



CEQA Referral Initial Study And Notice of Intent to Adopt a Mitigated Negative Declaration

Date: May 13, 2022

To: Distribution List (See Attachment A)

From: Kristin Doud, Deputy Director, Planning and Community Development

Subject: REZONE APPLICATION NO. PLN2021-0112 – TOP SHELF MEGA STORAGE

Comment Period: May 13, 2022 – June 15, 2022

Respond By: June 15, 2022

Public Hearing Date: July 7, 2022

You may have previously received an Early Consultation Notice regarding this project, and your comments, if provided, were incorporated into the Initial Study. Based on all comments received, Stanislaus County anticipates adopting a Mitigated Negative Declaration for this project. This referral provides notice of a 30-day comment period during which Responsible and Trustee Agencies and other interested parties may provide comments to this Department regarding our proposal to adopt the Mitigated Negative Declaration.

All applicable project documents are available for review at: Stanislaus County Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, CA 95354. Please provide any additional comments to the above address or call us at (209) 525-6330 if you have any questions. Thank you.

Applicant: Brian Demello, Top Shelf Mega Storage

Project Location: 4401 West Barnhart Road, on the northeast corner of West Barnhart Road and North Golden State Boulevard, in the Keyes area.

APN: 045-052-031

Williamson Act Contract: N/A

General Plan: Planned Development

Current Zoning: Planned Development (P-D) (261)

Project Description: Request to amend the zoning designation of a 10 acre parcel from Planned Development (P-D) (261) to a new Planned Development (P-D) to allow for development of a recreational vehicle (RV) storage facility in two phases. Phase 1 is proposed to include 3 to 3.5 acres and will include a 560 square-foot office with restroom, eight-foot perimeter wrought iron fencing, perimeter landscaping consisting of redwood trees and low growing shrubs, a freestanding sign at the corner of West Barnhart Road and North Golden State Boulevard 40 feet in height, a monument sign at the Golden State Boulevard entrance, four customer parking spaces, and 96 covered RV parking spaces, ranging in size between 12 and 16 feet wide, to be contained within approximately 70,000 square feet of enclosed building area. Phase 1 is proposed to commence within 18 months of project approval and to be completed within three years of project approval. Phase 2 will include the remaining acreage and will include another 225 RV parking spaces

contained within approximately 140,000 square feet of building storage area. However, this area may also be utilized during Phase 1 for uncovered RV parking spaces. All storage buildings are proposed to be a maximum of 20 feet in height. No vehicle maintenance and dumping services will occur on-site. Building areas and drive aisles are proposed to be paved and any remaining uncovered parking spaces will be graveled. Hours of operation are proposed to be seven days a week from 7:00 a.m. to 10:00 p.m. with one on-site manager and an additional employee for maintenance of the grounds on-site as needed. However, the site will be open to customers through a secured access gate 24 hours a day, seven days a week. The project anticipates between 5-10 customers will visit the site per day. Lighting will include wall lighting on the storage buildings and LED lighting at ground level around the landscaped perimeter. Main access is proposed to be taken from North Golden State Boulevard, with a secondary access available from West Barnhart Road. The project is proposed to be served with public water by the Keyes Community Services District (CSD) and to have a private on-site septic system. All stormwater will be maintained on-site. P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner. However, the uses approved on the 10 acre project site were limited to agricultural uses only. Accordingly, a rezone is required in order to approve development of the site with non-agricultural uses. In addition to RV storage, the project also proposes to maintain the ability to conduct uses permitted in the A-2 zoning district.

Full document with attachments available for viewing at:
<http://www.stancounty.com/planning/pl/act-projects.shtm>



