mitigation: None.

References: California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; United States Geological Survey 7.5-minute quadrangle series; Stanislaus County General Plan and Support Documentation¹.

V. CULTURAL RESOURCES -- Would the project:				
	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion: As this project is a General Plan Amendment it was referred to the tribes listed with the Native American Heritage Commission (NAHC), in accordance with SB 18, for a 90-day review period. Tribal notification of the project was not referred to any tribes in conjunction with AB 52 requirements, as Stanislaus County has not received any requests for consultation from the tribes listed with the NAHC. The Tuolumne Me-Wuk Tribal Council responded to the project's Early Consultation indicating that the Tribe agrees with the proposal and has no further concerns or comments, but requested notification upon any inadvertent findings of cultural resources during construction. A records search conducted by the Central California Information Center (CCIC) indicated that there are no historical, cultural, or archeological resources recorded on-site and that the site has a low sensitivity for the discovery of such resources. A development standard will be added to the project which requires if any cultural or tribal resources are discovered during project-related activities, all work is to stop, and the lead agency and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find. Cultural Impacts are considered to be less-than significant.

Mitigation: None.

References: Records Search, conducted by the Central California Information Center, dated November 6, 2023; Referral response from the Tuolumne Me-Wuk Tribal Council, dated March 25, 2024; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The CEQA Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode shall be taken into consideration when evaluating energy impacts. Additionally, the project's compliance with applicable state or local energy legislation, policies, and standards must be considered.

The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

Mirroring existing operations at the Gallo Glass Company campus to the south and west, the project site's hours of operations will be 24-hours per-day, daily, year-round. Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, accessing for maintenance, pick-ups, or deliveries of glass. The project anticipates 30-60 truck trips per-day, over the course of a 24-hour period.

Any future construction must meet California Green Building Standards Code (CALGreen Code), which includes mandatory provisions applicable to all new residential, commercial, and school buildings. The intent of the CALGreen Code is to establish minimum statewide standards to significantly reduce the greenhouse gas emissions from new construction. The Code includes provisions to reduce water use, wastewater generation, and solid waste generation, as well as requirements for bicycle parking and designated parking for fuel-efficient and carpool/vanpool vehicles in commercial development. It is the intent of the CALGreen Code that buildings constructed pursuant to the Code achieve at least a 15 percent reduction in energy usage when compared to the State's mandatory energy efficiency standards contained in Title 24. The Code also sets limits on VOCs (volatile organic compounds) and formaldehyde content of various building materials, architectural coatings, and adhesives. A development standard will be placed on the project requiring all construction activities be in compliance with all SJVAPCD regulations and with Title 24, Green Building Code, which includes energy efficiency requirements.

A comment was received from SJVAPCD in response to the Early Consultation prepared for the proposed project indicating that construction and operation-related emissions for the project are not expected to exceed any of the significance thresholds as identified in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), including: 100 tons per-year of carbon monoxide (CO), ten tons per-year of oxides of nitrogen (NOx), ten tons per-year of reactive organic gases (ROG), 27 tons per-year of oxides of sulfur (SOx), 15 tons per-year of particulate matter of ten microns or less in size (PM10), or 15 tons per-year of particulate matter of 2.5 microns or less in size (PM2.5); however, the District indicated that the project may be subject to the following District Rules: Rules 2010 and 2201 (Air Quality Permitting for Stationary Sources), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 Nuisance, Rules 4601 Architectural Coatings, 4641 Cutback, Slow Cure, and Emulsified

Asphalt, Paving and Maintenance Operations, Rule 4550 (Conservation Management Practices), and Rule 4570 (Confined Animal Facilities). Further, they recommended that emissions generated by the proposed project should be studied further via a California Emission Estimator Model (CalEEMod) analysis, and that in order to determine potential health impacts on surrounding receptors (such as residences, hospitals, day-care facilities, etc.) a Prioritization (screening-level assessment) and/or Health Risk Assessment (HRA) should be performed for the project. Potential toxic air contaminants resulting from the project would be caused by mobile emissions created by truck trips and idling. The project will include the addition of 30-60 truck trips per-day. As mentioned in Section III – Air Quality of this Initial Study, a memorandum, *CalEEMod Air Quality Study and Health Risk Prioritization Determination*, dated ~~May 8, 2024 and revised May 29, 2024~~ **July 23, 2024**, was completed by Yorke Engineering, LLC, to quantify the amount of air pollutants per-day resulting from mobile and stationary sources associated with both construction and operations, and to study health related impacts resulting from toxic air contaminants generated by the proposed project. The memo found that the project would not exceed significance thresholds for impacts on ambient air quality or health risk. **The analysis from Yorke Engineering was reviewed by the Air District, who concurred with the methodology and findings.**

Additionally, the Air District has identified emission reduction strategies that can reduce health impacts of industrial uses. Of the list of such strategies, the applicant has identified that they incorporate the following in their regular operations: propane powered trucks, prohibition on prolonged truck idling while loading and unloading, a solid screen of hedges will be planted along the northern and eastern property line(s) adjacent to residential-zoned properties with sensitive receptors, incorporate markings and signage to identify operational traffic circulation patterns and minimize vehicle travel, having truck entries occur from South Santa Cruz Avenue—a major collector—turning onto a segment of Tenaya Avenue which is proposed to be abandoned, installation of solar panels on building roofs or otherwise constructed to have light-colored roofing material with a solar reflective index of greater than 78, use of low volatile organic compounds (VOC) for architectural and industrial maintenance coatings, designation of an area during construction to charge electric powered construction equipment, prohibition of non-emergency diesel-powered generators during construction, and installation of drought-tolerate screen landscaping adjacent to any adjoining residential parcels under separate ownership.

The project site is in the service boundary of Modesto Irrigation District (MID) who responded to the project indicating that an existing abandoned 30-inch concrete pipeline within former Lateral No. 1 right-of-way should be removed, saw cut, and plugged as needed, requested easements remain in place to protect existing high voltage electrical overhead infrastructure within and adjacent to the project area, and requested that any relocation or installation of electrical facilities conform to MID's Electric Service Rules, as required by the Electrical Engineering Department. Additionally, they requested adequate dust control during any future construction, and that prior to issuance of a building permit for any new construction, the full set of construction plans should be submitted to their Electrical Engineering Department for review. These comments will be added to the project as Development Standards.

Additionally, Senate Bill 743 (SB743) requires that the transportation impacts under the California Environmental Quality Act (CEQA) evaluate impacts by using Vehicle Miles Traveled (VMT) as a metric. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage locations, at 720 South Riverside Drive, Modesto, approximately 1.6 miles away and 2612 Crows Landing Road, Ceres, approximately 2.8 miles away. The existing off-site material storage at these locations will be reduced and relocated to the proposed project site in order to bring additional glass storage space closer to the facility campus and reduce drive distances. Accordingly, VMT impacts are anticipated to be less than significant.

The project will be required to meet all applicable Air District standards and to obtain all applicable Air District permits. The proposed project would be consistent with all applicable renewable energy or energy efficiency requirements. Impacts related to Energy are considered to be less-than significant.

Mitigation: None.

References: Application information; CEQA Guidelines; CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated ~~May 8, 2024 and revised May 29, 2024~~ **July 23, 2024**; Title

16 of County Code; CA Building Code; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County 2016 General Plan EIR; Governor's Office of Planning and Research Technical Advisory, December 2018; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; Referral response from Modesto Irrigation District, dated May 1, 2024; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that the property is made up of entirely Hanford fine sandy loam, moderately deep over silt, 0 to 1 percent slopes (HbpA). As contained in Chapter five of the General Plan and Support Documentation¹, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required along with the building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency.

The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site. The project was referred to Stanislaus County Department of Public Works, and a referral response was received requesting

that a grading and drainage plan be prepared in conformance with County Standards and Specifications, reviewed, and approved by Public Works. This requirement will be added to the project as a development standard.

The project site is located within City of Modesto's service boundary for sewer and water; the existing Gallo Glass Company campus to the south and west are currently served by the City of Modesto and any future needs for water or wastewater within the project parcel will require a will-serve letter and all necessary water or sewer connection fees to be paid prior to connection. A referral response received from Stanislaus County Department of Environmental Resources (DER) indicated that prior to destruction or relocation of any existing on-site wastewater treatment systems (OWTS), that necessary permits be obtained. These requirements will be added to the project as development standards.

It does not appear that this project will result in significant impacts to any paleontological resources or unique geologic features. Development standards applicable to development of the parcels regarding the discovery of such resources during the construction process will be added to the project. The project site is not located near an active fault or within a high earthquake zone. Landslides are not likely due to the flat terrain of the area. Impacts to Geology and Soils are considered to be less than significant.

The project site is not located near an active fault or within a high earthquake zone. Any future structures will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. Landslides are not likely due to the flat terrain of the area. DER, Public Works, and the Building Permits Division review and approve any building or grading permit to ensure their standards are met.

Mitigation: None.

References: Referral response from the Department of Environmental Resources (DER), dated March 26, 2024; Referral response from the Stanislaus County Department of Public Works dated May 30, 2024; Stanislaus Soil Survey (1957); Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potentials of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40 percent of 1990 levels by 2030.

The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

Mirroring existing operations at the Gallo Glass Company campus to the south and west, the project site's hours of operations will be 24-hours per-day, daily, year-round. Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, accessing for

maintenance, pick-ups, or deliveries of glass. The project anticipates 30-60 truck trips per-day, over the course of a 24-hour period.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage locations, at 720 South Riverside Drive, Modesto, approximately 1.6 miles away and 2612 Crows Landing Road, Ceres, approximately 2.8 miles away. The existing off-site material storage at these locations will be reduced and relocated to the proposed project site in order to bring additional glass storage space closer to the facility campus and reduce drive distances. Accordingly, VMT impacts are anticipated to be less than significant.

A comment was received from SJVAPCD in response to the Early Consultation prepared for the proposed project indicating that construction and operation-related emissions for the project are not expected to exceed any of the significance thresholds as identified in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), including: 100 tons per-year of carbon monoxide (CO), ten tons per-year of oxides of nitrogen (NOx), ten tons per-year of reactive organic gases (ROG), 27 tons per-year of oxides of sulfur (SOx), 15 tons per-year of particulate matter of ten microns or less in size (PM10), or 15 tons per-year of particulate matter of 2.5 microns or less in size (PM2.5); however, the District indicated that the project may be subject to the following District Rules: Rules 2010 and 2201 (Air Quality Permitting for Stationary Sources), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 Nuisance, Rules 4601 Architectural Coatings, 4641 Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations, Rule 4550 (Conservation Management Practices), and Rule 4570 (Confined Animal Facilities). Further, they recommended that emissions generated by the proposed project should be studied further via a California Emission Estimator Model (CalEEMod) analysis, and that in order to determine potential health impacts on surrounding receptors (such as residences, hospitals, day-care facilities, etc.) a Prioritization (screening-level assessment) and/or Health Risk Assessment (HRA) should be performed for the project. Potential toxic air contaminants resulting from the project would be caused by mobile emissions created by truck trips and idling. The project will include the addition of 30-60 truck trips per-day. As mentioned in Section III – Air Quality of this Initial Study, a memorandum, *CalEEMod Air Quality Study and Health Risk Prioritization Determination*, dated ~~May 8, 2024 and revised May 29, 2024~~ **July 23, 2024**, was completed by Yorke Engineering, LLC, to quantify the amount of air pollutants per-day resulting from mobile and stationary sources associated with both construction and operations, and to study health related impacts resulting from toxic air contaminants generated by the proposed project. The memo found that the project would not exceed significance thresholds for impacts on ambient air quality or health risk. A development standard will be placed on the project requiring that the applicant be in compliance with the District's rules and regulations prior to issuance of a building, grading, or demolition permit. Further, as discussed in Section VI – Energy of this Initial Study, the applicant identified a number of Air District emission reduction strategies that are included in facility operations and will be incorporated into the project that will help health impacts of industrial uses.

A development standard requiring the applicant to comply with all appropriate SJVAPCD rules and regulations and California Green Building Code will be incorporated into the project. Consequently, GHG emissions associated with this project are considered to be less than significant.

Mitigation: None.

References: Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated ~~May 8, 2024 and revised May 29, 2024~~ **July 23, 2024**; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

The Stanislaus County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. A referral response from the Hazardous Materials Division of DER is requiring the developer conduct a Phase I or Phase II study prior to the issuance of a grading permit to determine if organic pesticides or metals exist on the project site. The Hazardous Materials Division requested that they be contacted should any underground storage tanks, buried chemicals, buried refuse, or contaminated soil be discovered during grading or construction. These comments will be reflected through the application of development standards. The proposed use is not recognized as a generator and/or consumer of hazardous materials, therefore, no significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project. However, in the event that the proposed storage facility becomes a regulated facility in the future, the operator will be required to fill out a Hazardous Materials Business Plan, including registration and reporting to the California Environmental Reporting System (CERS).

The project site is not listed on the EnviroStor database managed by the CA Department of Toxic Substances Control or within the vicinity of any airport. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Stanislaus Consolidated Fire Protection District (SCFPD). The project was referred to the SCFPD, and no comments have been received to date.

The project site is not within the vicinity of any wildlands.

The project site is within the Referral Area 1 and accordingly referred to the Airport Land Use Commission (ALUC) for comment. The ALUC responded to the Early Consultation to indicate the project site is within Safety Zone 3 but not within any Noise Impact Zones as identified in the Airport Land Use Compatibility Plan (ALUCP) of the Modesto City-County Airport. Additionally, the ALUC identified that the project site was located within the Airport Influence Area (AIA) for the Modesto City-County Airport. In response to the Early Consultation referral, the ALUC indicated the project would be subject to requirements for FAR Part 77 Obstruction Surfaces, Avigation Easement Dedication, FAA Height Notification, Overflight Notification, and Real Estate Disclosures; however, Overflight Notification and Real Estate Disclosure requirements are only applicable to residential development, and therefore the project is not subject to meeting these requirements. FAR Part 77 Obstruction Surfaces and FAA Height Notification requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 50 feet outward and 1 foot upward (slope of 50 to 1) for a distance of 10,000 feet from the nearest point of any runway. Beyond FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification. Additionally, the project was referred to the Department of Transportation (CalTrans) Aeronautics Division who responded that the project is located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour for the City-County Airport, and recommended a 50dB noise attenuation for offices and office areas of industrial facilities. However, the project proposal includes outdoor storage, with potential future development of a 150,000 square-foot warehouse building without office space proposed. Their letter also discusses FAA notification requirements identified under FAA Part 77, referral procedures to the local ALUC, and potential nuisance conditions. With development standards requiring FAA notification in place for any potential airway obstruction, the project is considered to be consistent with the Stanislaus County ALUCP.

Mitigation: None.

References: Application information; Referral response received from the Airport Land Use Commission Secretary, dated March 29, 2024; Referral response received from the Department of Environmental Resources, Hazardous Materials Division, dated March 28, 2024; Referral response from the California Department of Transportation Aeronautics Division, dated March 27, 2024; Stanislaus County Airport Land Use Compatibility Plan; Stanislaus County General Plan and Support Documentation¹.

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

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
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Discussion: Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2 percent annual chance floodplains. The project site is proposed to be paved, with an on-site positive storm drainage basin (storage, percolation, and treatment) installed at the northeast section of the project site.

The project proposes to maintain all stormwater on-site via storm drain basins. A referral response received from Stanislaus County Department of Public Works requested a grading plan be submitted, in accordance with all Standards and Specifications.

The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

The existing site has previously had service connections to City of Modesto's municipal water service and individual private septic systems. City of Modesto sewer service is available in the area. The surrounding Gallo campus is currently served for City of Modesto for both sewer and water. Although the site is proposed for immediate use as a paved storage yard, the project site will remain in City of Modesto's service boundaries for sewer and water, and accordingly, any future building will be required to connect to Modesto's sewer and water if the need for connection exists in the future. The project was referred to the Department of Environmental Resources (DER) Environmental Health Division who responded indicating that all necessary permits would be necessary for the destruction or relocation of all on-site wastewater treatment system (OWTS) impacted by the project, in accordance with DER review and approval. The project was also referred to DER Groundwater Divisions and that there was no comment regarding groundwater, respectively.

The Sustainable Groundwater Management Act (SGMA) was passed in 2014 with the goal of ensuring the long-term sustainable management of California's groundwater resources. SGMA requires agencies throughout California to meet certain requirements including forming Groundwater Sustainability Agencies (GSA), developing Groundwater Sustainability Plans (GSP), and achieving balanced groundwater levels within 20 years. The site is located in the Stanislaus and Tuolumne Rivers Groundwater Basin Association (STRGBA) GSA, which manages the Modesto Subbasins. A revised Groundwater Sustainability Plan has been submitted to the California Department of Water Resources (DWR) and is currently going through the review process.

The Central Valley Regional Water Quality Control Board (CVRWQCB) provided an Early Consultation referral response requesting that the applicant coordinate with their agency to determine if any permits or Water Board requirements be obtained/met prior to operation. Development standards will be added to the project requiring the applicant comply with this request prior to issuance of a building or grading permit.

The project site is in the service boundary of Modesto Irrigation District (MID) who responded to the project indicating that an existing abandoned 30-inch concrete pipeline within former Lateral No. 1 right-of-way should be removed, saw cut, and plugged as needed.

As a result of the project details, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact.

Mitigation: None.

References: Referral response from the Stanislaus County Department of Public Works dated May 30, 2024; Referral response from Department of Environmental Resources, Groundwater Resources Division, dated April 1, 2024; Referral Response from Central Valley Regional Water Quality Control Board, dated March 29, 2024; Referral response from Modesto Irrigation District, dated May 1, 2024; Referral response received from the Department of Environmental Resources, Environmental Health Division, dated March 26, 2024; Stanislaus County General Plan and Support Documentation¹.

XI. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion: Request to amend the General Plan designation of 24 parcels from Industrial Transition to Industrial, and to amend the zoning designation of all 23 parcels from Single-Family Residential (R-1) to Planned Development, to allow for the expansion of outdoor storage associated with the adjacent Gallo Glass facility. The project site includes a former segment of Modesto Irrigation District (MID) Lateral Canal No. 1, between Santa Cruz and Santa Rita Avenues that has since been abandoned, identified as Assessor Parcel Number (APN) 035-004-070. On March 26, 2024, the Stanislaus County Board of Supervisors approved the formal abandonment of the following County road rights-of-way which lie adjacent to the project parcels: the southerly segment of Santa Rita Avenue beginning at the south edge of Mono Park; the westerly segment of Tenaya Avenue beginning mid-block between Santa Rita and S. Santa Cruz Avenues; and the westerly segment of Del Mar Court, beginning mid-point between its two termination points at Tenaya Avenue. These roadways will be maintained for interior private drive aisles for the existing Gallo Glass Company facility. Gated access is proposed to be installed on Santa Rita Avenue and Tenaya Avenue where the public right-of-way ends. The project applicant intends on requesting formal abandonment of additional Tenaya Avenue right-of-way adjacent to adjacent to APNs 035-010-012, -013, and 035-011-006 at a future date, by separate application made to the Department of Public Works. In the meantime, the 20-foot-wide alley which runs north-south from Del Mar Court to Tenaya Avenue is proposed to be graveled and utilized for emergency vehicle access. The proposed project site is contiguous with the existing Gallo Glass Company campus. The existing and proposed abandonment of sections of Tenaya and Santa Rita Avenues will be adjacent to properties owned and operated by Gallo, and therefore will not affect access or circulation patterns of the non-Gallo commercial operations or residential communities within the vicinity. Residences in the vicinity will retain physically unrestricted access to other County-maintained roadways and circulation systems if the project is approved. Additionally, the proposed land use is contiguous with existing land use patterns. Accordingly, the proposed use is not considered as physically dividing an established community.

The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

Mirroring existing operations at the Gallo Glass Company campus to the south and west, the project site's hours of operations will be 24-hours per-day, daily, year-round. Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, accessing for maintenance, pick-ups, or deliveries of glass. The project anticipates 30-60 truck trips per-day, over the course of a 24-hour period.

As stated by the Introduction to the General Plan, General Plan Amendments affect the entire County and any evaluation must give primary concern to the County as a whole; therefore, a fundamental question must be asked in each case: "Will this amendment, if adopted, generally improve the economic, physical and social well-being of the County in general?" Additionally, the County in reviewing General Plan amendments shall consider how the levels of public and private service might be affected; as well as how the proposal would advance the long-term goals of the County. In each case, in order to take affirmative action regarding a General Plan Amendment application, it must be found that the General Plan Amendment will maintain a logical land use pattern without detriment to existing and planned land uses and that the County and other affected government agencies will be able to maintain levels of service consistent with the ability of the government agencies to provide a reasonable level of service. In the case of a proposed amendment to the Land Use diagrams of the Land Use Element, an additional finding that the amendment is consistent with the goals and policies of the General Plan must also be made. Additionally, Goal 2 of the Land Use Element aims to ensure compatibility between land uses.