REZONE APPLICATION NO. PLN2021-0112 – TOP SHELF MEGA STORAGE

Attachment A

Distribution List

X	CA DEPT OF CONSERVATION Land Resources		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION	X	STAN CO ERC
	CEMETERY DISTRICT	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: TURLOCK	X	STAN CO PARKS & RECREATION
	COMMUNITY SERVICES/SANITARY DIST	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO RISK MANAGEMENT
	COUNTY OF:	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: KEYES	X	STAN CO SUPERVISOR 2: CHIESA
	HOSPITAL DIST:	X	STAN COUNTY COUNSEL
X	IRRIGATION DIST: TURLOCK	X	StanCOG
X	MOSQUITO DIST: TURLOCK	X	STANISLAUS FIRE PREVENTION BUREAU
X	MOUNTIAN VALLEY EMERGENCY MEDICAL SERVICES	X	STANISLAUS LAFCO
X	MUNICIPAL ADVISORY COUNCIL: KEYES	X	STATE OF CA SWRCB DIVISION OF DRINKING WATER DIST. 10
X	PACIFIC GAS & ELECTRIC	X	SURROUNDING LAND OWNERS
X	POSTMASTER: KEYES	X	TELEPHONE COMPANY: AT&T
X	RAILROAD: UNION PACIFIC		TRIBAL CONTACTS (CA Government Code §65352.3)
X	SAN JOAQUIN VALLEY APCD		US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: KEYES UNION		US FISH & WILDLIFE
X	SCHOOL DIST 2: TURLOCK JOINT UNION		US MILITARY (SB 1462) (7 agencies)
X	STAN COUNTY DEPT OF WORKFORCE DEVELOPMENT		USDA NRCS
X	STAN CO AG COMMISSIONER	X	WATER DIST: KEYES CSD
	TUOLUMNE RIVER TRUST		

**STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM**

TO: Stanislaus County Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM: _____

SUBJECT: REZONE APPLICATION NO. PLN2021-0112 – TOP SHELF MEGA STORAGE

Based on this agency's particular field(s) of expertise, it is our position the above described project:

- Will not have a significant effect on the environment.
- May have a significant effect on the environment.
- No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheet if necessary)

- 1.
- 2.
- 3.
- 4.

Listed below are possible mitigation measures for the above-listed impacts: *PLEASE BE SURE TO INCLUDE WHEN THE MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):*

- 1.
- 2.
- 3.
- 4.

In addition, our agency has the following comments (attach additional sheets if necessary).

Response prepared by:

Name	Title	Date
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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

CEQA INITIAL STUDY

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

1. **Project title:** Rezone Application No. PLN2021-0112 – Top Shelf Mega Storage
SCH No. 2022010243
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Kristin Doud, Deputy Director
(209) 525-6330
4. **Project location:** 4401 West Barnhart Road, on the northeast corner of West Barnhart Road and North Golden State Boulevard, in the Keyes area. (APN: 045-052-031).
5. **Project sponsor's name and address:** Brian Demello, Top Shelf Mega Storage
201 N. Hopper Road, Modesto, CA 95357
6. **General Plan designation:** Planned Development
7. **Zoning:** Planned Development (P-D) (261)
8. **Description of project:**

Request to amend the zoning designation of a 10 acre parcel from Planned Development (P-D) (261) to a new P-D to allow for development of a recreational vehicle (RV) storage facility in two phases. Phase 1 is proposed to include 3 to 3.5 acres and will include a 560 square-foot office with restroom, eight-foot perimeter wrought iron fencing, perimeter landscaping consisting of redwood trees and low growing shrubs, a freestanding sign at the corner of West Barnhart Road and North Golden State Boulevard 40 feet in height, a monument sign at the Golden State Boulevard entrance, four customer parking spaces, and 96 covered RV parking spaces, ranging in size between 12 and 16 feet wide, to be contained within approximately 70,000 square feet of enclosed building area. Phase 1 is proposed to commence within 18 months of project approval and to be completed within three years of project approval. Phase 2 will include the remaining acreage and will include another 225 RV parking spaces contained within approximately 140,000 square feet of building storage area. However, this area may also be utilized during Phase 1 for uncovered RV parking spaces. All storage buildings are proposed to be a maximum of 20 feet in height. No vehicle maintenance or dumping services will occur on-site. Building areas and drive aisles are proposed to be paved and any remaining uncovered parking spaces will be graveled. Hours of operation are proposed to be seven days a week from 7:00 a.m. to 10:00 p.m. with one on-site manager and an additional employee for maintenance of the grounds on-site as needed. However, the site will be open to customers through a secured access gate 24 hours a day, seven days a week. The project anticipates between 5-10 customers will visit the site per day. Lighting will include wall lighting on the storage buildings and LED lighting at ground level around the landscaped perimeter. Main access is proposed to be taken from North Golden State Boulevard, with a secondary access available from West Barnhart Road. The project is proposed to be served with public water by the Keyes Community Services District (CSD) and to have a private on-site septic system. All stormwater will be maintained on-site. P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner. However, the uses approved on the 10 acre project site were limited to agricultural uses only. Accordingly, a rezone is required in order to approve development of the site with non-agricultural uses. In addition to RV storage, the project also proposes to maintain the ability to conduct uses permitted in the A-2 zoning district.