The Land Use Element describes the Industrial Transition designation as a designation intended for land within spheres of influence which for the most part are not zoned or developed for industrial usage, but lie in the path of a valid expansion of

a contiguous industrial area and may continue to be zoned and used for non-industrial purposes pending demand for such industrial expansion. In this case, the project site consists of land in the Local Agency Formation Commission (LAFCO)-adopted Sphere of Influence (SOI) of the City of Modesto, and lies immediately adjacent to the existing Industrial-zoned Gallo Glass Company campus to the west and south which is in need of glass storage space in closer proximity to existing Gallo facilities. The intent of the proposed Industrial designation is for areas served by public sewer and water, for areas for various forms of industrial uses, and meets the following criteria:

- The proposed site should have adequate access to handle the type and quantity of traffic associated with industrial uses without impacting existing facilities. This shall usually mean that the area will be located on a major road at a minimum, with location on a state highway preferred. In this case, the project site will be contiguous with the existing Gallo Glass Company campus, the northern boundary of which begins at State Highway 132 (Yosemite Boulevard)
- Public sanitary sewer service should be available and a written commitment for service received. (Lands suitable for industrial development but without public sanitary sewer service should more appropriately be designated Planned Industrial.). In this case, the project site is intended for immediate use as open storage space without need for sewer service; however, the existing Gallo Glass Company is already served by public sanitary sewer service from the City of Modesto.
- An adequate supply of potable water should be available for industrial usage including water needed for fire suppression. Generally this will require a public water supply in order to meet fire flow standards. Any site development and improvements will be reviewed by Fire Prevention to ensure all applicable fire suppression requirements are met as a condition of development.
- Other utilities (such as natural gas, electricity) shall be reasonably available to the site as might be required by the proposed uses. The project site is in an urbanized, industrial area with all necessary utilities available to the parcel.
- The site is physically suitable for industrial development. Topographically, the site is relatively flat and suitable for development of the proposed improvements.
- The site should be free from constraints such as valid Williamson Act Contracts that would inhibit rezoning and development of the area. The project site is not located in, nor surrounded by agricultural land nor land that is enrolled in a Williamson Act Contract.
- The proposed site development shall not cause land use conflicts with surrounding properties. From this viewpoint, expansion of existing areas is more desirable than designating totally new areas. The proposed use constitutes an expansion of the Gallo Glass Company facility, located to the west and south.
- Any new areas proposed for Industrial designation shall be consistent with the general plan of any city in whose sphere of influence they lie. The City of Modesto's General Plan has designed the project site as Industrial.
- Any new areas proposed for Industrial designation shall be consistent with the Countywide Integrated Waste Management Plan.

In this case, the project site meets all of the above criteria and is eligible to amend the General Plan designation to Industrial. To approve a Rezone, the Planning Commission must find that it is consistent with the General Plan. Pursuant to the General Plan, land within an Industrial Transition designation should be remained its present zoning until such a time as conversion to Industrial is desired, which is applicable in this case. The Land Use Element describes the Planned Development designation as a designation intended for land which, because of demonstrably unique characteristics, may be suitable for a variety of uses without detrimental effects on other property.

The project site is located in the LAFCO-adopted Sphere of Influence for the City of Modesto. In the event the project site needs sewer or water service, the project proposes to connect to the City of Modesto for public water and sewer services, subject to obtaining a formalized will-serve letter from the City of Modesto for both water and sewer services and fulfillment of all applicable conditions of the will-serve. These requirements will be incorporated into the project's development standards. The project's Early Consultation was referred to the City who did not identify any issues with the project proposal.

The project will not physically divide an established community nor conflict with any habitat conservation plans. Project impacts related to land use and planning are considered to be less than significant.

The project site is in the service boundary of Modesto Irrigation District (MID) who responded to the project indicating that an existing abandoned 30-inch concrete pipeline within former Lateral No. 1 right-of-way should be removed, saw cut, and plugged as needed, requested easements remain in place to protect existing high voltage electrical overhead infrastructure

within and adjacent to the project area, and requested that any relocation or installation of electrical facilities conform to MID's Electric Service Rules, as required by the Electrical Engineering Department. Additionally, they requested adequate dust control during any future construction, and that prior to issuance of a building permit for any new construction, the full set of construction plans should be submitted to their Electrical Engineering Department for review. These comments will be added to the project as Development Standards. Referral response from Modesto Irrigation District, dated May 1, 2024

Mitigation: None.

References: Referral response from the Department of Environmental Resources (DER), dated March 26, 2024; Referral response from Modesto Irrigation District, dated May 1, 2024; Stanislaus County General Plan and Support Documentation¹.

XII. MINERAL RESOURCES -- Would the project:				
	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Discussion: The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no known significant resources on the site, nor is the project site located in a geological area known to produce resources.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The proposed project shall comply with the noise standards included in the General Plan and Noise Control Ordinance. The area surrounding the project site consists of the Tuolumne River, Gallo Glass Company campus, and the Modesto City-County Airport to the south; Dry Creek, the Gallo Glass Company, and E&J Gallo campus to the west; Mono Park, Yosemite Boulevard (State Route 132), and single-family residential development to the north; single-family and multi-family residential development to the east.

The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. The site itself is impacted by noise generated from the existing Gallo Glass

Company facility to the west and south, and traffic from State Route 132. On-site grading and construction resulting from this project may result in a temporary increase in the area's ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. In order to provide increase noise attenuation and **visual screening, a development standard requiring vegetative screening to be installed along the northern and eastern property lines will be added to the project.**

The project site is within the Referral Area 1 and accordingly referred to the Airport Land Use Commission (ALUC) for comment. The ALUC responded to the Early Consultation to indicate the project site is within Safety Zone 3 but not within any Noise Impact Zones as identified in the Airport Land Use Compatibility Plan (ALUCP) of the Modesto City-County Airport. Additionally, the ALUC identified that the project site was located within the Airport Influence Area (AIA) for the Modesto City-County Airport. In response to the Early Consultation referral, the ALUC indicated the project would be subject to requirements for FAR Part 77 Obstruction Surfaces, Avigation Easement Dedication, FAA Height Notification, Overflight Notification, and Real Estate Disclosures; however, Overflight Notification and Real Estate Disclosure requirements are only applicable to residential development, and therefore the project is not subject to meeting these requirements. FAR Part 77 Obstruction Surfaces and FAA Height Notification requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 50 feet outward and 1 foot upward (slope of 50 to 1) for a distance of 10,000 feet from the nearest point of any runway. Beyond FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification. Additionally, the project was referred to the Department of Transportation (CalTrans) Aeronautics Division who responded that the project is located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour for the City-County Airport, and recommended a 50dB noise attenuation for offices and office areas of industrial facilities. However, the project proposal includes outdoor storage, with potential future development of a 150,000 square-foot warehouse building without office space proposed. Their letter also discusses FAA notification requirements identified under FAA Part 77, referral procedures to the local ALUC, and potential nuisance conditions. In this case, the project is proposed to be outdoor storage, with noise generated by the site primarily truck traffic accessing the site to load or unload palletized product and will not expose people residing or working in the area to excessive noise levels.

Mitigation: None.

References: Application Information; Referral response received from the Airport Land Use Commission Secretary, dated March 29, 2024; Referral response from the Airport Land Use Commission, dated March 29, 2024; Referral response from the California Department of Transportation Aeronautics Division, dated March 27, 2024 Stanislaus County General Plan and Support Documentation¹.

XIV. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Discussion: The site is not included in the vacant sites inventory for the 2016 Stanislaus County Housing Element, which covers the 5th cycle or the draft sites inventory for the 6th cycle Regional Housing Needs Allocation (RHNA) for the County and will therefore not impact the County's ability to meet their RHNA. No population growth will be induced. All parcels included in the project request are owned by Gallo. The project site is primarily vacant with the exception of two single-family dwellings located on APNs 025-010-012 and 035-010-014, which will be demolished prior to onset of the proposed use. Although the zoning designation of the site is currently residential, the General Plan designation is Industrial Transition, which is intended for lands within spheres of influence which for the most part are not zoned or developed for industrial usage, but lie in the path of a valid expansion of a contiguous industrial area and may continue to be zoned and used for non-industrial purposes pending demand for such industrial expansion. Additionally, the project area is not in a designated residential urban cluster and therefore not subject to the residential density replacement provisions of SB330.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XV. PUBLIC SERVICES --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project result in the substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion: The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. County adopted Public Facilities Fees, as well as fire and school fees are required to be paid based on the development type prior to issuance of a building permit.

This project site is located within the Modesto City Schools District for school services, Stanislaus Consolidated Fire Protection District for fire protection, Modesto Irrigation District for irrigation and electrical services, and is served by the Stanislaus County Sherriff's Department for police protection and Stanislaus County Parks and Recreation for parks.

The existing site is served by City of Modesto for sewer and water service and the expansion is proposed to be served by the City of Modesto for municipal sewer and water services. The project was referred to the Department of Environmental Resources (DER) Environmental Health and Groundwater Divisions who responded indicating that all necessary permits would be necessary for the destruction or relocation of all on-site wastewater treatment system (OWTS) impacted by the project, in accordance with DER review and approval, and that there was no comment regarding groundwater, respectively.

The project site is in the service boundary of Modesto Irrigation District (MID) who responded to the project indicating that an existing abandoned 30-inch concrete pipeline within former Lateral No. 1 right-of-way should be removed, saw cut, and plugged as needed, requested easements remain in place to protect existing high voltage electrical overhead infrastructure within and adjacent to the project area, and requested that any relocation or installation of electrical facilities conform to MID's Electric Service Rules, as required by the Electrical Engineering Department. Additionally, they requested adequate dust control during any future construction, and that prior to issuance of a building permit for any new construction, the full set of construction plans should be submitted to their Electrical Engineering Department for review. These comments will be added to the project as Development Standards.

The project was referred to Stanislaus County Department of Public Works, and a referral response was received requesting that the storage depth outside of any gate shall be adequate for trucks coming off the road, which means that entry vehicles will not block any travel lane or shoulder. If the storage depth is inadequate, it may require that the fence be moved further into the property, or a deceleration lane be installed. Additionally, Public Works is requiring that no parking, loading or unloading of vehicles will be permitted within the County road right-of-way; that all driveway access onto the project site be subject to review and approval by Public Works and that an encroachment permit be obtained for any work done in the Stanislaus County road right-of-way; that the developer will be required to install or pay for the installation of any signs and/or markings, if warranted; and that a grading and drainage plan be prepared in conformance with Stanislaus County PW Standards and Specifications and be reviewed and approved by the Public Works. All of Public Works' comments will be added to the project as development standards.

The project is not anticipated to have any significant adverse impact on County services.

Mitigation: None.

References: Application Information; Referral response from Department of Environmental Resources, Groundwater Resources Division, dated April 1, 2024; Referral response received from the Department of Environmental Resources, Environmental Health Division, dated March 26, 2024; Referral response from Modesto Irrigation District, dated May 1, 2024; Referral response from the Department of Environmental Resources (DER), dated March 26, 2024; Stanislaus County General Plan and Support Documentation¹.

XVI. RECREATION --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion: This project will not increase demands for recreational facilities, as such impacts typically are associated with residential development. Public Facility Fees will be required to be paid with any building permit issuance, which includes fees for County Parks and Recreation facilities. There is an existing bike path that runs east-west and ends on the east side of South Santa Cruz Avenue, across from the project site. An existing raised median crossing is located within Santa Cruz Avenue, in front of the project parcel identified as Assessor Parcel Number 035-004-070, to provide bike connectivity to the western side of South Santa Cruz. The gated access into the facility on South Santa Cruz has been revised accordingly, to prevent truck traffic and queuing within or over the raised median.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XVII. TRANSPORTATION -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Discussion: The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

Mirroring existing operations at the Gallo Glass Company campus to the south and west, the project site's hours of operations will be 24-hours per-day, daily, year-round. Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, accessing for maintenance, pick-ups, or deliveries of glass. The project anticipates 30-60 truck trips per-day, over the course of a 24-hour period.

Additionally, Senate Bill 743 (SB743) requires that the transportation impacts under the California Environmental Quality Act (CEQA) evaluate impacts by using Vehicle Miles Traveled (VMT) as a metric. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage locations, at 720 South Riverside Drive, Modesto, approximately 1.6 miles away and 2612 Crows Landing Road, Ceres, approximately 2.8 miles away. The existing off-site material storage at these locations will be reduced and relocated to the proposed project site in order to bring additional glass storage space closer to the facility campus and reduce drive distances. Accordingly, VMT impacts are anticipated to be less than significant.

The project site is bound to the west, south, and east by an abandoned segment of Santa Rita Avenue, County-maintained and abandoned portions of Tenaya Avenue, and County-maintained Santa Cruz Avenue, respectively. On March 26, 2024, the Stanislaus County Board of Supervisors approved the formal abandonment of the following County road rights-of-way which lie adjacent to the project parcels: the southerly segment of Santa Rita Avenue beginning at the south edge of Mono Park; the westerly segment of Tenaya Avenue beginning mid-block between Santa Rita and S. Santa Cruz Avenues; and the westerly segment of Del Mar Court, beginning mid-point between its two termination points at Tenaya Avenue. These roadways will be maintained for interior private drive aisles for the existing Gallo Glass Company facility. Gated access is proposed to be installed on Santa Rita Avenue and Tenaya Avenue where the public right-of-way ends, and along Santa Cruz Avenue. The project applicant intends on requesting formal abandonment of additional Tenaya Avenue right-of-way adjacent to adjacent to APNs 035-010-012, -013, and 035-011-006 at a future date, by separate application made to the Department of Public Works. In the meantime, the 20-foot-wide alley which runs north-south from Del Mar Court to Tenaya Avenue is proposed to be graveled and utilized for emergency vehicle access. There is an existing bike path that runs east-west and ends on the east side of South Santa Cruz Avenue, across from the project site. An existing raised median crossing is located within Santa Cruz Avenue, in front of the project parcel identified as Assessor Parcel Number 035-004-070, to provide bike connectivity to the western side of South Santa Cruz. The gated access into the facility on South Santa Cruz has been revised accordingly, to prevent truck traffic and queuing within or over the raised median. The project was referred to Stanislaus County Department of Public Works, and a referral response was received requesting that that the storage depth outside of any gate shall be adequate for trucks coming off the road, which means that entry vehicles will not block any travel lane or shoulder. If the storage depth is inadequate, it may require that the fence be moved further into the property, or a deceleration lane be installed. Additionally, Public Works is requiring that no parking, loading or unloading of vehicles will be permitted within the County road right-of-way; that all driveway access onto the project site be subject to review and approval by Public Works and that an encroachment permit be obtained for any work done in the Stanislaus County road right-of-way; that the developer will be required to install or pay for the installation of any signs and/or markings, if warranted; and that a grading and drainage plan be prepared in conformance with Stanislaus County PW Standards and Specifications and be reviewed and approved by the Public Works. All of Public Works' comments will be added to the project as development standards.

The proposed project is not anticipated to conflict with any transportation program, plan, ordinance, or policy.

Mitigation: None.

References: Referral response from the Stanislaus County Department of Public Works dated May 30, 2024; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; Stanislaus County General Plan and Support Documentation¹.

XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	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:			X	
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Discussion: In accordance with SB 18 and AB 52, this project was referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project includes a General Plan Amendment. Tribal notification of the project was not referred to any tribes in conjunction with AB 52 requirements, as Stanislaus County has not received any requests for consultation from the tribes listed with the NAHC. The Tuolumne Me-Wuk Tribal Council responded to the project's Early Consultation indicating that the Tribe agrees with the proposal and has no further concerns or comments, but requested notification upon any inadvertent findings of cultural resources during construction. A records search conducted by the Central California Information Center (CCIC) indicated that there are no historical, cultural, or archeological resources recorded on-site and that the site has a low sensitivity for the discovery of such resources. A development standard will be added to the project which requires if any cultural or tribal resources are discovered during project-related activities, all work is to stop, and the lead agency and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find. It does not appear this project will result in significant impacts to any archaeological or tribal resources.

Tribal Cultural Resources are considered to be less than significant.

Mitigation: None.

References: Records Search, conducted by the Central California Information Center, dated November 6, 2023; Referral response from the Tuolumne Me-Wuk Tribal Council, dated March 25, 2024; Stanislaus County General Plan and Support Documentation¹.

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion: Limitations on providing services have not been identified. The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

The existing site is served by City of Modesto for sewer and water service and the expansion is proposed to be served by the City of Modesto for municipal sewer and water services. The project was referred to the Department of Environmental Resources (DER) Environmental Health and Groundwater Divisions who responded indicating that all necessary permits would be necessary for the destruction or relocation of all on-site wastewater treatment system (OWTS) impacted by the project, in accordance with DER review and approval.

The project site is in the service boundary of Modesto Irrigation District (MID) who responded to the project indicating that an existing abandoned 30-inch concrete pipeline within former Lateral No. 1 right-of-way should be removed, saw cut, and plugged as needed, requested easements remain in place to protect existing high voltage electrical overhead infrastructure within and adjacent to the project area, and requested that any relocation or installation of electrical facilities conform to MID's Electric Service Rules, as required by the Electrical Engineering Department. Additionally, they requested adequate dust control during any future construction, and that prior to issuance of a building permit for any new construction, the full set of construction plans should be submitted to their Electrical Engineering Department for review. These comments will be added to the project as Development Standards.

The project was referred to Stanislaus County Department of Public Works, and a referral response was received requesting that the storage depth outside of any gate shall be adequate for trucks coming off the road, which means that entry vehicles will not block any travel lane or shoulder. If the storage depth is inadequate, it may require that the fence be moved further into the property, or a deceleration lane be installed. Additionally, Public Works is requiring that no parking, loading or unloading of vehicles will be permitted within the County road right-of-way; that all driveway access onto the project site be subject to review and approval by Public Works and that an encroachment permit be obtained for any work done in the Stanislaus County road right-of-way; that the developer will be required to install or pay for the installation of any signs and/or markings, if warranted; and that a grading and drainage plan be prepared in conformance with Stanislaus County PW Standards and Specifications and be reviewed and approved by the Public Works. All of Public Works' comments will be added to the project as development standards.

The Central Valley Regional Water Quality Control Board (CVRWQCB) provided an Early Consultation referral response requesting that the applicant coordinate with their agency to determine if any permits or Water Board requirements be obtained/met prior to operation. Development standards will be added to the project requiring the applicant comply with this request prior to issuance of a building or grading permit.

No significant impacts related to Utilities and Services Systems have been identified.

Mitigation: None.

References: Application Information; Referral response from Department of Environmental Resources, Groundwater Resources Division, dated April 1, 2024; Referral Response from Central Valley Regional Water Quality Control Board, dated March 29, 2024; Referral response received from the Department of Environmental Resources, Environmental Health Division, dated March 26, 2024; Referral response from Modesto Irrigation District, dated May 1, 2024; Referral response from the Stanislaus County Department of Public Works dated May 30, 2024; Stanislaus County General Plan and Support Documentation¹.

XX. 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 Included	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Discussion: The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to a County-maintained road. The site is located in a Local Responsibility Area (LRA) for fire protection, the parcel is designated as nonurban and is served by Stanislaus Consolidated Fire Protection District (SCFPD). The project was referred to the SCFPD, but no response was received. During Public Works' review of the project, a fire turnaround access is required, and is proposed to be provided at the southerly portion of Santa Rita Avenue where it becomes privately-maintained and gated. The Stanislaus County Fire Prevention Bureau reviewed the fire turnaround as proposed and did not identify any issues; however, at the time building permits are applied for the proposed 150,000 square-foot warehouse, California Building Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and embers. Building and grading permits will be required for the improvements and will be required to meet fire code, which will be verified through the building permit review process. A grading and drainage plan will be required for the proposed basin and a building permit will be required for the future 150,000 square-foot structure. At that time, fire protection and emergency vehicle access standards will be required to be met. These requirements will be applied as development standards for the project.

Wildfire risk and risks associated with postfire land changes are considered to be less than significant.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion: The project includes demolition of existing site improvements and paving the project site for outdoor storage of bulk palletized, shrink-wrapped glass containers, stacked up to 4 pallets high. No construction is proposed initially; however, the project includes the potential construction of a 150,000± square-foot warehouse building, up to 75-feet in height, to accommodate the growth of the Gallo Glass Company if and when additional indoor storage is required in lieu of outdoor storage at a future date. A storm drainage basin is proposed to be developed at the northeast corner of the project site.

Mirroring existing operations at the Gallo Glass Company campus to the south and west, the project site's hours of operations will be 24-hours per-day, daily, year-round. Due to the site usage proposed as exclusively storage, the project site will be primarily unmanned, with only one employee expected to be on-site at any given time, accessing for maintenance, pick-ups, or deliveries of glass. The project anticipates 30-60 truck trips per-day, over the course of a 24-hour period. A portion of proposed operations, including storage and associated vehicle traffic, will be redistributed from other off-site storage locations, at 720 South Riverside Drive, Modesto, approximately 1.6 miles away and 2612 Crows Landing Road, Ceres, approximately 2.8 miles away. The existing off-site material storage at these locations will be reduced and relocated to the proposed project site in order to bring additional glass storage space closer to the facility campus and reduce drive distances.

The project site is located adjacent to the existing Gallo Glass Company facility to the south and west. The project site is located within an urbanized County pocket, in the City of Modesto's Local Agency Formation Commission's (LAFCO)-adopted Sphere of Influence (SOI). Single-family homes are located north and east of the project site; developed as part of the Del Este Subdivision, Sierra Subdivision, and Modesto Colony. Lots from these subdivisions are primarily developed with single-family dwellings; however, a number of vacant residential parcels are scattered throughout the area, and under same ownership as the applicant, and therefore unlikely to develop new single-family dwelling. Further, as mentioned in Section IX - *Hazards and Hazardous Materials* of this Initial Study, the Airport Land Use Compatibility Plan limits development, including more dense residential development. Due to the project site being located within the City's SOI, annexation into the City of Modesto's jurisdiction is a possibility. The area surrounding the site is designated Industrial in the City's General Plan, and is Industrial transition in the County's General Plan. All of the surrounding land to the north and east is zoned Medium Density Residential, Industrial, and Multiple Family Residential and are subject to meeting the uses and development standards dictated by the respective zoning district's ordinances. Any further development would be required to obtain land use entitlements prior to development, including consideration of whether the redesignation would be consistent with the surrounding area's development, and whether the use would constitute leap frog or pre-mature development and would not negatively impact the surrounding area.

The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors are considered to be less than significant. The project will not physically divide an established community. Development standards regarding the discovery of cultural resources during any future construction resulting from this request will be added to the project. Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.

Mitigation: None.

References: Initial Study; Stanislaus County General Plan and Support Documentation¹.

¹Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. **Housing Element** adopted on April 5, 2016.

July 23, 2024

Mr. Robert Smith
Senior Manager– Commercial and Industrial Engineering
E&J Gallo Winery
Work: (209) 247-5733
E-mail: Robert.Smith@ejgallo.com

Subject: CalEEMod Air Quality Study and Health Risk Modeling Determination for a General Plan Amendment and Rezoning Application PLN2023-0166 in Modesto, CA

Dear Mr. Smith:

Yorke Engineering, LLC (Yorke) is pleased to provide to E&J Gallo (Gallo) this technical letter report which includes a health risk screening assessment and an Air Quality (AQ) significance evaluation for the project operations.

EXECUTIVE SUMMARY

Gallo Glass is seeking approval from Stanislaus County (County) for a planned development to expand the Modesto facility's outdoor storage by approximately 4.85 acres (Project). The San Joaquin Valley Air Pollution Control District (SJVAPCD) reviewed the "Early Consultation" from the County for a General Plan Amendment and Rezone Application and issued a comment letter dated April 3, 2024 requesting a health risk screening assessment and an air quality significance evaluation for the Project. On July 9, 2024, the SJVAPCD issued a second comment letter requesting a refined health risk assessment to evaluate construction emissions.

Air quality impacts were assessed using air pollutant emission estimates calculated using California Emissions Estimator Model[®] (CalEEMod). Estimated emissions from construction and operation of the Project are less than 100 pounds per day for expected air pollutants. Thus, an Ambient Air Quality Analysis (AAQA) is not required.

A screening health risk assessment (HRA) was conducted for operation of an indoor storage warehouse resulting in health risk prioritization score values below SJVAPCD established risk thresholds. In addition, a refined HRA was conducted for construction emissions resulting in calculated risk levels below SJVAPCD established risk thresholds. Thus, the Project health risk is considered less than significant.

PROJECT DESCRIPTION

The proposed Project includes (1) amendment of the General Plan designation of 23 parcels from Industrial Reserve to Industrial and the zoning designation from Low-Density Residential (R-1) to Planned Development to allow for an expanded outdoor storage of approximately 6.7 acres associated with the existing adjacent Gallo Glass facility and (2) the construction of a 150,000 square foot warehouse for future additional storage as needed (Project). The Project is located north of Tenaya Avenue, former Modesto Irrigation District Lateral Number 1, and east of Santa

Rita Road, between Yosemite Boulevard and the Tuolumne River, in Modesto, CA. A map indicating the location of the proposed Project is included in Attachment 1. Gallo has not finalized the construction plans and will either build a warehouse for indoor storage or a concrete pad for outdoor storage. To provide a comprehensive evaluation, both Project options were evaluated.

The nearest non-residential receptor is a commercial building located approximately 500 feet (150 m) from the Project site to the northeast. The nearest residential receptor is adjacent to the Project site to the south and east. The nearest school to the Project site is Orville Wright Elementary School, approximately 3,000 feet (900 meters) to the southeast of the Project site. The nearest airport is Modesto City-County Airport, approximately 3,000 feet (900 meters) to the east of the property.

ASSUMPTIONS

The following basic assumptions were used in developing the emission estimates for the proposed Project using CalEEMod:

- CalEEMod defaults were applied to all phases of the Project, unless otherwise specified.
- Applicable California Statewide Travel Demand Model (CSTDM) or Metropolitan Planning Organization/Regional Transportation Planning Agency (MPO/RTPA) default trip distances for the San Joaquin Valley Air Basin, and Institute of Traffic Engineers (ITE) default trip rates, as contained in CalEEMod, were assumed for the operational traffic analysis.
- CalEEMod construction timelines are generally accurate, unless otherwise stated.
- During the site preparation and grading phases of construction, it is anticipated that no soil will need to be exported from or imported to the Project site.
- The average emission levels from the equipment used for each construction phase will meet Tier 4 interim standards.
- City of Modesto Municipal Code requires a minimum setback of 10 feet for industrial zoning next to residential.

LIST OF TABLES

The Project analyses and results are summarized in the following tables:

- Table 1a: Land Use Data for CalEEMod Input – Warehouse
- Table 1b: Land Use Data for CalEEMod Input – Storage Pad
- Table 2a: Construction Emissions Summary and AAQA Significance Evaluation – Warehouse
- Table 2b: Construction Emissions Summary and AAQA Significance Evaluation – Storage Pad
- Table 3a: Operational Emissions Summary and AAQA Significance Evaluation – Warehouse
- Table 3b: Operational Emissions Summary and AAQA Significance Evaluation – Storage Pad
- Table 4a: Diesel Particulate Matter Emissions – Construction
- Table 4b: Health Risk Modeling Results – Construction
- Table 5a: Diesel Particulate Matter Emissions Summary – Operations Warehouse

- Table 5b: Diesel Particulate Matter Emissions Summary – Operations Storage Pad
- Table 6a: Operations Health Risk Screening Summary –Warehouse
- Table 6b: Operations Health Risk Screening Summary – Storage Pad

AIR QUALITY IMPACTS ANALYSES

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains an Environmental Checklist Form which consists of a series of questions that are intended to encourage a thoughtful assessment of impacts. In order to evaluate the questions in the Air Quality Emissions Sections of the checklist, quantitative significance criteria established by the local air quality agency, such as SJVAPCD, may be relied upon to make significance determinations based on mass emissions of criteria pollutants and GHGs, as determined in this report.

Project Emissions Estimation

The construction and operation analysis were performed using CalEEMod version 2022.1.1.20, the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model –published by the California Air Resources Board (CARB) – include the Pavley standards and Low Carbon Fuel standards. The model also identifies project design features, regulatory measures, and control (mitigation) measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from the selected measures. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the SJVAPCD, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and other California air districts. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis.

Based on information received from Gallo, land use data for CalEEMod input is presented in Table 1a for the warehouse construction and Table 1b for the storage pad construction.

Table 1a: Land Use Data for CalEEMod Input - Warehouse						
Project Element	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage (footprint)	Floor Surface Area (sf)
Warehouse	Industrial	Unrefrigerated Warehouse- No Rail	111.294	ksf	2.55	111,294
Truck Docks	Parking	Other Asphalt Surfaces	10.583	ksf	0.24	10,583
Stormwater basin	Parking	Other Non-Asphalt Surfaces	21.000	ksf	0.48	21,000
Other Paved Areas	Parking	Other Asphalt Surfaces	67.123	ksf	1.54	67,123
Project Site			210	ksf	4.82	210,000

Source: Applicant 2024, CalEEMod version 2022.1.1.22

Notes:

Electric Utility - Modesto Irrigation District

1 acre = 43,560 sf

Construction start date: 10/15/2024

Operational year: 2026 (based on default construction periods, operational year is after final construction year)

Table 1b: Land Use Data for CalEEMod Input – Storage Pad						
Project Element	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage (footprint)	Floor Surface Area (sf)
Storage Pad	Parking	Other Non-Asphalt Surfaces	111.000	ksf	2.55	111,000
Stormwater basin	Parking	Other Non-Asphalt Surfaces	21.000	ksf	0.48	21,000
Other Paved Areas	Parking	Other Asphalt Surfaces	78.000	ksf	1.79	78,000
Project Site			210	ksf	4.82	210,000

Source: Applicant 2024, CalEEMod version 2022.1.1.22

Notes:

Electric Utility - Modesto Irrigation District

1 acre = 43,560 sf

Construction start date: 10/15/2024

Operational year: 2026 (based on default construction periods, operational year is after final construction year)

Project Specific Trip Rates for VMT Estimates

CalEEMod is the SJVAPCD's accepted air quality model for determining direct and indirect emissions associated with various types of land uses, which it relies on to assist in evaluating project-related emissions for employees or residents traveling to and from a project site. Yorke's evaluation was based on the potential size and use of the building that would be constructed on the site (i.e., 111,294 square feet of warehouse), as well as the trip generation rate (i.e., trips per 1,000 square feet or ksf of occupied building) for the potential land uses. Default trip generation rates are published in the CalEEMod 2016 user guide, Appendix D, which are adopted from the Institute of Transportation Engineers (ITE) trip generation manual, 9th/10th edition. The default trip rates for all project elements were utilized to evaluate the warehouse construction and operation emissions. For the storage pad scenario, the vehicle data for operations was estimated to be equivalent to the vehicle data for the warehouse scenario and the construction phase did not include any building construction. These values are expected to be conservative, as the facility expects that the new storage will not create any additional truck trips to or from the facility.

Criteria Pollutants from Project Construction

A project's construction phase produces many types of emissions, but PM₁₀ and PM_{2.5} in fugitive dust and diesel engine exhaust are the pollutants of greatest concern. Fugitive dust emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM₁₀, as well as affecting PM₁₀ compliance with ambient air quality standards on a regional basis. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces. The use of diesel-powered construction equipment emits ozone precursors oxides of nitrogen (NO_x) and reactive organic gases (ROG), and diesel particulate matter (DPM). Use of architectural coatings and other materials associated with finishing buildings may also emit ROG. CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Per SJVAPCD Policy APR - 2030, if the construction or operational emissions on a pollutant-by-pollutant basis exceed 100 pounds per day, an Ambient Air Quality Analysis (AAQA) shall be performed to ensure that the CAAQS or NAAQS are exceeded. As shown in Tables 2a and 2b, the construction emissions from both storage options are less than 100 lb/day, thus an AAQA is not required.

Criteria Pollutants from Project Operation

The term "project operations" refers to the full range of activities that can or may generate criteria pollutant and GHG emissions when the project is functioning in its intended use. For projects, such as office parks, shopping centers, apartment buildings, residential subdivisions, and other indirect sources, motor vehicles traveling to and from the project represent the primary source of air pollutant emissions. For industrial projects and some commercial projects, equipment operation and manufacturing processes, i.e., permitted stationary sources, can be of greatest concern from an emissions standpoint. CEQA significance thresholds address the impacts of operational emission sources on local and regional air quality. Per SJVAPCD Policy APR -2030, if the construction or operational emissions on a pollutant-by-pollutant basis exceed 100 pounds per day, an AAQA shall be performed to ensure that the CAAQS or NAAQS are exceeded. As shown in Tables 3a and 3b, the operational emissions from both storage options are less than 100 lb/day, thus an AAQA is not required.

Results of Criteria Emissions Analyses

Table 2a and 2b show baseline and design criteria construction emissions for the warehouse and storage pad scenarios and evaluate mitigated emissions against SJVAPCD AAQA significance thresholds.

Table 3a and 3b show baseline and design criteria operational emissions for the warehouse and storage pad scenarios and evaluate mitigated emissions against SJVAPCD AAQA significance thresholds.

As shown in Tables 2a, 2b, 3a, and 3b, mass emissions of criteria pollutants from construction and operation are below applicable SJVAPCD AAQA significance thresholds, i.e., Less Than Significant (LTS).

PROJECTED IMPACT: Less Than Significant

Table 2a: Construction Emissions Summary and Significance Evaluation - Warehouse				
Criteria Pollutants	Baseline (lb/day)	Design (lb/day)	Threshold (lb/day)	Significance
ROG (VOC)	30.4	30.3	100	LTS
NO _x	36.0	14.8	100	LTS
CO	33.7	29.1	100	LTS
SO _x	0.05	0.05	100	LTS
Total PM ₁₀	21.4	7.9	100	LTS
Total PM _{2.5}	11.6	4.1	100	LTS

Sources: Applicant 2024, CalEEMod version 2022.1.1.22, SJVAPCD 2015a,b,c; 2018

Table 2b: Construction Emissions Summary and Significance Evaluation - Storage Pad				
Criteria Pollutants	Baseline (lb/day)	Design (lb/day)	Threshold (lb/day)	Significance
ROG (VOC)	3.7	1.0	100	LTS
NO _x	36.0	14.8	100	LTS
CO	33.7	29.1	100	LTS
SO _x	0.05	0.05	100	LTS
Total PM ₁₀	21.4	7.9	100	LTS
Total PM _{2.5}	11.6	4.1	100	LTS

Sources: Applicant 2024, CalEEMod version 2022.1.1.22, SJVAPCD 2015a,b,c; 2018

Table 3a: Operational Emissions Summary and Significance Evaluation - Warehouse				
Criteria Pollutants	Baseline (lb/day)	Design (lb/day)	Threshold (lb/day)	Significance
ROG (VOC)	4.6	4.6	100	LTS
NO _x	0.8	0.8	100	LTS
CO	13.0	13.0	100	LTS
SO _x	0.01	0.01	100	LTS
Total PM ₁₀	0.9	0.9	100	LTS
Total PM _{2.5}	0.2	0.2	100	LTS

Sources: Applicant 2024, CalEEMod version 2022.1.1.22, SJVAPCD 2015a,b,c; 2018

Table 3b: Operational Emissions Summary and Significance Evaluation - Storage Pad				
Criteria Pollutants	Baseline (lb/day)	Design (lb/day)	Threshold (lb/day)	Significance
ROG (VOC)	0.9	0.9	100	LTS
NO _x	0.8	0.7	100	LTS
CO	5.4	5.4	100	LTS
SO _x	0.01	0.01	100	LTS
Total PM ₁₀	0.9	0.9	100	LTS
Total PM _{2.5}	0.2	0.2	100	LTS

Sources: Applicant 2024, CalEEMod version 2022.1.1.22, SJVAPCD 2015a,b,c; 2018

HEALTH RISK ASSESSMENT

Construction Refined Health Risk Assessment

A refined Health Risk Assessment (HRA) is generally conducted in two steps: first, an air dispersion model is used to simulate the dispersion of the emissions in the atmosphere. The air dispersion model used for this HRA is the American Meteorological Society (AMS)/Environmental Protection Agency (EPA) Regulatory Model (AERMOD). The air dispersion modeling input files used to create the dispersion characteristics used in the construction and operational HRAs are described below; and in Attachment 4 of this document, respectively. Next, a software tool is used to transform the resultant concentrations to health risk indices. A description of the health risk indices calculated in the Hot Spots Analysis and Reporting Program; version 2 (HARP2) tool is also included below with parameters and other modeling data in Attachment 4 of this document. The AERMOD and HARP2 modeling files can be provided upon request.

The SJVAPCD has defined significance criteria for health risks as a Maximum Exposed Individual Risk of greater than or equal to 10 in one million and Chronic and Acute Hazard Indices (HIC and HIA) greater than or equal to 1.0 (Project increment). The closest receptors to the project site are single family homes to the east of the fence line.

The main toxic air contaminant (TAC) from off-road construction equipment and on-road heavy-duty trucks is diesel particulate matter (DPM, as diesel exhaust PM₁₀). DPM has a high

toxicity factor, and thus dominates predicted health risks. Therefore, it was the only TAC that was assessed for this project. CalEEMod was used to generate the exhaust PM₁₀ emissions due to Project construction for the warehouse and storage pad scenarios. Construction emissions from the warehouse were higher, to be conservative, the refined health risk assessment was performed utilizing warehouse construction emissions. Construction exhaust PM₁₀ (DPM) emissions total 37.4 pounds as shown in Table 4a. To assess potential health risk impacts on the nearest sensitive receptor to the project site, per the direction of the SJVAPCD, localized construction DPM emissions were modeled as an area source over the project site (SJVAPCD, 2024).

Table 4a: Diesel Particulate Matter Emissions - Construction			
Total Exhaust DPM (lbs)	Working Days	Approximate Number of Years	Emission Rate (lbs/year)
37.4	299	1	37.4

Modeling Options

AERMOD View™ allows the user to select from a variety of dispersion options. For this project, “Regulatory Default” options were used.

Meteorological Data

Five years of AERMOD-ready preprocessed meteorological data files for 2018-2022 were used from the Modesto Airport meteorological station (SJVAPCD 2023).

Terrain Data

Digital elevation data were imported into AERMOD and elevations were assigned to receptors, buildings, and emissions sources, as necessary. National Elevation Dataset (NED) elevation data were obtained through the AERMOD View™ WebGIS import feature. The dataset has a resolution of approximately 30 meters.

Urban/Rural Dispersion Coefficient

The Auer Method was used to determine the land use of the surrounding 3-kilometer area, which determined that the urban coefficient was appropriate for this site.

Receptor Locations

Grid receptors representing nearby residents, sensitive receptors, and off-site workers were located:

- Every 20 meters along the facility boundary;
- At 25-meter spacing from the facility boundary out to 200 meters; and
- At 50-meter spacing out to 500 meters from the facility boundary;
- At 100-meter spacing out to 1,0000 meters from the facility boundary.

Variable Emissions and Worker Adjustment Factor

Emissions were modeled from 8AM through 6PM to account for construction hours. Thus, a worker adjustment factor (WAF) of 3.36 was applied. The equation used for the WAF is as follows:

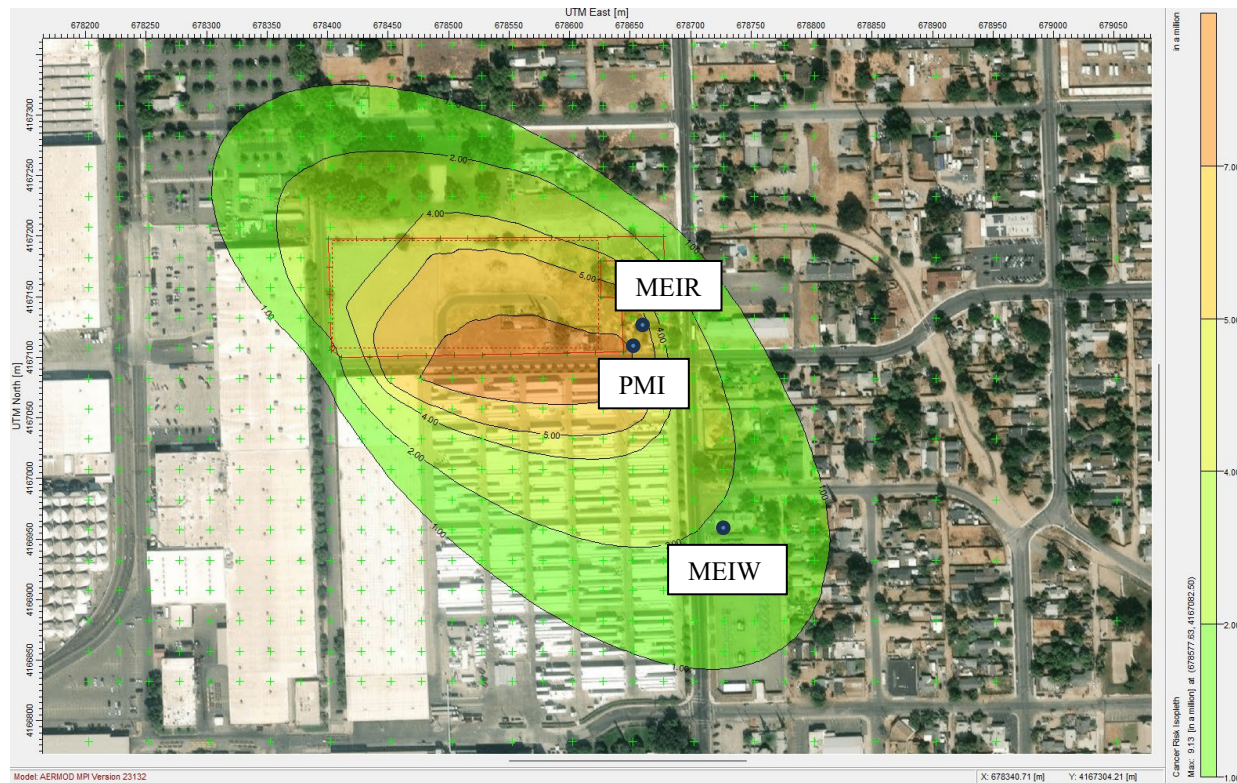
$$24/10 \text{ (hours per day)} * 7/5 \text{ (days per week)} = 3.36$$

Additional receptors were placed in the residential area directly to the east to ensure worst-case concentrations were captured. Detailed source and receptor data is identified in Attachment 3 of this document. The closest school is Orvel Write Elementary 3,000 feet southeast of the Project.

The results of the health risk evaluation of the construction emissions are summarized in Table 4b. The results show that the predicted health risks are well below the SJVAPCD cancer and non-cancer chronic health risk thresholds. The Maximally Exposed Individual Resident (MEIR) is located at the single-family home directly to the east of the property. The Maximally Exposed Individual Worker (MEIW) is located at a building on the Santa Cruz Market on Canal and S Santa Cruz Ave southeast of the site. The area directly south of the site was not counted as offsite as it is owned by the applicant. Figure 2 presents an isopleth with the locations of the MPI, MEIR and MEIW. The maximum point presented to the south of the site is on applicant owned land, the PMI has been identified as directly east of the project site. Since DPM is the only pollutant modeled, the Chronic (HIC) maximum points are in the same location as the cancer risk points.