-
9. **Surrounding land uses and setting:** Vacant and agricultural land to the east and north; State Route 99 and light industrial development to the west and south; the Community of Keyes to the northwest.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** San Joaquin Valley Air Pollution Control District
Stanislaus County Department of Public Works
Stanislaus County Department of Environmental Resources
11. **Attachments:**
1. Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022
 2. Central California Information Center records search, dated January 5, 2022
 3. Mitigation Monitoring and Reporting Program (MMRP) for the Keyes Community Plan, adopted April 18, 2000 (MMRP Keyes)

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 checked="" type="checkbox"/> Aesthetics | <input checked="" 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 checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" 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 Kristin Doud, Deputy Director

May 5, 2022 _____

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, than 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 site itself is not considered to be a scenic resource or unique scenic vista. The project site is currently vacant. Phase 1 is proposed to include 3 to 3.5 acres and will include a 560 square-foot office with restroom, eight-foot perimeter wrought iron fencing, perimeter landscaping consisting of redwood trees and low growing shrubs, a freestanding sign at the corner of West Barnhart Road and North Golden State Boulevard 40 feet in height, a monument sign at the Golden State Boulevard entrance, four paved customer parking spaces, and 96 covered RV parking spaces, ranging in size between 12 and 16 feet wide. Phase 2 will include the remaining acreage and will include another 225 RV covered parking spaces contained within approximately 140,000 square feet of building storage area. However, this area may also be utilized during Phase 1 for uncovered RV parking spaces. All storage buildings are proposed to be a maximum of 20 feet in height. Lighting will include wall lighting on the storage buildings and LED lighting at ground level around the landscaped perimeter. The project site is required to annex into the Golden State Lighting District for street lighting, per a referral response received from the Department of Public Works.

Though the project is located outside the City of Turlock’s Sphere of Influence (SOI), it is located within one-mile of the City’s SOI and within the City’s General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. A referral response received from the City of Turlock did not request landscaping, signage, or other development standards to meet City of Turlock standards. A development standard will be applied to the project, requiring a landscape and signage plan be submitted to County Planning for review and approval and that the height, site area, and setbacks be in compliance with Section 21.48.040 of the County Zoning Ordinance.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Keyes Community Plan, adopted by the Board of Supervisors in April of 2000, identifies the project site as a Gateway area to Keyes, visible from State Route 99, that should be designed and landscaped to improve and enhance the appearance of the site and area. There is no existing design criteria for the Keyes Community; however, the Keyes Community Plan encourages attractive and orderly development which preserves a small town atmosphere; the development of large, non-residential sites, with generous landscaping and Highway Commercial type uses along State Route 99/Keyes Road Interchange; and the development of “Gateway” treatments and positive, high quality landscaped edges along State Route 99 and major roads.

The Mitigation Monitoring and Reporting Program adopted with the Keyes Community Plan requires that all existing and future exterior lighting to be shielded and be aimed downward and towards the site so as to provide adequate illumination without off-site light spillage or a glare effect to adjacent properties and that the use of reflective surfaces on new multi-story development be oriented in such a way as to reduce glare to the adjacent roadways. With these mitigation measures applied to the project, aesthetic impacts associated with the project are considered to be less than significant with mitigation included.

Mitigation:

1. New multi-story development shall minimize the use of reflective surface and have those reflective surfaces which are used to be oriented in such a manner so as to reduce glare impacts along roadways.
2. New development shall include cut-off luminaries and/or shields. All exterior lighting shall be designed (aimed down and towards the site) to provide adequate illumination without a glare effect. Low intensity lights shall be used to minimize the visibility of the lighting from nearby areas, and to prevent “spill over” of light onto adjacent residential properties.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the Department of Public Works, dated May 10, 2022; 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: In addition to RV storage, the project also proposes to maintain the ability to conduct uses permitted in the A-2 zoning district.

The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that the property is made up of Dinuba sandy loam (92.4% DrA and 4.2% DsA), with an Index Rating ranging between 43-77 and a Grade ranging between 2 and 3. The remaining 3.4% of the project site is made up of Tujunga sandy loam (TuA), which has an Index Rating of 76 and a Grade of 2. The California Department of Conservation's Important Farmland Maps identifies the site as grazing land. The majority of the site is made up of soils that qualify as prime soils.