Table 4b: Health Risk Modeling Results – Construction						
Health Risk	PMI	MEIR	Sensitive Receptor	MEIW	Significance Threshold	Significant?
Cancer Risk (In One Million)	6.95	5.5	0.13	0.09	10	No
HIC	0.008	0.006	0.0001	0.002	1	No

Figure 1: Cancer Risk Isoleth and Maximum Point Locations



As shown in Table 4b and Figure 1, all cancer and non-cancer risk from construction of the Project is less than significant.

PROJECTED IMPACT: Less Than Significant

Operations Screening Level Health Risk Evaluation

As with construction, the main TAC associated with operations is DPM. DPM originates from heavy-duty trucks used during project operations. DPM was the only TAC that was assessed for this project. CalEEMod was used to generate the exhaust PM₁₀ emissions due to the Project Operations. The CalEEMod emissions are expected to be conservative since the new warehouse is not expected to create any additional truck trips to or from the facility and existing traffic is not expected to be rerouted such that any existing receptors would be exposed to additional emissions.

To evaluate the portion of the exhaust PM₁₀ from operations due to diesel combustion, CARB's On-Road EMFAC database was queried. Approximately 75% of the total fleet exhaust PM₁₀ emissions within the SJVAPCD were due to diesel combustion. Therefore, for internal consistency, operational mobile source exhaust PM₁₀ determined with CalEEMod was assumed to be 75% DPM.

Per CalEEMod, total annual VMT is 439,359 miles for 70,684 trips for the warehouse, yielding an average trip length of 6.22 miles. Thus, the 1-mile localized mobile source exhaust emissions are characterized as 16.1% of the total operational mobile source exhaust emissions, i.e., 16.1% of 3.43 pounds per year (lbs/year) of exhaust PM₁₀ is 0.55 lbs/year localized, and 75% of this amount is 0.41 lbs/yr DPM localized.

Table 5a: Diesel Particulate Matter Emissions Summary – Operations Warehouse

Description	Exhaust PM ₁₀ Emissions (lbs/year)	Percent DPM	DPM Emissions (lbs/year)
Localized Operations	0.55	75%	0.41

Notes:

Toxic Air Contaminant thresholds of significance are based on the operations of both permitted and non-permitted sources.

Operations emissions used mobile source exhaust emissions. It was assumed 75% of the total fleet exhaust PM emissions were from diesel based on EMFAC fleet emissions from SJVAPCD.

Localized emissions are within 1-mile radius of the project site

Table 5b: Diesel Particulate Matter Emissions Summary – Operations Storage Pad

Description	Exhaust PM ₁₀ Emissions (lbs/year)	Percent DPM	DPM Emissions (lbs/year)
Localized Operations	0.56	75%	0.42

Notes:

Toxic Air Contaminant thresholds of significance are based on the operations of both permitted and non-permitted sources.

Operations emissions used mobile source exhaust emissions. It was assumed 75% of the total fleet exhaust PM emissions were from diesel based on EMFAC fleet emissions from SJVAPCD.

Localized emissions are within 1-mile radius of the project site

Consistent with SJVAPCD guidelines, the scoring procedure was conducted using the District's December 2022 *Prioritization Calculator*, which follows CAPCOA's August 2016 *Air Toxic "Hot Spots" Program Facility Prioritization Guidelines*. Per SJVAPCD guidelines, health risk is considered significant if the maximally exposed individual cancer risk exceeds 10 in one million or the maximally exposed individual acute hazard index or chronic hazard index equals or exceeds one. The results of the health risk screening are provided in Table 5a and 5b for the warehouse and storage pad operating scenarios, respectively. As shown in Tables 5a and 5b, the estimated health risk from operation of a warehouse or an outdoor storage pad are below the current SJVAPCD threshold of significance.

Table 6a: Operations Health Risk Screening Summary – Warehouse

Risk Score	Prioritization Score	Threshold	Significance
Cancer Score	0.947	10	LTS
Chronic Score	0.0014	1	LTS
Acute Score	0.000	1	LTS

Notes:

Localized emissions are within 1-mile radius of the project site

Receptor distance $R \leq 100$ meters; proximity factor = 1.0

LTS - Less Than Significant

Table 6b: Operations Health Risk Screening Summary – Storage Pad			
Risk Score	Prioritization Score	Threshold	Significance
Cancer Score	0.97	10	LTS
Chronic Score	0.0014	1	LTS
Acute Score	0.000	1	LTS

Notes:

Localized emissions are within 1-mile radius of the project site

Receptor distance $R \leq 100$ meters; proximity factor = 1.0

LTS - Less Than Significant

PROJECTED IMPACT: Less Than Significant

CONCLUSION

The air quality impacts of the proposed Gallo Rezoning Project were evaluated and shown to have a less than significant health impact and will not contribute to an exceedance of a CAAQS or NAAQS. We appreciate the opportunity to be of assistance to Gallo. Should you have any questions, please contact me at (209) 446-0227 (mobile) or (209) 662-7500 (office).

Sincerely,



Jessica Mohatt
Senior Engineer
Yorke Engineering, LLC
JMohatt@YorkeEngr.com

cc: Wendy Fairchild, Yorke Engineering, LLC
Will Duvall, Yorke Engineering, LLC
Tina Darjazanie, Yorke Engineering, LLC
Nick Gysel, Yorke Engineering, LLC
Samantha Hing, Yorke Engineering, LLC

Enclosures/Attachments:

1. Rezone Project Map
2. CalEEMod Outputs
3. Construction Emissions Health Risk Assessment
4. Operation Emissions Prioritization Calculator

AIR QUALITY AND GHG REFERENCES

California Emissions Estimation Model® (CalEEMod). 2022. Version 2022.1.1.20. Website (<http://www.caleemod.com/>) accessed May 1, 2024.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2018. APR-2030, Policy for Project Ambient Air Quality Analysis Applicability Determination under CEQA. June 12, 2018. Website (https://www.valleyair.org/policies_per/policies_per_idx.htm) accessed May 1, 2024.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015a. Air Quality Thresholds of Significance – Criteria Pollutants. Website (<http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf>) May 1, 2024.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015b. Air Quality Thresholds of Significance – Toxic Air Contaminants. Website (<http://www.valleyair.org/transportation/0714-GAMAQI-TACs-Thresholds-of-Significance.pdf>) accessed May 1, 2024.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015c. Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). Website (<https://www.valleyair.org/transportation/GAMAQI.pdf>) accessed May 1, 2024.

ATTACHMENT 1 – REZONE PROJECT MAP

PARCEL LIST:

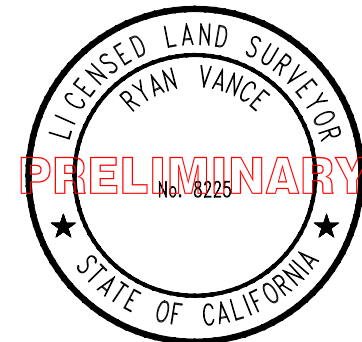
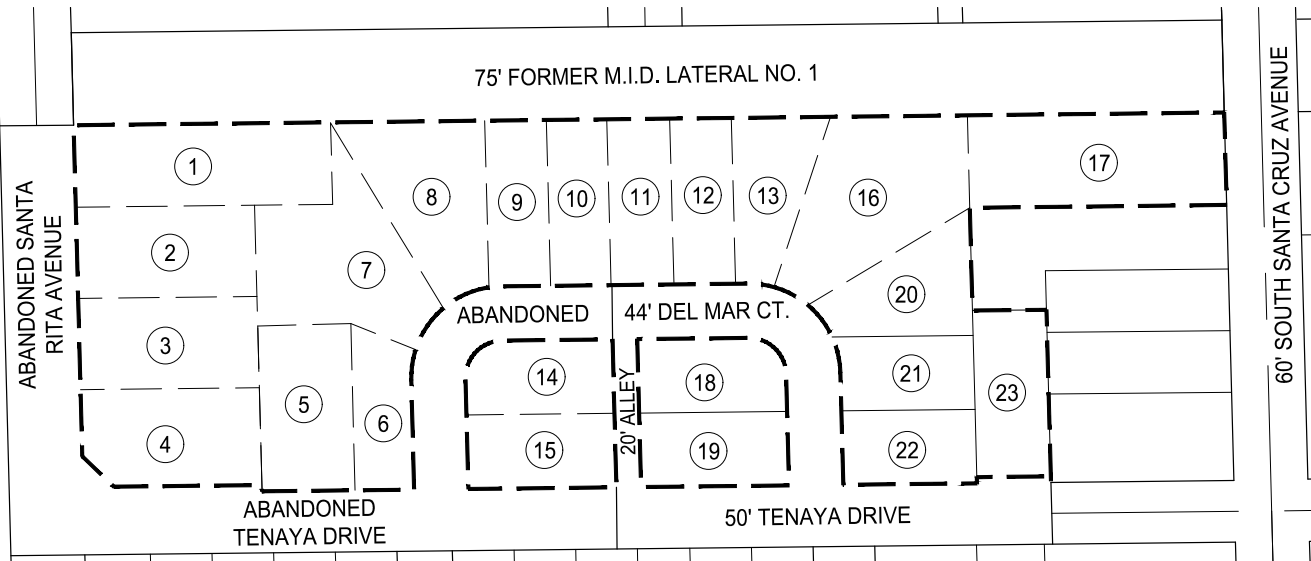
1. APN 035-010-001 E & J GALLO WINERY, NORTH PORTION OF LOT 2, PER 09-M-30
2. APN 035-010-021 E & J GALLO WINERY, WEST PORTION OF LOT 2, PER 09-M-30
3. APN 035-010-020 GALLO GLASS COMPANY, WEST PORTION OF LOT 2, PER 09-M-30
4. APN 035-010-019 E & J GALLO WINERY, WEST PORTION OF LOT 2, PER 09-M-30
5. APN 035-010-023 E & J GALLO WINERY, EAST PORTION OF LOT 2, PER 09-M-30 & PORTION OF LOT 12, BLOCK 2050, PER M-14-37
6. APN 035-010-017 E & J GALLO WINERY, PORTION OF LOT 12, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
7. APN 035-010-022 E & J GALLO WINERY, PORTION OF LOT 2, PER 09-M-30 & PORTION OF LOT 11 AND LOT 12, BLOCK 2050, PER 14-M-37
8. APN 035-010-003 E & J GALLO WINERY, LOT 10, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
9. APN 035-010-004 E & J GALLO WINERY, LOT 9, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
10. APN 035-010-005 E & J GALLO WINERY, LOT 8, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
11. APN 035-010-006 E & J GALLO WINERY, LOT 7, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
12. APN 035-010-007 E & J GALLO WINERY, LOT 6, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
13. APN 035-010-008 E & J GALLO WINERY, LOT 5, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
14. APN 035-010-015 E & J GALLO WINERY, LOT 3, OF THE BUCK TRACT MAP, BLOCK 2050A, PER 14-M-37
15. APN 035-010-016 E & J GALLO WINERY, LOT 4 OF THE BUCK TRACT MAP, BLOCK 2050A, PER 14-M-37
16. APN 035-010-009 E & J GALLO WINERY, LOT 4 OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
17. APN 035-010-001 E & J GALLO WINERY, NORTHEAST PORTION OF LOT 3, PER 09-M-30
18. APN 035-010-014 GALLO GLASS COMPANY, LOT 2 OF THE BUCK TRACT, BLOCK 2050A, PER 14-M-37
19. APN 035-010-013 E & J GALLO WINERY, LOT 1 OF THE BUCK TRACT, BLOCK 2050A, PER 14-M-37
20. APN 035-010-010 E & J GALLO WINERY, LOT 3 OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
21. APN 035-010-011 E & J GALLO WINERY, LOT 2, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
22. APN 035-010-012 GALLO GLASS COMPANY, LOT 1, OF THE BUCK TRACT MAP, BLOCK 2050, PER 14-M-37
23. APN 035-011-006 GALLO GLASS COMPANY, PORTION OF LOT 3, PER 09-M-30



0 150' 300'



SCALE: 1" = 150'



SHEET 1 OF 2

NOTE:

SEE SHEET 2 FOR PARCEL LIST AND PROPERTY LIST INCLUDING LOT AREAS AND USAGE.



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E. & J. GALLO WINERY

YOSEMITE BOULEVARD
MODESTO, STANISLAUS COUNTY, CALIFORNIA

GPA TO INDUSTRIAL
REZONE FROM R-1 TO P-D

NRS MAY 2024

EXHIBIT

1

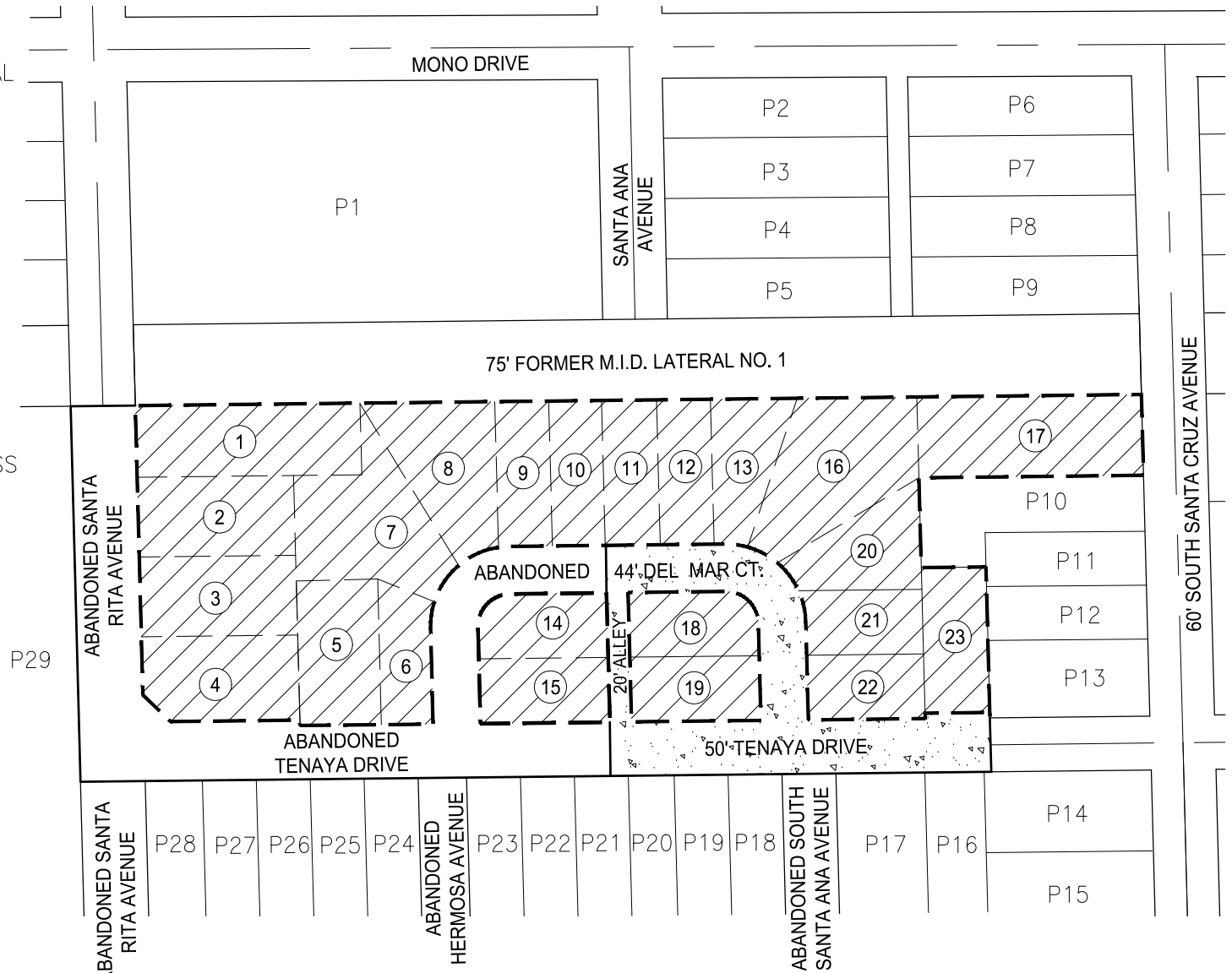
PROPERTY LIST:

R1 - SINGLE FAMILY RESIDENTIAL

P1	COUNTY PARK	2.21 ACRES
P2	RESIDENTIAL	0.26 ACRES
P3	RESIDENTIAL	0.26 ACRES
P4	RESIDENTIAL	0.26 ACRES
P5	RESIDENTIAL	0.26 ACRES
P6	RESIDENTIAL	0.26 ACRES
P7	RESIDENTIAL	0.26 ACRES
P8	RESIDENTIAL	0.26 ACRES
P9	RESIDENTIAL	0.26 ACRES
P10	RESIDENTIAL	0.28 ACRES
P11	RESIDENTIAL	0.16 ACRES
P12	RESIDENTIAL	0.16 ACRES
P13	RESIDENTIAL	0.24 ACRES

P-D - INDUSTRIAL, GALLO GLASS

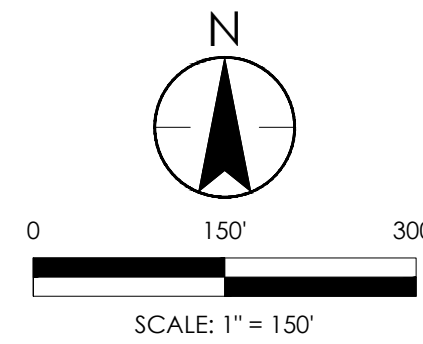
P14	GALLO GLASS	0.25 ACRES
P15	GALLO GLASS	0.22 ACRES
P16	GALLO GLASS	0.14 ACRES
P17	GALLO GLASS	0.26 ACRES
P18	GALLO GLASS	0.26 ACRES
P19	GALLO GLASS	0.15 ACRES
P20	GALLO GLASS	0.15 ACRES
P21	GALLO GLASS	0.17 ACRES
P22	GALLO GLASS	0.17 ACRES
P23	GALLO GLASS	0.26 ACRES
P24	GALLO GLASS	0.23 ACRES
P25	GALLO GLASS	0.17 ACRES
P26	GALLO GLASS	0.17 ACRES
P27	GALLO GLASS	0.17 ACRES
P28	GALLO GLASS	0.16 ACRES
P29	GALLO GLASS	2.61 ACRES



 TOTAL AREA TO BE REZONED FROM R-1 TO M 4.85± ACRES

 RIGHT-OF-WAY ABANDONMENT PER SEPARATE DOCUMENT

SHEET 2 OF 2




 430 10th Street
 Modesto, CA 95354
 Tel: 209.568.4477 Fax: 209.568.4478

W:\10056100\survey\DRAWING\Sheet Files\Santa Rita rezone and abandonment exhibits\REZONE EXHIBIT.dwg 5/24/24 6:13
E. & J. GALLO WINERY
 YOSEMITE BOULEVARD
 MODESTO, STANISLAUS COUNTY, CALIFORNIA

NRS MAY 2024
 EXHIBIT
1

GPA TO INDUSTRIAL
 REZONE FROM R-1 TO P-D

ATTACHMENT 2 – CALEEMOD OUTPUTS

Gallo- Warehouse Detailed Report

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5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

67 5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details



7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Gallo- Warehouse
Construction Start Date	10/15/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10
Precipitation (days)	29.2
Location	1125 Del Mar Ct, Modesto, CA 95354, USA
County	Stanislaus
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2259
EDFZ	15
Electric Utility	Modesto Irrigation District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Unrefrigerated Warehouse-No Rail	111	1000sqft	2.55	111,294	0.00	—	—	Warehouse
Other Asphalt Surfaces	10.6	1000sqft	0.24	0.00	0.00	—	—	Truck Docks
Other Non-Asphalt Surfaces	21.0	1000sqft	0.48	0.00	0.00	—	—	Stormwater Basin
Other Asphalt Surfaces	67.1	1000sqft	1.54	67,123	0.00	—	—	Other Paved Areas

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-B	Water Active Demolition Sites
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.49	11.6	17.4	0.03	0.44	0.75	1.19	0.41	0.18	0.59	—	3,673	3,673	0.14	0.14	4.24	3,723

Mit.	0.78	10.6	19.2	0.03	0.13	0.75	0.88	0.12	0.18	0.30	—	3,673	3,673	0.14	0.14	4.24	3,723
% Reduced	48%	8%	-10%	—	71%	—	26%	70%	—	48%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	30.4	36.0	33.7	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,426	5,426	0.22	0.19	0.12	5,446
Mit.	30.3	14.8	29.1	0.05	0.22	7.80	7.90	0.21	3.97	4.07	—	5,426	5,426	0.22	0.19	0.12	5,446
% Reduced	< 0.5%	59%	14%	—	86%	61%	63%	86%	61%	65%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.39	7.05	10.1	0.02	0.27	0.56	0.70	0.25	0.24	0.36	—	2,171	2,171	0.08	0.08	1.08	2,199
Mit.	1.95	6.54	11.1	0.02	0.08	0.44	0.51	0.08	0.11	0.18	—	2,171	2,171	0.08	0.08	1.08	2,199
% Reduced	18%	7%	-10%	—	70%	22%	27%	69%	56%	49%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.44	1.29	1.84	< 0.005	0.05	0.10	0.13	0.05	0.04	0.07	—	359	359	0.01	0.01	0.18	364
Mit.	0.36	1.19	2.03	< 0.005	0.01	0.08	0.09	0.01	0.02	0.03	—	359	359	0.01	0.01	0.18	364
% Reduced	18%	7%	-10%	—	70%	22%	27%	69%	56%	49%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.49	11.6	17.4	0.03	0.44	0.75	1.19	0.41	0.18	0.59	—	3,673	3,673	0.14	0.14	4.24	3,723

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.72	36.0	33.7	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,426	5,426	0.22	0.19	0.12	5,446
2025	30.4	11.7	16.5	0.03	0.44	0.75	1.19	0.41	0.18	0.59	—	3,608	3,608	0.13	0.14	0.11	3,653
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.33	3.04	3.10	< 0.005	0.13	0.56	0.68	0.12	0.24	0.36	—	596	596	0.02	0.02	0.19	602
2025	2.39	7.05	10.1	0.02	0.27	0.44	0.70	0.25	0.11	0.35	—	2,171	2,171	0.08	0.08	1.08	2,199
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.06	0.55	0.57	< 0.005	0.02	0.10	0.12	0.02	0.04	0.07	—	98.6	98.6	< 0.005	< 0.005	0.03	99.7
2025	0.44	1.29	1.84	< 0.005	0.05	0.08	0.13	0.05	0.02	0.06	—	359	359	0.01	0.01	0.18	364

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.78	10.6	19.2	0.03	0.13	0.75	0.88	0.12	0.18	0.30	—	3,673	3,673	0.14	0.14	4.24	3,723
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.76	14.8	29.1	0.05	0.22	7.80	7.90	0.21	3.97	4.07	—	5,426	5,426	0.22	0.19	0.12	5,446
2025	30.3	10.8	18.3	0.03	0.13	0.75	0.88	0.12	0.18	0.30	—	3,608	3,608	0.13	0.14	0.11	3,653
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.09	1.77	2.91	< 0.005	0.02	0.27	0.30	0.02	0.11	0.13	—	596	596	0.02	0.02	0.19	602
2025	1.95	6.54	11.1	0.02	0.08	0.44	0.51	0.08	0.11	0.18	—	2,171	2,171	0.08	0.08	1.08	2,199
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.02	0.32	0.53	< 0.005	< 0.005	0.05	0.05	< 0.005	0.02	0.02	—	98.6	98.6	< 0.005	< 0.005	0.03	99.7
2025	0.36	1.19	2.03	< 0.005	0.01	0.08	0.09	0.01	0.02	0.03	—	359	359	0.01	0.01	0.18	364

2.4. Operations Emissions Compared Against Thresholds

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

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Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.63	0.80	13.0	0.01	0.03	0.86	0.89	0.03	0.22	0.25	106	2,508	2,613	10.8	0.18	3.86	2,943
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.27	0.82	4.71	0.01	0.02	0.86	0.88	0.02	0.22	0.24	106	2,395	2,501	10.9	0.19	0.10	2,829
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.91	0.81	8.47	0.01	0.03	0.84	0.87	0.02	0.22	0.24	106	2,431	2,537	10.8	0.19	1.67	2,866
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.71	0.15	1.55	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	17.5	403	420	1.80	0.03	0.28	474

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.82	0.59	5.13	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,047	1,047	0.05	0.05	3.86	1,068
Area	3.81	0.07	7.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0

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Energy	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,318	1,318	0.09	0.01	—	1,324
Water	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Waste	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Total	4.63	0.80	13.0	0.01	0.03	0.86	0.89	0.03	0.22	0.25	106	2,508	2,613	10.8	0.18	3.86	2,943
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.72	0.68	4.59	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	967	967	0.06	0.06	0.10	986
Area	2.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,318	1,318	0.09	0.01	—	1,324
Water	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Waste	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Total	3.27	0.82	4.71	0.01	0.02	0.86	0.88	0.02	0.22	0.24	106	2,395	2,501	10.9	0.19	0.10	2,829
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.73	0.64	4.52	0.01	0.01	0.84	0.85	0.01	0.22	0.22	—	987	987	0.06	0.06	1.67	1,007
Area	3.17	0.03	3.83	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Energy	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,318	1,318	0.09	0.01	—	1,324
Water	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Waste	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Total	3.91	0.81	8.47	0.01	0.03	0.84	0.87	0.02	0.22	0.24	106	2,431	2,537	10.8	0.19	1.67	2,866
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.12	0.83	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	163	163	0.01	0.01	0.28	167
Area	0.58	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.61	2.61	< 0.005	< 0.005	—	2.61
Energy	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	218	218	0.02	< 0.005	—	219
Water	—	—	—	—	—	—	—	—	—	—	8.17	18.2	26.4	0.84	0.02	—	53.3
Waste	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.7
Total	0.71	0.15	1.55	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	17.5	403	420	1.80	0.03	0.28	474

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.82	0.59	5.13	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,047	1,047	0.05	0.05	3.86	1,068
Area	3.81	0.07	7.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Energy	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,318	1,318	0.09	0.01	—	1,324
Water	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Waste	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Total	4.63	0.80	13.0	0.01	0.03	0.86	0.89	0.03	0.22	0.25	106	2,508	2,613	10.8	0.18	3.86	2,943
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.72	0.68	4.59	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	967	967	0.06	0.06	0.10	986
Area	2.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,318	1,318	0.09	0.01	—	1,324
Water	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Waste	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Total	3.27	0.82	4.71	0.01	0.02	0.86	0.88	0.02	0.22	0.24	106	2,395	2,501	10.9	0.19	0.10	2,829
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.73	0.64	4.52	0.01	0.01	0.84	0.85	0.01	0.22	0.22	—	987	987	0.06	0.06	1.67	1,007
Area	3.17	0.03	3.83	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Energy	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,318	1,318	0.09	0.01	—	1,324
Water	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Waste	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Total	3.91	0.81	8.47	0.01	0.03	0.84	0.87	0.02	0.22	0.24	106	2,431	2,537	10.8	0.19	1.67	2,866

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.12	0.83	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	163	163	0.01	0.01	0.28	167
Area	0.58	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.61	2.61	< 0.005	< 0.005	—	2.61
Energy	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	218	218	0.02	< 0.005	—	219
Water	—	—	—	—	—	—	—	—	—	—	8.17	18.2	26.4	0.84	0.02	—	53.3
Waste	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.7
Total	0.71	0.15	1.55	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	17.5	403	420	1.80	0.03	0.28	474

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

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Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	1.19	1.19	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188

Demolitio	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolitio n	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.27	0.29	0.01	0.02	0.25	0.27	0.02	0.07	0.09	—	964	964	0.02	0.15	0.06	1,010
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.32	6.32	< 0.005	< 0.005	0.01	6.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.8	52.8	< 0.005	0.01	0.05	55.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.74	8.74	< 0.005	< 0.005	0.01	9.16

3.2. Demolition (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	11.9	18.2	0.03	0.20	—	0.20	0.19	—	0.19	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	0.76	0.76	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	1.00	< 0.005	0.01	—	0.01	0.01	—	0.01	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.12	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.27	0.29	0.01	0.02	0.25	0.27	0.02	0.07	0.09	—	964	964	0.02	0.15	0.06	1,010
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.32	6.32	< 0.005	< 0.005	0.01	6.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.8	52.8	< 0.005	0.01	0.05	55.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.74	8.74	< 0.005	< 0.005	0.01	9.16

3.3. Site Preparation (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314

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Dust From Material Movement	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.45	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.5	72.5	< 0.005	< 0.005	—	72.8
Dust From Material Movement	—	—	—	—	—	0.27	0.27	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.79	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	0.01	0.02	132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2024) - Mitigated

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

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Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	14.7	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.20	0.39	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	72.5	72.5	< 0.005	< 0.005	—	72.8

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Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.79	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	0.01	0.02	132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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3.5. Grading (2024) - Unmitigated

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

OS

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.40	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	64.8	64.8	< 0.005	< 0.005	—	65.1
Dust From Material Movement	—	—	—	—	—	0.16	0.16	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8

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Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	0.01	2.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	10.3	17.8	0.03	0.08	—	0.08	0.08	—	0.08	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.23	0.39	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.8	64.8	< 0.005	< 0.005	—	65.1
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	0.01	2.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

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

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

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.64	0.74	< 0.005	0.03	—	0.03	0.03	—	0.03	—	136	136	0.01	< 0.005	—	137
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.14	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.31	3.37	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	559	559	0.04	0.02	0.07	567
Vendor	0.02	0.99	0.34	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	674	674	0.01	0.10	0.05	705
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.20	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.7	32.7	< 0.005	< 0.005	0.07	33.2
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.2	38.2	< 0.005	0.01	0.04	40.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.41	5.41	< 0.005	< 0.005	0.01	5.50
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.33	6.33	< 0.005	< 0.005	0.01	6.63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	9.54	14.8	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.54	0.84	< 0.005	0.01	—	0.01	0.01	—	0.01	—	136	136	0.01	< 0.005	—	137
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Worker	0.32	0.31	3.37	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	559	559	0.04	0.02	0.07	567
Vendor	0.02	0.99	0.34	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	674	674	0.01	0.10	0.05	705
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.20	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.7	32.7	< 0.005	< 0.005	0.07	33.2
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.2	38.2	< 0.005	0.01	0.04	40.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.41	5.41	< 0.005	< 0.005	0.01	5.50
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.33	6.33	< 0.005	< 0.005	0.01	6.63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	6.01	7.50	0.01	0.25	—	0.25	0.23	—	0.23	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.10	1.37	< 0.005	0.05	—	0.05	0.04	—	0.04	—	228	228	0.01	< 0.005	—	229
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.22	4.04	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	613	613	0.03	0.02	2.45	624
Vendor	0.02	0.89	0.32	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	662	662	0.01	0.10	1.79	693
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.28	3.10	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	547	547	0.02	0.02	0.06	555
Vendor	0.02	0.95	0.33	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	663	663	0.01	0.10	0.05	692
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.14	1.85	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	325	325	0.01	0.01	0.61	330
Vendor	0.01	0.53	0.19	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	381	381	0.01	0.06	0.44	398
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.03	0.34	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	53.7	53.7	< 0.005	< 0.005	0.10	54.6
Vendor	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	63.1	63.1	< 0.005	0.01	0.07	65.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	9.53	14.8	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	9.53	14.8	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	5.48	8.53	0.01	0.07	—	0.07	0.07	—	0.07	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	1.00	1.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	228	228	0.01	< 0.005	—	229

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.22	4.04	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	613	613	0.03	0.02	2.45	624
Vendor	0.02	0.89	0.32	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	662	662	0.01	0.10	1.79	693
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.28	3.10	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	547	547	0.02	0.02	0.06	555
Vendor	0.02	0.95	0.33	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	663	663	0.01	0.10	0.05	692
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.14	1.85	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	325	325	0.01	0.01	0.61	330
Vendor	0.01	0.53	0.19	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	381	381	0.01	0.06	0.44	398
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.34	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	53.7	53.7	< 0.005	< 0.005	0.10	54.6
Vendor	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	63.1	63.1	< 0.005	0.01	0.07	65.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	6.52	8.84	0.01	0.29	—	0.29	0.26	—	0.26	—	1,351	1,351	0.05	0.01	—	1,355
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.32	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	66.6	66.6	< 0.005	< 0.005	—	66.8
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.83	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	146	146	0.01	0.01	0.02	148
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.42	7.42	< 0.005	< 0.005	0.01	7.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.23	1.23	< 0.005	< 0.005	< 0.005	1.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	6.56	9.35	0.01	0.09	—	0.09	0.09	—	0.09	—	1,351	1,351	0.05	0.01	—	1,355
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.32	0.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	66.6	66.6	< 0.005	< 0.005	—	66.8

Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.83	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	146	146	0.01	0.01	0.02	148
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.42	7.42	< 0.005	< 0.005	0.01	7.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.23	1.23	< 0.005	< 0.005	< 0.005	1.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectu ral Coatings	30.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.58	6.58	< 0.005	< 0.005	—	6.61
Architectu ral Coatings	1.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.09	1.09	< 0.005	< 0.005	—	1.09
Architectu ral Coatings	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.62	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	109	109	< 0.005	< 0.005	0.01	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.56	5.56	< 0.005	< 0.005	0.01	5.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.92	0.92	< 0.005	< 0.005	< 0.005	0.94
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	1.07	0.96	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134

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Architectu Coatings	30.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.58	6.58	< 0.005	< 0.005	—	6.61
Architectu ral Coatings	1.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.09	1.09	< 0.005	< 0.005	—	1.09
Architectu ral Coatings	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.62	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	109	109	< 0.005	< 0.005	0.01	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.56	5.56	< 0.005	< 0.005	0.01	5.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.92	0.92	< 0.005	< 0.005	< 0.005	0.94
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.82	0.59	5.13	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,047	1,047	0.05	0.05	3.86	1,068
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.82	0.59	5.13	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,047	1,047	0.05	0.05	3.86	1,068

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.72	0.68	4.59	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	967	967	0.06	0.06	0.10	986
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.72	0.68	4.59	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	967	967	0.06	0.06	0.10	986
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.13	0.12	0.83	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	163	163	0.01	0.01	0.28	167
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.13	0.12	0.83	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	163	163	0.01	0.01	0.28	167

4.1.2. Mitigated

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

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

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Unrefrigerated Warehouse-No Rail	0.82	0.59	5.13	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,047	1,047	0.05	0.05	3.86	1,068
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.82	0.59	5.13	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,047	1,047	0.05	0.05	3.86	1,068
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.72	0.68	4.59	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	967	967	0.06	0.06	0.10	986
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.72	0.68	4.59	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	967	967	0.06	0.06	0.10	986
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.13	0.12	0.83	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	163	163	0.01	0.01	0.28	167
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.13	0.12	0.83	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	163	163	0.01	0.01	0.28	167

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	191	191	0.01	< 0.005	—	192
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	191	191	0.01	< 0.005	—	192

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,152	1,152	0.08	0.01	—	1,157
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	191	191	0.01	< 0.005	—	192
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	191	191	0.01	< 0.005	—	192

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.5	27.5	< 0.005	< 0.005	—	27.6
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.5	27.5	< 0.005	< 0.005	—	27.6

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	166	166	0.01	< 0.005	—	167
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.5	27.5	< 0.005	< 0.005	—	27.6
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.5	27.5	< 0.005	< 0.005	—	27.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectu Coatings	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipme nt	1.27	0.07	7.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Total	3.81	0.07	7.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consume r Products	2.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectu ral Coatings	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consume r Products	0.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectu ral Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipme nt	0.11	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.61	2.61	< 0.005	< 0.005	—	2.61
Total	0.58	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.61	2.61	< 0.005	< 0.005	—	2.61

4.3.2. Mitigated

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.27	0.07	7.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Total	3.81	0.07	7.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.9	31.9	< 0.005	< 0.005	—	32.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.11	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.61	2.61	< 0.005	< 0.005	—	2.61
Total	0.58	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.61	2.61	< 0.005	< 0.005	—	2.61

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	8.17	18.2	26.4	0.84	0.02	—	53.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	8.17	18.2	26.4	0.84	0.02	—	53.3

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

124

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	49.3	110	159	5.06	0.12	—	322
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	8.17	18.2	26.4	0.84	0.02	—	53.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	8.17	18.2	26.4	0.84	0.02	—	53.3

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

125

Unrefrigerated Warehouse Rail	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.7

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.4	0.00	56.4	5.64	0.00	—	197
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.7

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.6.2. Mitigated

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

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

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4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

133

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/15/2024	11/12/2024	5.00	20.0	—
Site Preparation	Site Preparation	11/13/2024	11/20/2024	5.00	5.00	—
Grading	Grading	11/21/2024	12/2/2024	5.00	8.00	—
Building Construction	Building Construction	12/3/2024	10/21/2025	5.00	230	—
Paving	Paving	10/22/2025	11/16/2025	5.00	18.0	—
Architectural Coating	Architectural Coating	11/17/2025	12/12/2025	5.00	18.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Interim	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Interim	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Interim	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Interim	1.00	8.00	36.0	0.38

Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Interim	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 4 Interim	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Tier 4 Interim	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	10.8	LDA,LDT1,LDT2
Demolition	Vendor	—	7.17	HHDT,MHDT
Demolition	Hauling	13.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—

Site Preparation	Worker	17.5	10.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.17	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	10.8	LDA,LDT1,LDT2
Grading	Vendor	—	7.17	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	74.9	10.8	LDA,LDT1,LDT2
Building Construction	Vendor	29.2	7.17	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	10.8	LDA,LDT1,LDT2
Paving	Vendor	—	7.17	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.0	10.8	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.17	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
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Demolition	—	—	—	—
Demolition	Worker	15.0	10.8	LDA,LDT1,LDT2
Demolition	Vendor	—	7.17	HHDT,MHDT
Demolition	Hauling	13.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	10.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.17	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	10.8	LDA,LDT1,LDT2
Grading	Vendor	—	7.17	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	74.9	10.8	LDA,LDT1,LDT2
Building Construction	Vendor	29.2	7.17	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	10.8	LDA,LDT1,LDT2
Paving	Vendor	—	7.17	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.0	10.8	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	7.17	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	166,941	55,647	5,922

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,077	—
Site Preparation	—	—	7.50	0.00	—
Grading	—	—	8.00	0.00	—
Paving	0.00	0.00	0.00	0.00	2.27

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
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Unrefrigerated Warehouse-No Rail	0.00	0%
Other Asphalt Surfaces	0.24	100%
Other Non-Asphalt Surfaces	0.48	0%
Other Asphalt Surfaces	1.54	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	478	0.03	< 0.005
2025	0.00	478	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
Unrefrigerated Warehouse-No Rail	194	194	194	70,683	1,204	1,204	1,204	439,359
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
Unrefrigerated Warehouse-No Rail	194	194	194	70,683	1,204	1,204	1,204	439,359

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	166,941	55,647	5,922

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	880,079	478	0.0330	0.0040	518,778
Other Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	880,079	478	0.0330	0.0040	518,778
Other Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	25,736,738	0.00
Other Asphalt Surfaces	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	25,736,738	0.00
Other Asphalt Surfaces	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	105	—
Other Asphalt Surfaces	0.00	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	105	—
Other Asphalt Surfaces	0.00	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

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

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	21.3	annual days of extreme heat
Extreme Precipitation	1.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events.

Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	70.3

AQ-PM	60.0
AQ-DPM	70.2
Drinking Water	97.8
Lead Risk Housing	94.2
Pesticides	0.00
Toxic Releases	53.7
Traffic	25.5
Effect Indicators	—
CleanUp Sites	88.1
Groundwater	4.42
Haz Waste Facilities/Generators	93.8
Impaired Water Bodies	72.2
Solid Waste	70.4
Sensitive Population	—
Asthma	92.6
Cardio-vascular	77.0
Low Birth Weights	94.4
Socioeconomic Factor Indicators	—
Education	89.7
Housing	90.5
Linguistic	74.1
Poverty	98.5
Unemployment	98.9

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
-----------	---------------------------------

Economic	—
Above Poverty	2.1429488
Employed	2.053124599
Median HI	4.863338894
Education	—
Bachelor's or higher	1.860644168
High school enrollment	15.50109072
Preschool enrollment	18.42679328
Transportation	—
Auto Access	5.325291929
Active commuting	72.38547414
Social	—
2-parent households	44.89926857
Voting	0.359296805
Neighborhood	—
Alcohol availability	9.790837931
Park access	81.35506224
Retail density	27.5888618
Supermarket access	6.788143205
Tree canopy	73.47619659
Housing	—
Homeownership	19.67150006
Housing habitability	21.05735917
Low-inc homeowner severe housing cost burden	38.43192609
Low-inc renter severe housing cost burden	39.0606955
Uncrowded housing	9.713845759
Health Outcomes	—

Insured adults	20.81355062
Arthritis	24.0
Asthma ER Admissions	8.9
High Blood Pressure	32.4
Cancer (excluding skin)	85.3
Asthma	1.3
Coronary Heart Disease	12.2
Chronic Obstructive Pulmonary Disease	2.1
Diagnosed Diabetes	10.7
Life Expectancy at Birth	0.7
Cognitively Disabled	1.3
Physically Disabled	4.5
Heart Attack ER Admissions	5.2
Mental Health Not Good	0.7
Chronic Kidney Disease	10.6
Obesity	0.5
Pedestrian Injuries	94.0
Physical Health Not Good	1.3
Stroke	11.3
Health Risk Behaviors	—
Binge Drinking	68.3
Current Smoker	0.4
No Leisure Time for Physical Activity	2.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	9.5

Elderly	84.9
English Speaking	22.0
Foreign-born	52.3
Outdoor Workers	2.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	56.2
Traffic Density	41.9
Traffic Access	0.0
Other Indices	—
Hardship	96.3
Other Decision Support	—
2016 Voting	0.6

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7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	99.0
Healthy Places Index Score for Project Location (b)	1.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Gallo- Storage Pad Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Gallo- Storage Pad
Construction Start Date	10/15/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10
Precipitation (days)	29.2
Location	1125 Del Mar Ct, Modesto, CA 95354, USA
County	Stanislaus
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2259
EDFZ	15
Electric Utility	Modesto Irrigation District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	111	1000sqft	2.55	0.00	0.00	—	—	Storage Pad

Other Non-Asphalt Surfaces	21.0	1000sqft	0.48	0.00	0.00	—	—	Stormwater Basin
Other Asphalt Surfaces	78.0	1000sqft	1.79	0.00	0.00	—	—	Other Paved Areas