The project site is currently vacant. Agricultural land is adjacent to the parcel to the east and north. State Route 99 and light industrial development are adjacent to the site to the west and south and the Community of Keyes is northwest of the site. The nearest parcel under Williamson Act Contract, which is currently in the non-renewal process, is a 59-acre parcel to the northeast of the project site.

All new or expanding uses approved by discretionary permit in the A-2 zoning district or on a parcel adjoining the A-2 zoning district are required to incorporate a minimum 150-foot-wide agricultural buffer setback, or 300-foot-wide buffer setback for people intensive uses. Public roadways, utilities, drainage facilities, rivers and adjacent riparian areas, landscaping, parking lots, and similar low people intensive uses are permitted uses within the buffer setback area. Phase 2 of the proposed project includes buildings at the eastern property line which borders an A-2 zoned property; however, the building will be utilized for RV parking, which is a permitted use within the agricultural setback area.

A referral response received from the Turlock Irrigation District (TID) indicated that the site currently does not receive irrigation water or have irrigation facilities on-site. The response also indicated that if irrigation water service was required in the future an application is required to be submitted to TID.

Though the project is located outside the City of Turlock's Sphere of Influence (SOI), it is located within one-mile of the City's SOI and within the City's General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. A referral response received from the City of Turlock was received which requested that ag mitigation per the requirements incorporated into P-D (261) and the Keyes Community Plan we applied to the project.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The EIR for the Keyes Community Plan identified loss of farmland as an impact that could not be mitigated to a level of insignificance and as part of the approval process a Statement of Overriding Considerations with respect to loss of prime farmland was adopted. The Mitigation Monitoring Plan (MMP) called for a mitigation measure to address the conversion of Prime Farmland to non-agricultural use. Although the Initial Study prepared for the P-D (217) zoning district did not include ag mitigation, a requirement for agricultural mitigation was added to the project by the Planning Commission who approved P-D (217) with a caveat that the adjacent 10.19 acre parcel (the current project site) be restricted to agricultural uses only and if it were to convert that agricultural mitigation be provided at a 2:1 rate. Accordingly, agricultural mitigation in the amount of the project site (10 acres) and the adjacent site developed under the P-D (217) zoning district (20.19 acres) is required to be provided prior to issuance of a building or grading permit.

Impacts to agricultural resources are considered to be less than significant with mitigation.

Mitigation:

3. Farmland mitigation shall be provided in the amount of 20.19 acres (an amount equivalent to the project site plus the agricultural preserve applied to Use Permit Application No. 2003-33 - Piranha Produce). The mitigation may be met through a long-term agricultural easement or through the payment of an in-lieu fee to a Land Trust, determined to be acceptable by the County Planning Director, and shall be in compliance with the County's adopted Farmland Mitigation Program Guidelines.

References: Application materials; Referral response received from the City of Turlock, dated February 15, 2022; Referral response from Turlock Irrigation District (TID), dated February 7, 2022; P-D (261), approved by the Board of Supervisors on December 18, 2001, General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; United States Department of Agriculture NRCS Web Soil

Survey; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; 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 PM2.5 (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 (PM-10), and “non-attainment” for PM 2.5, as defined by the Federal Clean Air Act.

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 Environmental Protection Agency (EPA) which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the District has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the Basin. The project will increase traffic in the area and, thereby, impacting air quality.

Construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations 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 PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.

The project was referred to SJVAPCD, who responded with a request for additional analysis on construction and operational emissions, on health risks, and odor impacts.

Though the project is located outside the City of Turlock’s Sphere of Influence (SOI), it is located within one-mile of the City’s SOI and within the City’s General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. A referral response received from the City of Turlock was received which requested that an air study be prepared.