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-B	Water Active Demolition Sites
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	0.99	14.8	29.1	0.05	0.22	7.80	7.90	0.21	3.97	4.07	—	5,426	5,426	0.22	0.19	0.07	5,446
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	0.10	1.48	2.36	< 0.005	0.02	0.24	0.26	0.02	0.10	0.12	—	463	463	0.02	0.01	0.09	467
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	0.02	0.27	0.43	< 0.005	< 0.005	0.04	0.05	< 0.005	0.02	0.02	—	76.6	76.6	< 0.005	< 0.005	0.02	77.3
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.3. Construction Emissions by Year, Mitigated

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

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

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.99	14.8	29.1	0.05	0.22	7.80	7.90	0.21	3.97	4.07	—	5,426	5,426	0.22	0.19	0.07	5,446
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.10	1.48	2.36	< 0.005	0.02	0.24	0.26	0.02	0.10	0.12	—	463	463	0.02	0.01	0.09	467
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.27	0.43	< 0.005	< 0.005	0.04	0.05	< 0.005	0.02	0.02	—	76.6	76.6	< 0.005	< 0.005	0.02	77.3

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

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

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Area	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	127	127	0.01	< 0.005	—	128
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.87	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	0.00	1,195	1,195	0.06	0.06	4.21	1,217

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Area	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	127	127	0.01	< 0.005	—	128
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.78	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	0.00	1,112	1,112	0.07	0.06	0.11	1,132
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.75	0.68	4.75	0.01	0.01	0.84	0.85	0.01	0.22	0.22	—	1,006	1,006	0.06	0.06	1.82	1,026
Area	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	127	127	0.01	< 0.005	—	128
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.79	0.68	4.75	0.01	0.01	0.84	0.85	0.01	0.22	0.22	0.00	1,133	1,133	0.07	0.06	1.82	1,154
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	21.1	21.1	< 0.005	< 0.005	—	21.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	0.00	188	188	0.01	0.01	0.30	191

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

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

3.2. Demolition (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	11.9	18.2	0.03	0.20	—	0.20	0.19	—	0.19	—	3,425	3,425	0.14	0.03	—	3,437

Demoliti	—	—	—	—	—	0.76	0.76	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	1.00	< 0.005	0.01	—	0.01	0.01	—	0.01	—	188	188	0.01	< 0.005	—	188
Demoliti on	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.12	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demoliti on	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.27	0.29	0.01	0.02	0.25	0.27	0.02	0.07	0.09	—	964	964	0.02	0.15	0.06	1,010
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.32	6.32	< 0.005	< 0.005	0.01	6.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.8	52.8	< 0.005	0.01	0.05	55.4

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.74	8.74	< 0.005	< 0.005	0.01	9.16

3.3. Site Preparation (2024) - Unmitigated

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

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

3.4. Site Preparation (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	14.7	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.20	0.39	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	72.5	72.5	< 0.005	< 0.005	—	72.8
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.79	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	0.01	0.02	132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

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

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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

3.6. Grading (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	10.3	17.8	0.03	0.08	—	0.08	0.08	—	0.08	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.23	0.39	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.8	64.8	< 0.005	< 0.005	—	65.1

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Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	0.01	2.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2024) - Unmitigated

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

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

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3.8. Paving (2024) - Mitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	6.56	9.35	0.01	0.09	—	0.09	0.09	—	0.09	—	1,351	1,351	0.05	0.01	—	1,355
Paving	0.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.32	0.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	66.6	66.6	< 0.005	< 0.005	—	66.8
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.90	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	149	149	0.01	0.01	0.02	151
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.58	7.58	< 0.005	< 0.005	0.02	7.70

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.26	1.26	< 0.005	< 0.005	< 0.005	1.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

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

4.1.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	127	127	0.01	< 0.005	—	128
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	127	127	0.01	< 0.005	—	128

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	127	127	0.01	< 0.005	—	128
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	127	127	0.01	< 0.005	—	128
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	21.1	21.1	< 0.005	< 0.005	—	21.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	21.1	21.1	< 0.005	< 0.005	—	21.2

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

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

4.3.2. Mitigated

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

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

Consum	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Products																	
Architect	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ural																	
Coatings																	
Landscape	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Equipment																	
Total	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Winter																	
(Max)																	
Consum	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
er																	
Products																	
Architect	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ural																	
Coatings																	
Total	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
er																	
Products																	
Architect	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ural																	
Coatings																	
Landscape	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Equipment																	
Total	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

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

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated



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

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

4.6.2. Mitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

196

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/15/2024	11/12/2024	5.00	20.0	—
Site Preparation	Site Preparation	11/13/2024	11/20/2024	5.00	5.00	—
Grading	Grading	11/21/2024	12/2/2024	5.00	8.00	—
Paving	Paving	12/3/2024	12/26/2024	5.00	18.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36

Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Interim	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Interim	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Interim	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Tier 4 Interim	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Interim	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Tier 4 Interim	3.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 4 Interim	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
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Demolition	—	—	—	—
Demolition	Worker	15.0	10.8	LDA,LDT1,LDT2
Demolition	Vendor	—	7.17	HHDT,MHDT
Demolition	Hauling	13.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	10.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.17	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	10.8	LDA,LDT1,LDT2
Grading	Vendor	—	7.17	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	10.8	LDA,LDT1,LDT2
Paving	Vendor	—	7.17	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	10.8	LDA,LDT1,LDT2
Demolition	Vendor	—	7.17	HHDT,MHDT
Demolition	Hauling	13.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	10.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.17	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	10.8	LDA,LDT1,LDT2
Grading	Vendor	—	7.17	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	10.8	LDA,LDT1,LDT2
Paving	Vendor	—	7.17	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,077	—
Site Preparation	—	—	7.50	0.00	—
Grading	—	—	8.00	0.00	—
Paving	0.00	0.00	0.00	0.00	4.82

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	2.55	100%
Other Non-Asphalt Surfaces	0.48	0%
Other Asphalt Surfaces	1.79	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	478	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
Parking Lot	194	194	194	70,683	1,204	1,204	1,204	439,359
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	194	194	194	70,683	1,204	1,204	1,204	439,359
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	12,600

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	97,236	478	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00

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5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	97,236	478	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	478	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

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

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	21.3	annual days of extreme heat
Extreme Precipitation	1.85	annual days with precipitation above 20 mm

Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters. Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure. The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt. The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	70.3
AQ-PM	60.0
AQ-DPM	70.2
Drinking Water	97.8
Lead Risk Housing	94.2
Pesticides	0.00
Toxic Releases	53.7
Traffic	25.5
Effect Indicators	—

CleanUp Sites	88.1
Groundwater	4.42
Haz Waste Facilities/Generators	93.8
Impaired Water Bodies	72.2
Solid Waste	70.4
Sensitive Population	—
Asthma	92.6
Cardio-vascular	77.0
Low Birth Weights	94.4
Socioeconomic Factor Indicators	—
Education	89.7
Housing	90.5
Linguistic	74.1
Poverty	98.5
Unemployment	98.9

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.1429488
Employed	2.053124599
Median HI	4.863338894
Education	—
Bachelor's or higher	1.860644168
High school enrollment	15.50109072
Preschool enrollment	18.42679328
Transportation	—

Auto Access	5.325291929
Active commuting	72.38547414
Social	—
2-parent households	44.89926857
Voting	0.359296805
Neighborhood	—
Alcohol availability	9.790837931
Park access	81.35506224
Retail density	27.5888618
Supermarket access	6.788143205
Tree canopy	73.47619659
Housing	—
Homeownership	19.67150006
Housing habitability	21.05735917
Low-inc homeowner severe housing cost burden	38.43192609
Low-inc renter severe housing cost burden	39.0606955
Uncrowded housing	9.713845759
Health Outcomes	—
Insured adults	20.81355062
Arthritis	24.0
Asthma ER Admissions	8.9
High Blood Pressure	32.4
Cancer (excluding skin)	85.3
Asthma	1.3
Coronary Heart Disease	12.2
Chronic Obstructive Pulmonary Disease	2.1
Diagnosed Diabetes	10.7
Life Expectancy at Birth	0.7

Cognitively Disabled	1.3
Physically Disabled	4.5
Heart Attack ER Admissions	5.2
Mental Health Not Good	0.7
Chronic Kidney Disease	10.6
Obesity	0.5
Pedestrian Injuries	94.0
Physical Health Not Good	1.3
Stroke	11.3
Health Risk Behaviors	—
Binge Drinking	68.3
Current Smoker	0.4
No Leisure Time for Physical Activity	2.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	9.5
Elderly	84.9
English Speaking	22.0
Foreign-born	52.3
Outdoor Workers	2.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	56.2
Traffic Density	41.9
Traffic Access	0.0
Other Indices	—
Hardship	96.3
Other Decision Support	—

2016 Voting	0.6
-------------	-----

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	99.0
Healthy Places Index Score for Project Location (b)	1.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	No Building Construction
Operations: Vehicle Data	CalEEMod Defaults for warehouse

ATTACHMENT 3 – CONSTRUCTION EMISSIONS HEALTH RISK ASSESSMENT

AERMOD Source Parameters													
Source ID	Description	Source Type	Length of X Side	Length of Y Side	Orientation Angle From North	Emission Rate	Release Height	Initial Vertical Dimension	Initial Lateral Dimension	UTM x	UTM y	Total Length	Line Volume Configuration
			L _x	L _y	deg	Q	RH	σ _z	σ _y	WGS84 z10	WGS84 z10	LN	
			(m)	(m)	(°F)	(g/s)	(m)	(m)	(m)	(m)	(m)	(m)	
AREA1	Construction DPM Exhaust	AREA	220.00	88.60	0.0	5.05E-05	3.66			678,404	4,167,108		

Source Locations

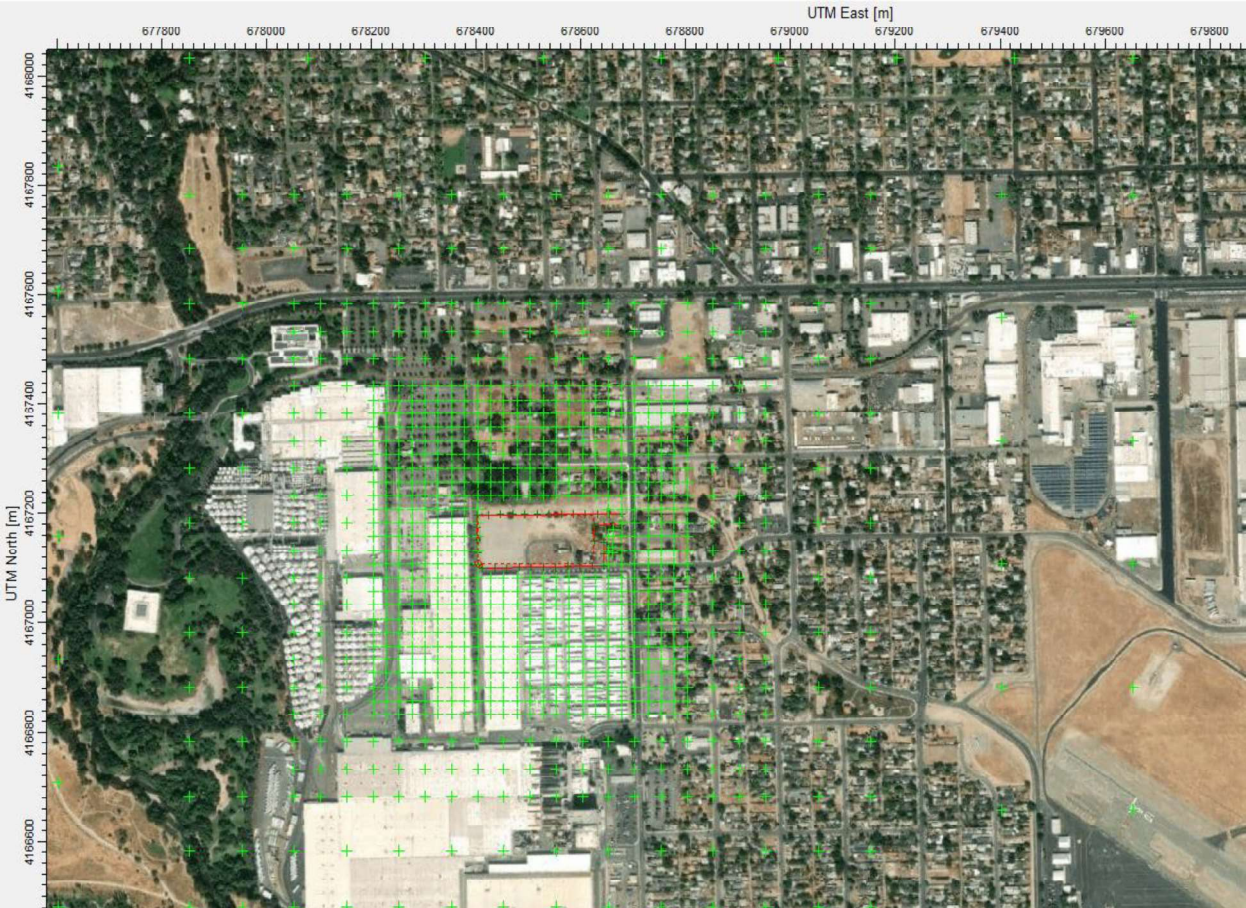


Table F.2-2: AERMOD Configuration

Parameter	Value				Comments
Model Version					
AERMOD Version	23132				--
AERMET Version	22112				--
AERMAP Version	18081				--
Lakes Environmental Software; AERMOD View™ Version	12.0.0				--
Control Pathway					
Regulatory Options	Default	<input checked="" type="checkbox"/>	Non-Default	<input type="checkbox"/>	--
Output Type	Concentration	<input checked="" type="checkbox"/>	Dry Deposition	<input type="checkbox"/>	--
	Total Deposition	<input type="checkbox"/>	Wet Deposition	<input type="checkbox"/>	
Depletion Options	Dry Depletion	<input type="checkbox"/>	Wet Depletion	<input type="checkbox"/>	--
	Disable Dry Depletion	<input type="checkbox"/>	Disable Wet Depletion	<input type="checkbox"/>	
Pollutant	Unit				--
Averaging Time Options	1-Hour; Period				--
Dispersion Coefficient	Rural	<input type="checkbox"/>	Urban	<input checked="" type="checkbox"/>	Urban per Auer method.
Terrain Height Options	Elevated	<input checked="" type="checkbox"/>			--
	Non-Default Regulatory Options				
	Flat	<input type="checkbox"/>	Flat & Elevated	<input type="checkbox"/>	
Receptor Elevations / Hill Heights	Run AERMOD using the AERMAP Receptor Output file				--
Source Pathway					
Building Downwash	Include	<input type="checkbox"/>	Exclude	<input checked="" type="checkbox"/>	Buildings are not included as downwash is not calculated for non-point sources.
Background Concentrations	Include	<input type="checkbox"/>	Exclude	<input checked="" type="checkbox"/>	This project does not consider background concentrations.
Source Groups	Each source is assigned to its own source group.				--
Urban Groups	N/A				--
Variable Emissions	HROFDY = $3.36 = 24/10 * 5/7$				From 8:00-18:00
Receptor Pathway					
Flagpole Receptors	Include	<input type="checkbox"/>	Exclude	<input checked="" type="checkbox"/>	
Single-Tier Receptor Grid	Grid Origin: Centroid of Sources Polygon				
	Tier	Distance from Fenceline (m)		Tier Spacing (m)	
	1	250		25	
	2	500		50	
	3	1000		100	
Discrete Cartesian Receptors	Placed on houses east of the site.				
Plant Boundary	Receptor Spacing: As needed				Large fence line. Discrete receptors added as needed.
Meteorology Pathway					
Meteorological Data	Station: Modesto Airport Years: 2018-2022 Tower Base Height 1.5 (m) Wind Sensor Height 10 (m)				Three most recent and complete years.
Terrain Pathway					
Data File					NED 1 Deg
AERMAP Domain Options	Not Specified	<input type="checkbox"/>	User-Defined Domain	<input checked="" type="checkbox"/>	--

Table F.2-3: HARP2 Configuration

Parameter	Value				Comments
Model Version					
HARP Version	22118				--
HARP Health Table Version	23279				--
Multi-Pathway					
Inhalation	Res	<input checked="" type="checkbox"/>	Work	<input checked="" type="checkbox"/>	--
Soil	Res	<input checked="" type="checkbox"/>	Work	<input checked="" type="checkbox"/>	--
Dermal	Res	<input checked="" type="checkbox"/>	Work	<input checked="" type="checkbox"/>	"Mixed" climate.
Mother's Milk	Res	<input checked="" type="checkbox"/>	Work	<input type="checkbox"/>	--
Drinking Water	Res	<input type="checkbox"/>	Work	<input type="checkbox"/>	--
Fish	Res	<input type="checkbox"/>	Work	<input type="checkbox"/>	--
Homegrown Produce	Res	<input type="checkbox"/>	Work	<input type="checkbox"/>	--
Beef/Dairy	Res	<input type="checkbox"/>	Work	<input type="checkbox"/>	--
Pigs, Chickens, and/or Eggs	Res	<input type="checkbox"/>	Work	<input type="checkbox"/>	--
Deposition Velocity	0.02 m/s				Particulate matter from DPM is < 2.5 microns
Residential Cancer Risk Assumptions					
Exposure Duration	2 years				--
Fraction of Time at Home	3 rd Trimester to 16 years: Off 16 years to 30 years: Off				BAAQMD guidelines default
Inhalation Rate Basis	RMP				--
Analysis Option	RMP Using the Derived Method				--
Worker Cancer Risk Assumptions					
Exposure Duration	1 year				The length of the construction period
Analysis Option	OEHHA Derived Method				--
Inhalation Rate Basis	8-hr Breathing Rates, Moderate Intensity				--
Worker Adjustment Factor	3.36 = 24/10 x 7/5				Conservatively assumes that all construction occurs at the same time as offsite workers are at work
Residential and Worker Non-Cancer Risk Assumptions					
Analysis Option	OEHHA Derived Method				--
Inhalation Rate Basis	Residential: Long-Term 24-hr Off-Site Worker: 8-hr Breathing Rates, Moderate Intensity				--

ATTACHMENT 4 – OPERATION EMISSIONS PRIORITIZATION CALCULATOR



CENTRAL CALIFORNIA INFORMATION CENTER

California Historical Resources Information System

Department of Anthropology – California State University, Stanislaus
One University Circle, Turlock, California 95382
(209) 667-3307

Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus & Tuolumne Counties

Date: 11/6/2023

Records Search File #: 12713N

Project: Santa Rita Avenue Area Rezone
and Roadway Abandonments (between
Santa Rita Avenue, Tenaya Drive, Santa
Cruz Avenue and Mono Drive)

Michael Hayes, Principal
VVH Consulting Engineers
430 10th Street
Modesto, CA 95354
209-568-4477

mhayes@vvhce.com

Dear Mr. Hayes:

We have conducted a non-confidential extended records search as per your request for the above-referenced project area located on the Riverbank USGS 7.5-minute quadrangle map in Stanislaus County.

Search of our files includes review of our maps for the specific project area and the immediate vicinity of the project area, and review of the following:

National Register of Historic Places (NRHP)
California Register of Historical Resources (CRHR)
California Inventory of Historic Resources (1976)
California Historical Landmarks
California Points of Historical Interest listing
Office of Historic Preservation Built Environment Resource Directory (BERD) and the
Archaeological Resources Directory (ARD)
Survey of Surveys (1989)
Caltrans State and Local Bridges Inventory
General Land Office Plats
Other pertinent historic data available at the CCalIC for each specific county

The following details the results of the records search:

Prehistoric or historic resources within the project area:

- There are no formally recorded prehistoric or historic archaeological resources or historic buildings and structures within the project area.
- The General Land Office survey plat for T3S R9E (dated 1854) shows the NE ¼ 4 of Section 33 and the NW ¼ of Section 34 as 160-acre parcels.

- The 1916 edition of the Riverbank USGS quadrangle references some of the street alignments within the NE ¼ of Section 33 and the NW ¼ of Section 34, as well as the former route of the Electric Railroad traversing east to west and Lateral No. 1 in the general vicinity. The 1953 edition references Santa Rita Avenue, Tenaya Drive, Santa Cruz Avenue and Mono Drive.

Prehistoric or historic resources within the immediate vicinity of the project area: None other than those features referenced above. Be advised that buried remains of prehistoric and historical resources have been found within the environs of the City of Modesto.

Resources that are known to have value to local cultural groups: None has been formally reported to the Information Center.

Previous investigations within the project area: None has been formally reported to the Information Center.

Recommendations/Comments:

Please be advised that a historical resource is defined as a building, structure, object, prehistoric or historic archaeological site, or district possessing physical evidence of human activities over 45 years old. Since the project area has not been subject to previous investigations, there may be unidentified features involved in your project that are 45 years or older and considered as historical resources requiring further study and evaluation by a qualified professional of the appropriate discipline.

If the current project does not include ground disturbance, further study for archaeological resources is not recommended at this time. If ground disturbance is considered a part of the current project, we recommend further review for the possibility of identifying prehistoric or historic-era archaeological resources.

If the proposed project contains buildings or structures that meet the minimum age requirement (45 years in age or older) it is recommended that the resource/s be assessed by a professional familiar with architecture and history of the county. Review of the available historic building/structure data has included only those sources listed above and should not be considered comprehensive.