An Air Quality (AQIA), Health Risk Analysis (HRA), and Greenhouse Gas (GhGIA) Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022. The AQIA/HRA/GhGIA Memo analyzed construction and operational emissions. Operational emissions were based on an assumption of 104.3 weekday trips, 123.9 trips for Saturdays, and 105 trips for Sundays for Phase 1; 208.6 weekday trips, 247.8 trips for Saturdays, and 210 trips for Sundays for Phase 2; and 312.9 weekday trips, 371.7 trips for Saturdays, and 315 trips for Sundays at max build out (Phases 1 and 2 combined). The California Air Resources Board’s (CARB) San Joaquin Valley Air Quality Plan (AQP)

includes control measures that are required for construction activities and for various operational activities including Rule 2201, Rule 4201, Rule 4309, Rule 4601, Rule 4641, Rule 9510, Regulation VIII. The AQIA/HRA/GhGIA Memo found that emissions of ROG, NOX, CO, SOX, PM10, and PM2.5 associated with the proposed project would not exceed the SJVAPCD's significance thresholds and that the proposed project would not obstruct implementation of CARB's San Joaquin Valley AQP. The AQIA/HRA/GhGIA Memo also found that the project would comply with all applicable rules and regulations from the applicable air quality plans. Assuming adherence to applicable Air District rules and regulations, the analysis found that the project would not be considered inconsistent with CARB's San Joaquin Valley AQP, that the project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds, and would not result in significant cumulative health impacts. In summary, the project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The project is not a significant source of TAC emissions during construction or operation. The project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Therefore, the project would not result in significant impacts to sensitive receptors. Although the project is less than one mile from the nearest sensitive receptor, the project is not expected to be a significant source of odors.

The SJVAPCD's Small Project Analysis Level (SPAL) Analysis indicates that the minimum threshold of significance for industrial projects is 1,506 trips per day. The Air Study completed for this project assumed a maximum of 371.7 additional trips per day during full build out. This is below the District's thresholds of significance for emissions.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included several mitigation measures regarding air impacts associated with construction and the operation of projects developed within the Keyes Community Plan to ensure Air District standards are met. However, the mitigation measures identified in the Keyes Community Plan MMRP are already required to be met through applicable Air District permitting and through enforcement of the California Building Code. Accordingly, Air Quality requirements are not applied as mitigation, but instead will be applied as development standards applicable to the project, which require that all applicable Air District permits be obtained and that California Green Building Code be met.

An early consultation referral response received from the Department of Public Works indicated that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications. The project will be required to meet all applicable air district standards and to obtain all applicable Air District permits. Both of these requirements will be incorporated into the project as development standards.

Air impacts associated with the project are considered to be less-than significant.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the City of Turlock, dated February 15, 2022; Referral response received from the Department of Public Works, dated May 10, 2022; Referral response received from the San Joaquin Valley Air Pollution Control District, dated February 2, 2022; Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; 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: The project is located within the Ceres Quad of the California Natural Diversity Database. There are nine animal species which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Ceres CNDDB Quad. Animal species include Swainson's hawk (SWHA), tricolored blackbird, burrowing owl, riffle sculpin, hardhead, chinook salmon - Central Valley fall / late fall-run ESU, valley elderberry longhorn beetle and Townsend's big-eared bat.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program for the Keyes Community Plan does include mitigation measures regarding biological resources; however, the property is currently vacant and disturbed and there are no trees or creeks, ponds, canals, or other bodies of water on-site. Based on the location and lack of suitable habitat on-site, the likelihood for special status species to exist on site are very low. An early consultation referral response was sent to the California Department of Fish and Game (CDFG); however, no response has been received to date. The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to biological resources are considered to be less-than significant.

Mitigation: None.

References: Application materials; California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; 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 not a General Plan Amendment it was not referred to the tribes listed with the Native American Heritage Commission (NAHC), in accordance with SB 18. 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. 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: Application materials; Central California Information Center Report for the project site, dated January 5, 2022; 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 was referred to SJVAPCD, who responded with a request for additional analysis on construction and operational emissions, on health risks, and odor impacts.

Though the project is located outside the City of Turlock's Sphere of Influence (SOI), it is located within one-mile of the City's SOI and within the City's General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. A referral response received from the City of Turlock was received which requested that an air study be prepared.

An Air Quality (AQIA), Health Risk Analysis (HRA), and Greenhouse Gas (GhGIA) Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022. The AQIA/HRA/GhGIA Memo analyzed construction and operational emissions, which included an analysis of energy usage. Operational emissions, including

indirect energy consumption associated with water and wastewater services, for the year 2023 were modeled using CalEEMod. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies. Specifically, Pavley I and Pavley II (LEV III) motor vehicle emission standards, CARB Medium and Heavy-Duty Vehicle Regulations, and Title 24 Energy Efficiency Standards. Operational emissions were based on an assumption of 104.3 weekday trips, 123.9 trips for Saturdays, and 105 trips for Sundays for Phase 1; 208.6 weekday trips, 247.8 trips for Saturdays, and 210 trips for Sundays for Phase 2; and 312.9 weekday trips, 371.7 trips for Saturdays, and 315 trips for Sundays at max build out (Phases 1 and 2 combined). The emissions associated with the building electricity and natural gas usage (non-hearth) were estimated based on the land use type and size. Values for a project served by Pacific Gas and Electric (PG&E) were used in the analysis. Phase 1 is proposed to include construction of a 560 square-foot office with restroom and 96 covered RV parking spaces, ranging in size between 12 and 16 feet wide, to be contained within approximately 70,000 square feet of enclosed building area. Phase 2 will include the remaining acreage and will include another 225 RV parking spaces contained within approximately 140,000 square feet of building storage area. However, this area may also be utilized during Phase 1 for uncovered RV parking spaces. The AQIA/HRA/GhGIA Memo found the project's construction and operational emissions, for criteria pollutants and other pollutants such as greenhouse gas emissions, to be below the threshold of significance.

The site is proposed to be served by the Turlock Irrigation District (TID) for electrical services. A referral response received from TID indicated that the District currently has single phase overhead distribution on the south side of W. Barnhart Road. The District has the ability to build new overhead or underground line north along the east side of N. Golden Stat Blvd. to serve the project and that the developer should consult with District Electrical Engineering for an application for new service and a design for the project. Facility changes are performed at developer's expense.

All 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 added to this project to address compliance with Title 24, Green Building Code, which includes energy efficiency requirements.

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, states that locally serving retail would generally redistribute trips from other local uses, rather than generate new trips. The proposed project fits this description of locally serving retail and therefore is presumed to create a less-than significant transportation impact related to VMT.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included several mitigation measures regarding impacts to air quality during construction and operation of projects developed within the Keyes Community Plan to ensure Air District standards are met. However, the mitigation measures identified in the Keyes Community Plan MMRP are already required to be met through applicable Air District permitting and through enforcement of the California Building Code. Accordingly, Air Quality requirements are not applied as mitigation, but instead will be applied as development standards applicable to the project, which require that all applicable Air District permits be obtained and that California Green Building Code be met.

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 materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response from Turlock Irrigation District (TID), dated February 7, 2022; Referral response received from the City of Turlock, dated February 15, 2022; Referral response received from the Department of Public Works, dated May 10, 2022; Referral response received from the San Joaquin Valley Air Pollution Control District, dated February 2, 2022; Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022; 2016 California Green Building Standards Code Title 24, Part 11(Cal Green); 2016 California Energy Code Title 24, Part 6; State of California - Office of Planning and Research (OPR) guidelines regarding VMT significance under CEQA; 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:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial 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 Dinuba sandy loam (92.4% DrA and 4.2% DsA) and 3.4% Tujunga sandy loam (TuA). As contained in Chapter 5 of the General Plan Support Documentation, 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 at 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. This will be evaluated with the building permit process which is required as a development standard applied to the project.

The Department of Public Works reviewed the project and responded that a grading and drainage plan shall be submitted for review and approval which includes drainage calculations which verify compliance with the current State of California National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The project proposes to utilize a private on-site septic system, and to maintain storm drainage on-site through a storm drain basin. The storm drainage basin

is also utilized by Fresh Point, a produce warehouse, which is also located within the P-D (261) zoning district (General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner) adjacent to the project site to the northwest. There is an existing easement for shared use of the storm drainage basin which will remain. These requirements will be incorporated into the project as development standards.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included mitigation measures regarding the preparation of geotechnical reports and regarding septic systems prior to construction to ensure that they are developed appropriately based on the project site's soil type. The Building Permits Division reviews building permits and determines if geotechnical reports are required with submission of building permits. However, a referral response received from DER indicated that the site would be subject to installing a Measure X septic system that would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. DER's requirements will be applied to the project as a development standard, not a mitigation measure, as the requirements are regulatory.

Impacts to Geology and Soils associated with the project are considered to be less than significant.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the Department of Public Works, dated May 10, 2022; Referral response received from the Department of Environmental Resources, dated February 2, 2022; Will-serve letter received from the Keyes Community Services District, dated January 3, 2022; Title 24 California Code of Regulations; 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 potential 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% of 1990 levels by 2030.

The project was referred to SJVAPCD, who responded with a request for additional analysis on construction and operational emissions, on health risks, and odor impacts.