If at any time you might require the services of a qualified professional the Statewide Referral List for Historical Resources Consultants is posted for your use on the internet at <http://chrisinfo.org>

If archaeological resources are encountered during project-related activities, work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources.

If human remains are discovered, California Health and Safety Code Section 7050.5 requires you to protect the discovery and notify the county coroner, who will determine if the find is Native American. If the remains are recognized as Native American, the coroner shall then notify the Native American Heritage Commission (NAHC). California Public Resources Code Section 5097.98 authorizes the NAHC to appoint a Most Likely Descendant (MLD) who will make recommendations for the treatment of the discovery.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the State Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public.

Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.


We thank you for contacting this office regarding historical resource preservation. Please let us know when we can be of further service. Thank you for sending the signed **Access Agreement Short Form**.

Note: Billing will be transmitted separately via email from the Financial Services office (\$150.00), payable within 60 days of receipt of the invoice.

If you wish to include payment by Credit Card, you must wait to receive the official invoice from Financial Services so that you can reference the CMP # (Invoice Number), and then contact the link below:

<https://commerce.cashnet.com/ANTHROPOLOGY>

Sincerely,



E. A. Greathouse, Coordinator
Central California Information Center
California Historical Resources Information System

* Invoice Request sent to: ARBilling@csustan.edu, CSU Stanislaus Financial Services



NEGATIVE DECLARATION

NAME OF PROJECT: General Plan Amendment and Rezone Application No. PLN2023-0166 – Gallo Glass Company

LOCATION OF PROJECT: North of Tenaya Avenue, between Santa Rita and South Santa Cruz Avenues, in the Modesto area. APNs: 035-010-001, -003-017, and -019-023, and 035-011-001, and -006, a portion of 035-004-070.

PROJECT DEVELOPERS: Gallo Glass Company
605 S. Santa Cruz Avenue
Modesto, CA 95354

DESCRIPTION OF PROJECT: Request to amend the General Plan designation of 24 parcels from Industrial Transition to Industrial, and to amend the zoning designation from Single-Family Residential (R-1) to Planned Development (P-D), to allow for the expansion of storage associated with the Gallo Glass facility, and future construction of a 150,000± square-foot warehouse.

Based upon the Initial Study, amended July 24, 2024, the Environmental Coordinator finds as follows:

1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.
2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.
3. This project will not have impacts which are individually limited but cumulatively considerable.
4. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly.

The Amended Initial Study and other environmental documents are available for public review at the Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, California.

Initial Study prepared by: Kristen Anaya, Associate Planner

Submit comments to: Stanislaus County
Planning and Community Development Department
1010 10th Street, Suite 3400
Modesto, California 95354

SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS												
PROJECT: GENERAL PLAN AMENDMENT & REZONE APP. NO. PLN2023-0166 - GALLO GLASS CO.												
REFERRED TO:				RESPONDED		RESPONSE			MITIGATION MEASURES		CONDITIONS	
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF FISH & WILDLIFE	X	X	X		X							
CA DEPT OF JUSTICE				X				X		X		X
CA DEPT OF TRANSPORTATION DIST 10	X	X	X		X							
CA OPR STATE CLEARINGHOUSE	X	X	X		X			X		X		X
CITY OF: MODESTO	X	X	X	X				X		X		X
FIRE PROTECTION DIST: STAN CONSOLIDATED	X	X	X		X			X		X		X
IRRIGATION DISTRICT: MODESTO	X	X	X	X				X		X	X	
MOSQUITO DISTRICT:EASTSIDE	X	X	X		X					X		X
STAN CO EMERGENCY MEDICAL	X	X	X		X			X		X		X
PACIFIC GAS & ELECTRIC	X	X	X		X			X		X		X
SAN JOAQUIN VALLEY APCD	X	X	X	X				X		X	X	
SCHOOL DISTRICT 1: MODESTO CITY SCHOOLS	X	X	X		X			X		X		X
STAN CO ALUC	X	X	X	X				X		X	X	
STAN CO BUILDING PERMITS DIVISION	X	X	X		X					X		X
STAN CO CEO	X	X	X		X			X		X		X
STAN CO DER	X	X	X		X			X		X		X
STAN CO DER GROUNDWATER	X	X	X		X					X		X
STAN CO HAZARDOUS MATERIALS	X	X	X	X				X		X	X	
STAN CO PARKS & RECREATION		X	X	X				X		X		X
STAN CO PUBLIC WORKS	X	X	X	X				X		X		X
STAN CO SHERIFF	X	X	X		X			X		X		X
STAN CO SUPERVISOR DIST #4: GREWAL	X	X	X		X			X		X		X
STAN COUNTY COUNSEL	X	X	X		X			X		X		X
STANISLAUS FIRE PREVENTION BUREAU	X	X	X		X			X		X		X
STANISLAUS LAFCO	X	X	X									
SURROUNDING LAND OWNERS AND RESIDENTS	X	X	X	X				X		X		X
TELEPHONE COMPANY: AT&T	X	X	X		X			X		X		X
TRIBAL CONTACTS (CA Government Code §65352.3)	X	X	X	X				X		X		X
TUOLUMNE RIVER TRUST	X	X	X		X			X		X		X

\\ITCDFS-PL\planning\Planning\Staff Reports\GPA\2023\GPA REZ PLN2023-0166 - Gallo Glass Company\Planning Commission\August 1, 2024\Staff Report\Exhibit G - Environmental Review Referrals.xls

**COUNTY OF STANISLAUS CAMPAIGN CONTRIBUTION DISCLOSURE FORM
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT**

Application Number: REZ PLN2023-0166
Application Title: GPA & REZONE FOR EXPANSION OF BULK GLASS STORAGE
Application Address: SEE ATTACHED LIST
Application APN: SEE ATTACHED LIST

Was a campaign contribution, regardless of the dollar amount, made to any member of a decision-making body involved in making a determination regarding the above application (i.e. Stanislaus County Board of Supervisors, Planning Commission, Airport Land Use Commission, or Building Code Appeals Board), hereinafter referred to as Member, during the 12-month period preceding the filing of the application, by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist?

Yes ☐ No ☒

If no, please sign and date below.

If yes, please provide the following information:

Applicant's Name: _____

Contributor or Contributor Firm's Name: _____

Contributor or Contributor Firm's Address: _____

Is the Contributor:

The Applicant	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
The Property Owner	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
The Subcontractor	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
The Applicant's Agent/ Lobbyist	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Note: Under California law as implemented by the Fair Political Practices Commission, campaign contributions made by the Applicant and the Applicant's agent/lobbyist who is representing the Applicant in this application or solicitation must be aggregated together to determine the total campaign contribution made by the Applicant.

Identify the Member(s) to whom you, the property owner, your subcontractors, and/or agent/lobbyist made campaign contributions during the 12-month period preceding the filing of the application, the name of the contributor, the dates of contribution(s) and dollar amount of the contribution. Each date must include the exact month, day, and year of the contribution.

Name of Member: _____

Name of Contributor: _____

Date(s) of Contribution(s): _____

Amount(s): _____

(Please add an additional sheet(s) to identify additional Member(s) to whom you, the property owner, your subconsultants, and/or agent/lobbyist made campaign contributions)

By signing below, I certify that the statements made herein are true and correct. I also agree to disclose to the County any future contributions made to Member(s) by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist after the date of signing this disclosure form, and within 12 months following the approval, renewal, or extension of the requested license, permit, or entitlement to use.

06/28/2004

Date

VVH CONSULTING ENGINEERS

Print Firm Name if applicable

Signature of Applicant

MICHAEL HAYES

Print Name of Applicant

PROPERTIES LIST TO ACCOMPANY CAMPAIGN CONTRIBUTION DISCLOSURE FORM

APPLICATION No.: REZ PLN2023-0166

APPLICATION TITLE: GPA & REZONE FOR EXPANSION OF BULK GLASS CONTAINER STORAGE

ID	APN	OWNER	ADDRESS
1	035-010-001	E & J GALLO WINERY	328 SANTA RITA AVE, MODESTO, CA 95354
2	035-010-021	E & J GALLO WINERY	332 SANTA RITA AVE, MODESTO, CA 95354
3	035-010-020	GALLO GLASS COMPANY	340 SANTA RITA AVE, MODESTO, CA 95354
4	035-010-019	E & J GALLO WINERY	344 SANTA RITA AVE, MODESTO, CA 95354
5	035-010-023	E & J GALLO WINERY	1015 TENAYA DR, MODESTO, CA 95354
6	035-010-017	E & J GALLO WINERY	1019 TENAYA DR, MODESTO, CA 95354
7	035-010-022	E & J GALLO WINERY	1109 DEL MAR CT, MODESTO, CA 95354
8	035-010-003	E & J GALLO WINERY	1111 DEL MAR CT, MODESTO, CA 95354
9	035-010-004	E & J GALLO WINERY	1117 DEL MAR CT, MODESTO, CA 95354
10	035-010-005	E & J GALLO WINERY	1121 DEL MAR CT, MODESTO, CA 95354
11	035-010-006	E & J GALLO WINERY	1125 DEL MAR CT, MODESTO, CA 95354
12	035-010-007	E & J GALLO WINERY	1129 DEL MAR CT, MODESTO, CA 95354
13	035-010-008	E & J GALLO WINERY	1133 DEL MAR CT, MODESTO, CA 95354
14	035-010-015	E & J GALLO WINERY	1104 DEL MAR CT, MODESTO, CA 95354
15	035-010-016	E & J GALLO WINERY	1102 DEL MAR CT, MODESTO, CA 95354
16	035-010-009	E & J GALLO WINERY	1137 DEL MAR CT, MODESTO, CA 95354
17	035-011-001	E & J GALLO WINERY	331 S SANTA CRUZ AVE, MODESTO, CA 95354
18	035-010-014	GALLO GLASS COMPANY	1126 DEL MAR CT, MODESTO, CA 95354
19	035-010-013	E & J GALLO WINERY	1130 DEL MAR CT, MODESTO, CA 95354
20	035-010-010	E & J GALLO WINERY	1139 DEL MAR CT, MODESTO, CA 95354
21	035-010-011	E & J GALLO WINERY	1145 DEL MAR CT, MODESTO, CA 95354
22	035-010-012	GALLO GLASS COMPANY	1155 DEL MAR CT, MODESTO, CA 95354
23	035-011-006	GALLO GLASS COMPANY	1209 TENAYA DR, MODESTO, CA 95354

GPA REZ PLN2023-0166

GALLO GLASS COMPANY

Planning Commission
August 1, 2024

Overview

- 24 project parcels
- Request to:
 - Amend the General Plan designation from Industrial Transition to Industrial
 - Rezone from Single-Family Residential (R-1) to a new Planned Development
 - To allow development of outdoor palletized, bulk, shrink-wrapped glass storage, including potential construction of a future 150,000 square foot warehouse for indoor storage

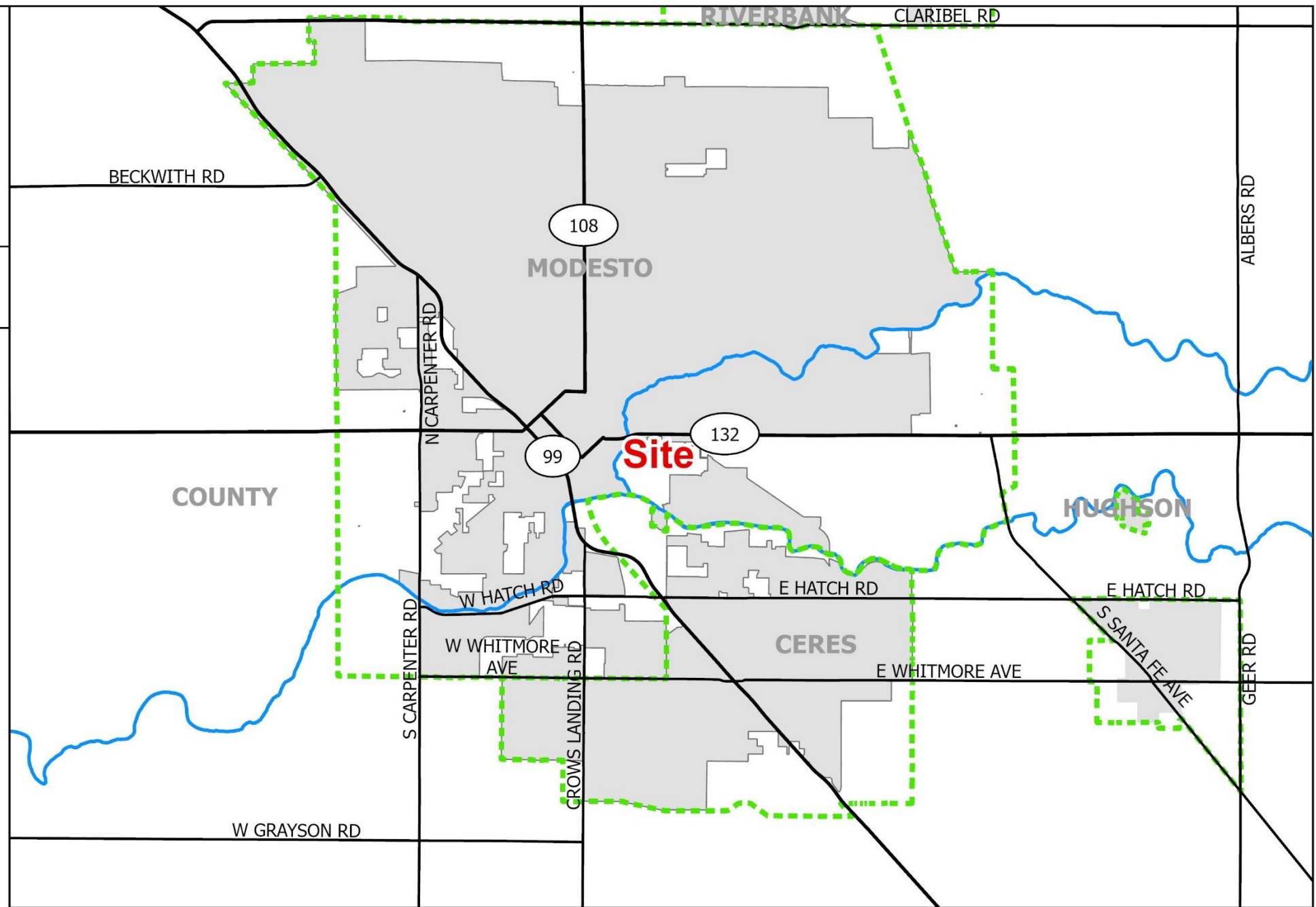
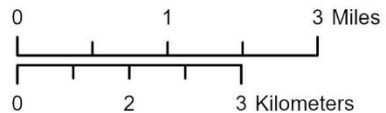
GALLO GLASS COMPANY

**GPA REZ
PLN2023-0166**

AREA MAP

LEGEND

-  Project Parcel
-  Highway
-  Major Road
-  River
-  Sphere of Influence










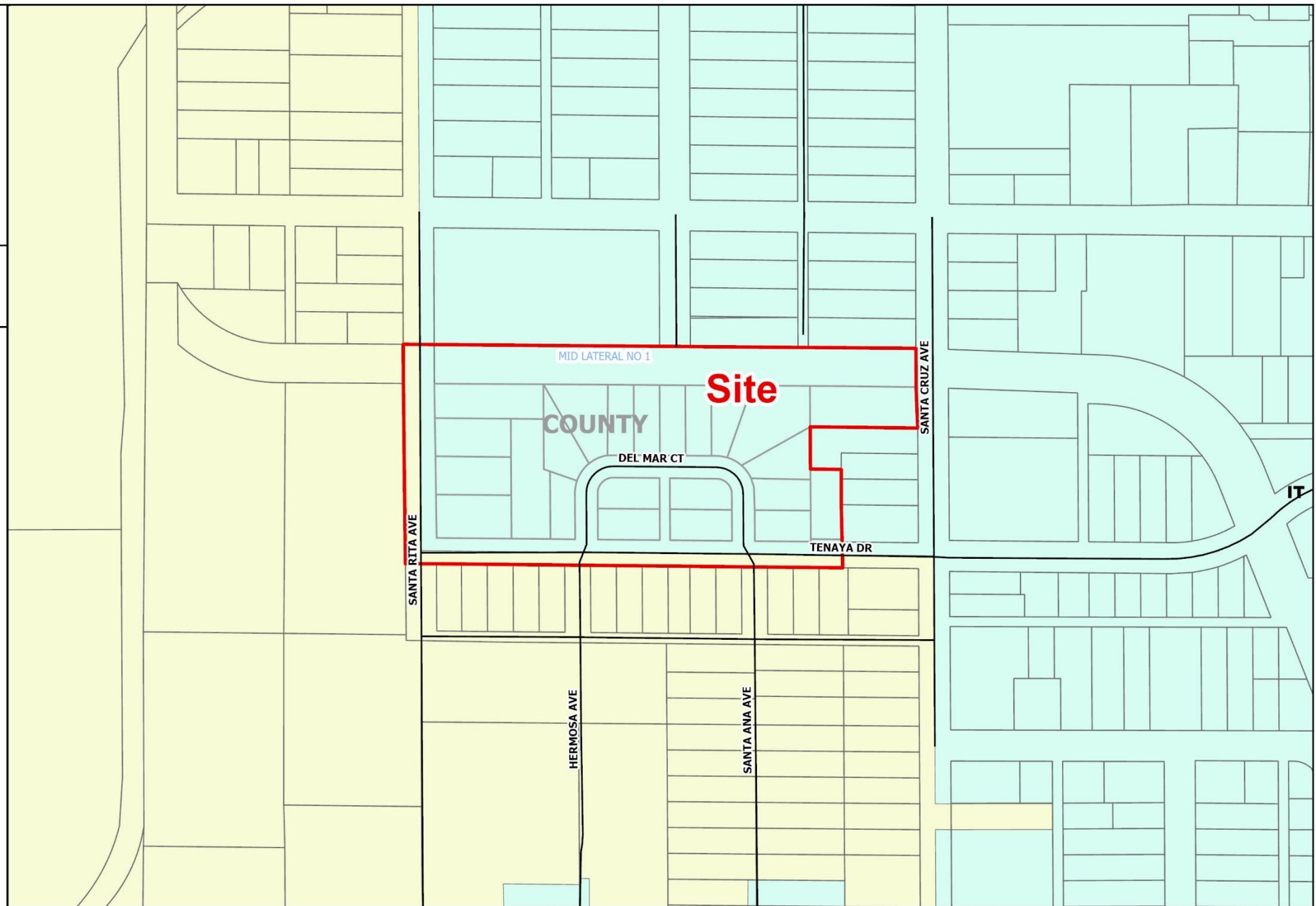
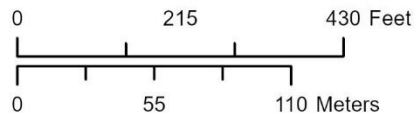
GALLO GLASS COMPANY

**GPA REZ
PLN2023-0166**

GENERAL PLAN

LEGEND

-  Project Parcel
-  Parcel
-  Industrial
-  Industrial Transition
-  Highway
-  Street
-  Canal








GALLO GLASS COMPANY






**GPA REZ
PLN2023-0166**

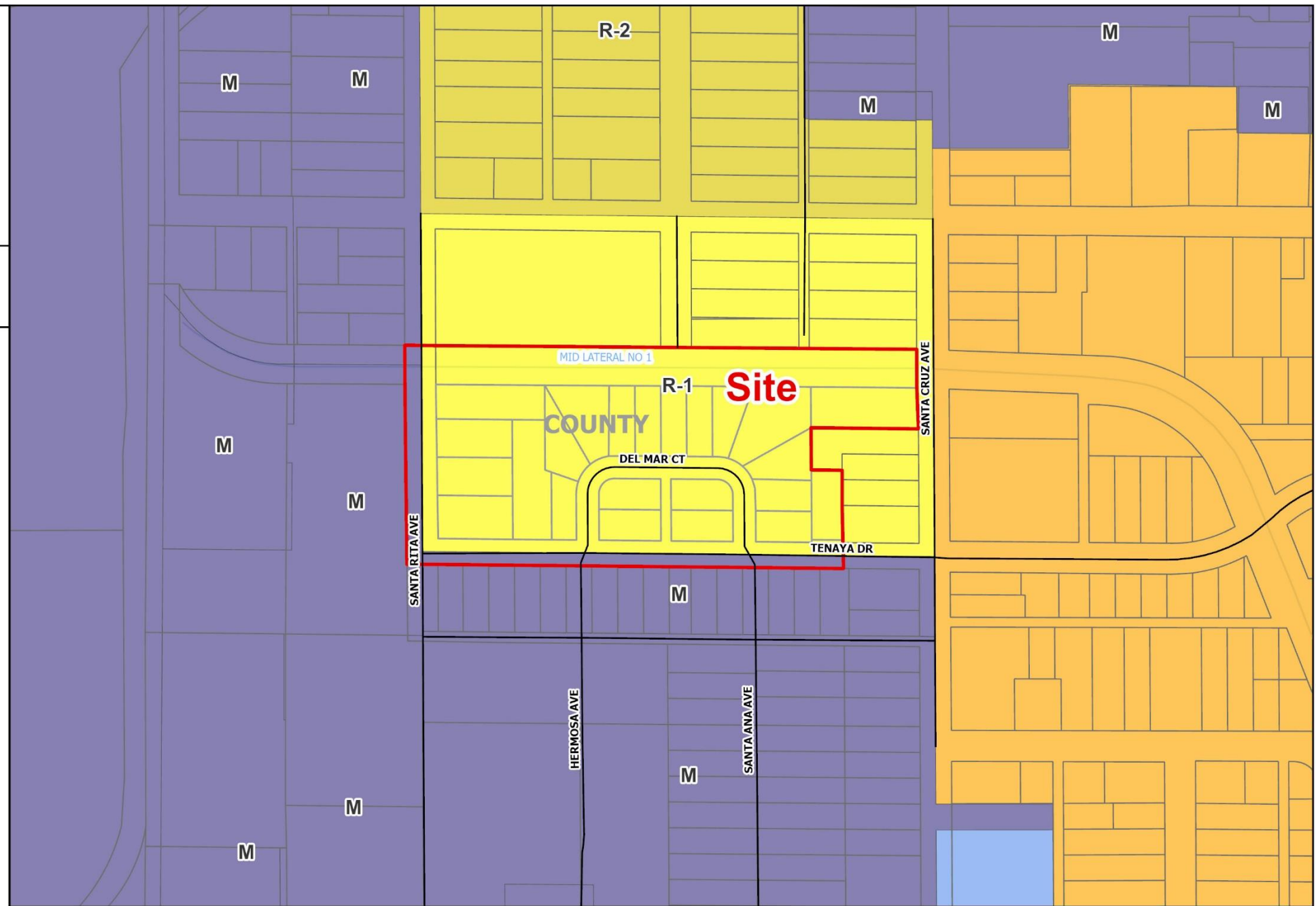
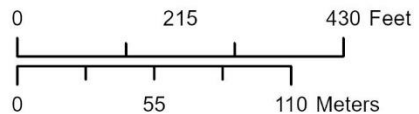
ZONING

LEGEND

-  Project Parcel
-  Parcel
-  Highway
-  Street
-  Canal

Zoning Designation

-  Industrial
-  Planned Development; P-D (333); P-D (344); P-D (345); P-D
-  Single Family Residential
-  Medium Density Residential
-  Multiple Family







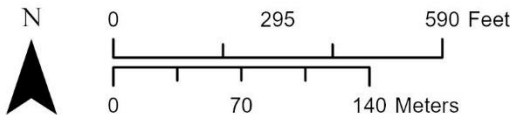
GALLO GLASS COMPANY

**GPA REZ
PLN2023-0166**

2023 AERIAL AREA MAP

LEGEND





-  Project Parcel
-  Parcel
-  Street
-  Canal

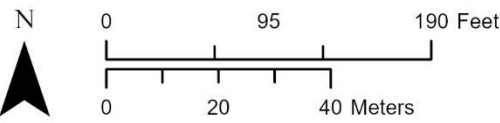


GALLO GLASS COMPANY

**GPA REZ
PLN2023-0166**

2023 AERIAL SITE MAP



- LEGEND**
-  Project Parcel
 -  Parcel
 -  Street
 -  Canal

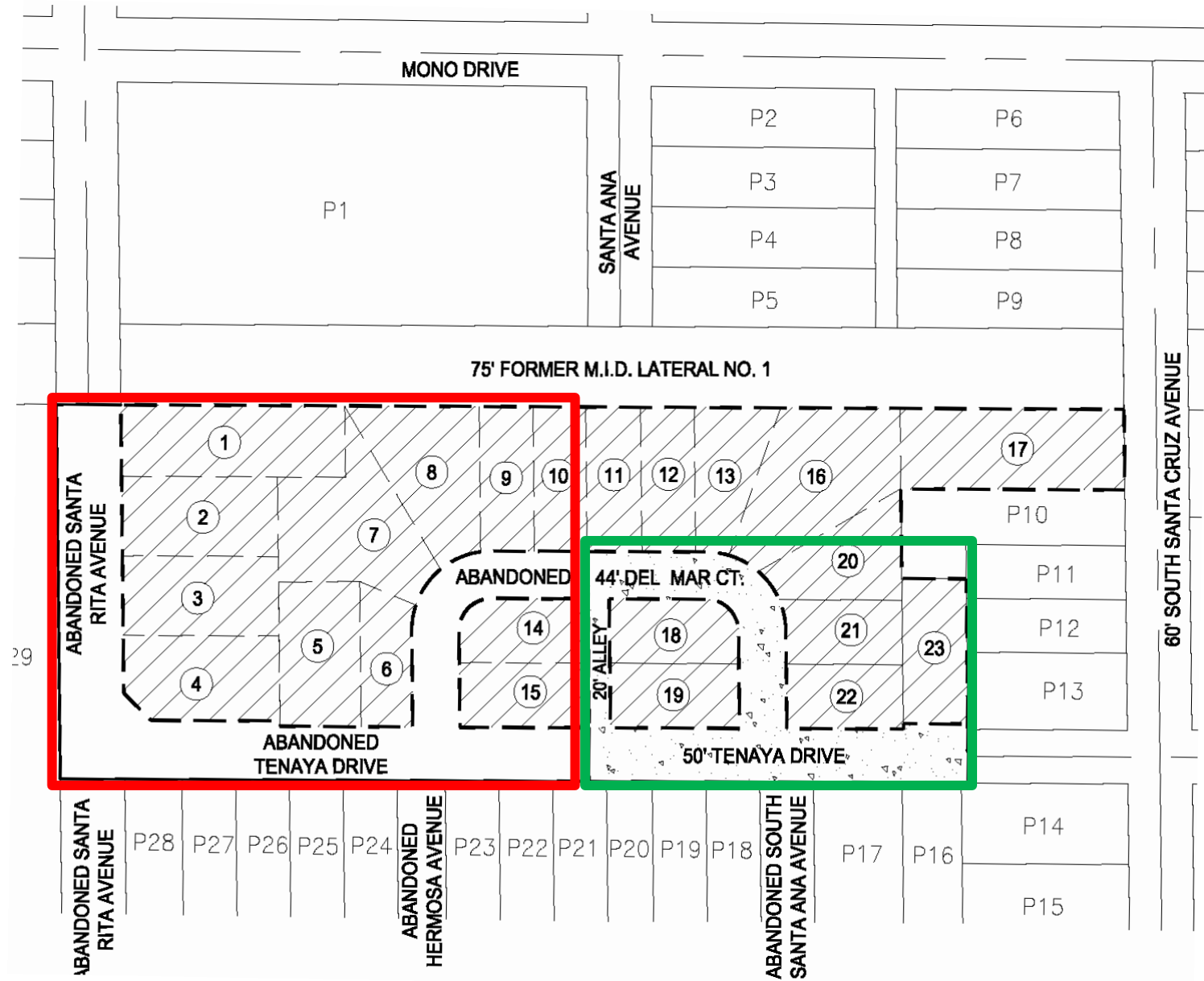


GALLO GLASS COMPANY

**GPA REZ
PLN2023-0166**

APPLICANT'S ROAD ABANDONMENT PLAN

-  Board-Approved road abandonments
-  Application submitted for additional right-of-way abandonments

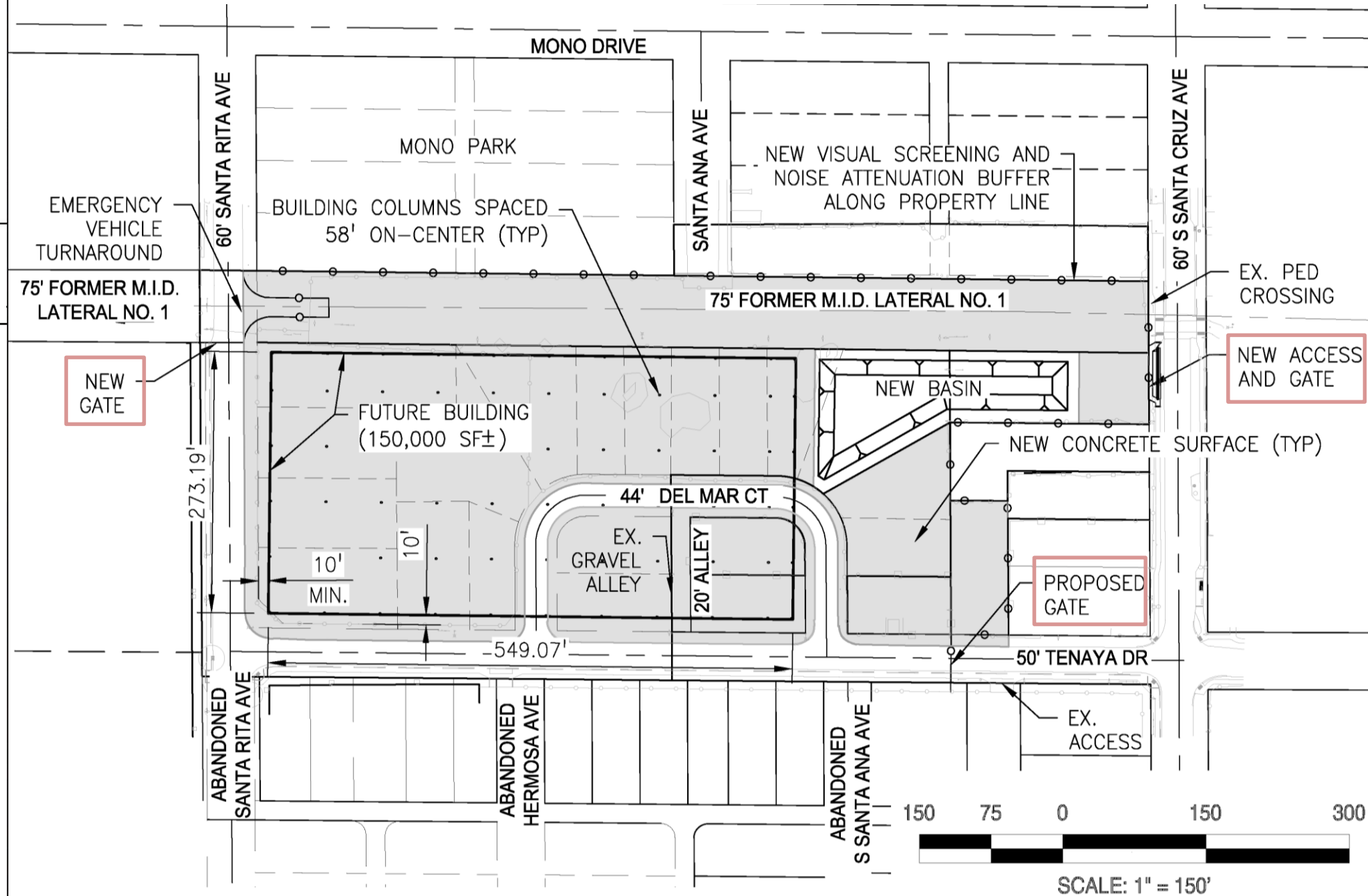


GALLO GLASS COMPANY

**GPA REZ
PLN2023-0166**

APPLICANT'S SITE PLAN

— Proposed access gate



Storage and Screening

- Exclusively bulk palletized shrink-wrapped glass storage, outdoor or indoor
- Propose to surround site with chain-link fencing with slats + barbed wire



Screening

- **Development Standard No. 10** – Screen landscaping, min 8' tall
- **Development Standard No. 11** – Maintenance and replacement of existing shared fencing



Issues

- Neighbor opposition
- Access concerns on South Santa Cruz Avenue
- Department of Justice (DOJ) inquiry

Issues – Neighbor Opposition

- 4 phone calls received with concerns related to:
 - glass particulate dust
 - noise and storage activities affecting Mono Park
 - stability of stacked materials
 - existing traffic issues on Santa Rita Avenue from vehicles traveling to the existing Gallo facilities (running stop signs, speeding, and illegal left turns)
 - general opposition over expansion of industrial uses within a residential area



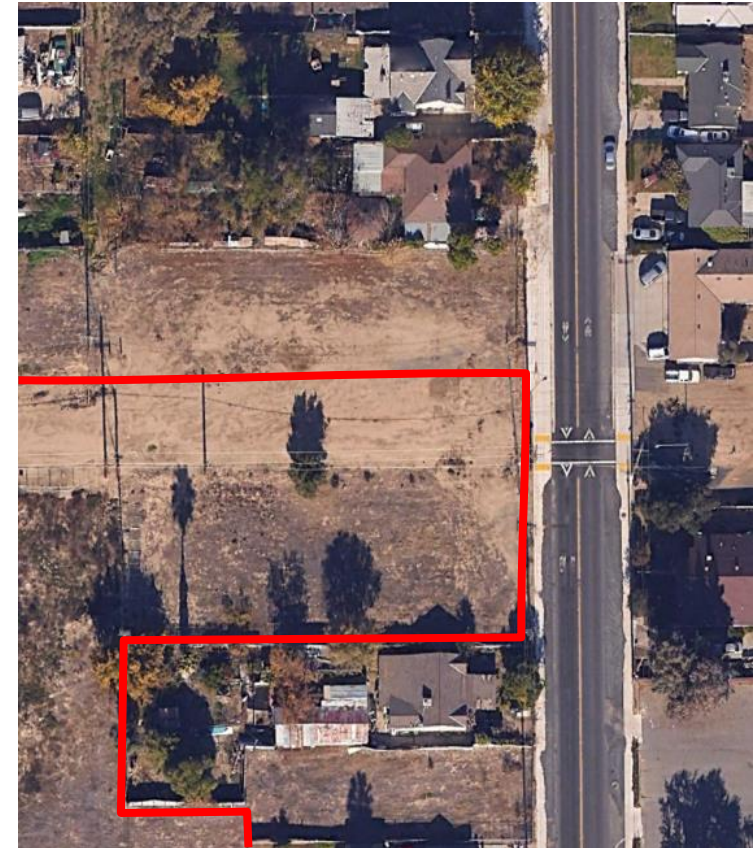
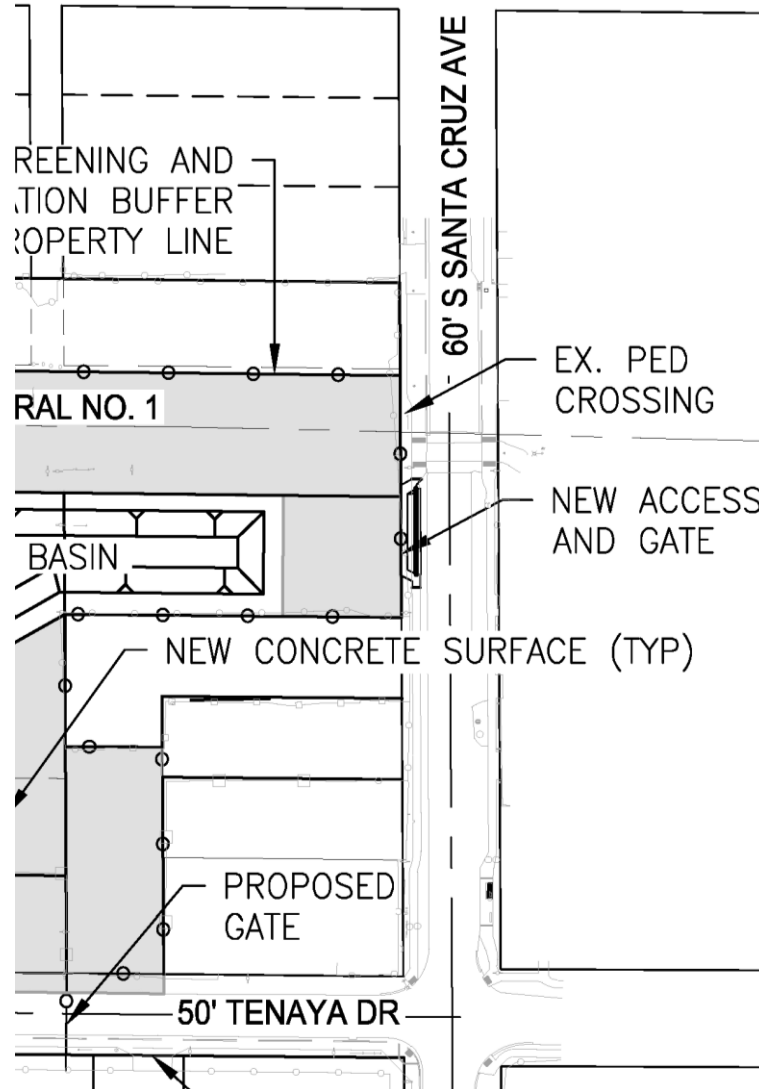
Issues – Neighbor Opposition

- Shrink-wrapped bulk storage, no manufacturing
- No anticipated increase to ambient noise
- Fire Code and industry standard limits height and addresses stability
- Existing traffic concerns have been relayed to applicant and Public Works



Issues – Access Concerns

- Primary access proposed to be taken off Tenaya Drive
- Proposed secondary access via private Santa Rita Avenue
- Proposed driveway and access gate off S. Santa Cruz Avenue
- Staff concerns over proposed Santa Cruz access interfering with existing bike/ped facilities



Issues – Access Concerns



Issues – Access Concerns



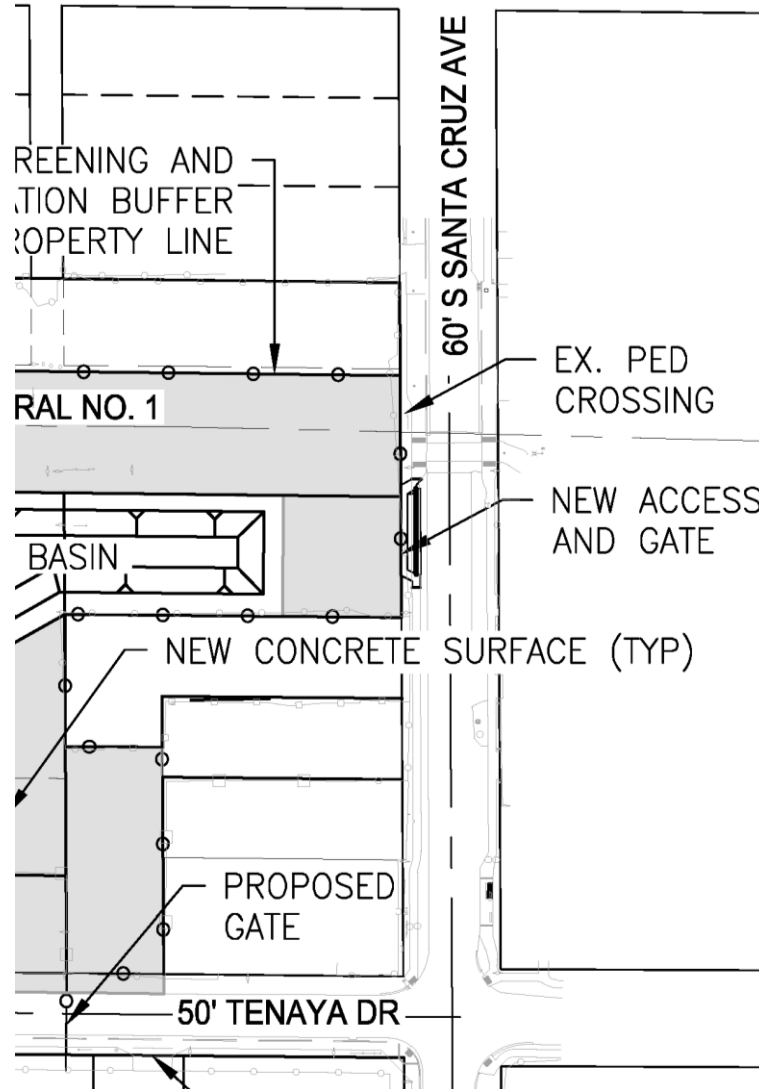
Viewing raised crosswalk from east side of Santa Cruz Avenue



Viewing multi-use bike/ped path in front of project site which travels north from crosswalk to Mono Park

Issues – Access Concerns

- **Development Standard No. 16** – Access gates must provide adequate truck queuing storage depth
- **Development Standard No. 17** – No access granted from Santa Cruz Avenue unless it is demonstrated that truck turning and queuing will not interfere with existing bike/ped facilities



Issues – DOJ Inquiry

- **Department of Justice (DOJ) – Environmental Justice Division**
 - Monitor projects in vicinity of projects where Active Transportation Program (ATP) funding is used in disadvantaged communities
 - ATP funding used to install crosswalk, sidewalk and bike/ped path on Santa Cruz Avenue
- **DOJ staff inquired about:** Air Quality Impacts, lighting impacts, City standards being met, stated trip numbers in project description vs. air study, proposed access and truck traffic impacting ATP infrastructure
- **Planning staff responded:** Air Study identifying less than significant impacts, photometric lighting plan requirements, City standards applied, access restrictions

General Plan and Zoning Consistency

General Plan

- Land Use Element
 - Amendment Criteria
 - Land Use Element
 - Industrial
 - Sphere of Influence (SOI) – City of Modesto

Zoning

- R-1 to P-D
 - Amendments to the Zoning Designation must be found to be consistent with the General Plan
 - Development standards for parking, landscaping, signage, lighting, building height, setbacks are incorporated into project and detailed in Exhibit C – Development Standards

Environmental Review

- CEQA
 - Negative Declaration
 - Amended to address:
 - Updated Air Quality Memo prepared in response to Air District comments
 - Less than significant impacts
 - Air District concurrence
 - Clarify Noise Section to identify vegetative buffer along adjoining parcels
 - Development Standards

Recommendation

- Staff recommendation
 - Recommend project approval to the Board of Supervisors
- Findings – Exhibit A
 - Environmental Review
 - General Plan Amendment
 - Rezone
 - Project Approval

Questions?