Though the project is located outside the City of Turlock's Sphere of Influence (SOI), it is located within one-mile of the City's SOI and within the City's General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. A referral response received from the City of Turlock was received which requested that an air study be prepared.

An Air Quality (AQIA), Health Risk Analysis (HRA), and Greenhouse Gas (GhGIA) Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022. The AQIA/HRA/GhGIA Memo analyzed construction and operational emissions, which included an analysis of energy usage. Operational emissions, including indirect energy consumption associated with water and wastewater services, for the year 2023 were modeled using CalEEMod. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies. Specifically, Pavley I and Pavley II (LEV III) motor vehicle emission standards, CARB Medium and Heavy-Duty Vehicle Regulations, and Title 24 Energy Efficiency Standards. Operational emissions were based on an assumption of 104.3 weekday trips, 123.9 trips for Saturdays, and 105 trips for Sundays for Phase 1; 208.6 weekday trips, 247.8 trips for Saturdays, and 210 trips for Sundays for Phase 2; and 312.9 weekday trips, 371.7 trips for Saturdays, and 315 trips for Sundays at max build out (Phases 1 and 2 combined). The emissions associated with the building electricity and natural gas usage (non-hearth) were estimated based on the land use type and size. Values for a project served by Pacific Gas and Electric (PG&E) were used in the analysis. Phase 1 is proposed to include construction of a 560 square-foot office with restroom and 96 covered RV parking spaces, ranging in size between 12 and 16 feet wide, to be contained within approximately 70,000 square feet of enclosed building area. Phase 2 will include the remaining acreage and will include another 225 RV parking spaces contained within approximately 140,000 square feet of building storage area. However, this area may also be utilized during Phase 1 for uncovered RV parking spaces. The AQIA/HRA/GhGIA Memo found the project's construction and operational emissions, for criteria pollutants and other pollutants such as greenhouse gas emissions, to be below the threshold of significance.

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, states that locally serving retail would generally redistribute trips from other local uses, rather than generate new trips. The proposed project fits this description of locally serving retail and therefore is presumed to create a less-than significant transportation impact related to VMT.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included several mitigation measures regarding air quality impacts from construction and operation of projects developed within the Keyes Community Plan to ensure Air District standards are met. However, the mitigation measures identified in the Keyes Community Plan MMRP are already required to be met through applicable Air District permitting and through enforcement of the California Building Code. Accordingly, Air Quality requirements are not applied as mitigation, but instead will be applied as development standards applicable to the project, which require that all applicable Air District permits be obtained and that California Green Building Code be met.

The project will be required to meet all applicable Air District standards and to obtain all applicable Air District permits. Impacts associated with Greenhouse Gas Emissions are expected to have a less-than significant impact.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the city of Turlock, dated February 15, 2022; Referral response received from the Department of Public Works, dated May 10, 2022; Referral response received from the San Joaquin Valley Air Pollution Control District, dated February 2, 2022; Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022; 2016 California Green Building Standards Code Title 24, Part 11(Cal Green); 2016 California Energy Code Title 24, Part 6; State of California - Office of Planning and Research (OPR) guidelines regarding VMT significance under CEQA; 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 was referred to the DER Hazardous Materials (Haz Mat) Division who responded with a requirement that the project is subject to Haz Mat permitting and submittal of hazardous business information into the California Electronic Reporting System (CERS) and preparation and approval of a Risk Management Prevention Program if the project will be handling acutely hazardous materials or will be generating hazardous waste. Per the application, the operation will not include or generate any hazardous wastes associated with the project. No dumping or maintenance will occur on-site. If hazardous materials were to be stored on-site, the project would be required to obtain all applicable permits through Haz Mat. The applicant is required to use, store, and dispose of any hazardous materials in accordance with all applicable federal, state, and local regulations. These requirements will be applied to the development standards for the project.

Pesticide exposure is a risk in areas located in the vicinity of agriculture. Sources of exposure include contaminated groundwater, which is consumed, and drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. Additionally, agricultural buffers are intended to reduce the risk of spray exposure to surrounding people. The project was referred to the Stanislaus County Agricultural Commissioner and no comments have been received to date.

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 groundwater is not known to be contaminated in this area. The project does not interfere with the Stanislaus County Local Hazard Mitigation Plan, which identifies risks posed by disasters and identifies ways to minimize damage from those disasters. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Keyes Fire Protection District. The project was referred to the District, however no response was received.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program for the Keyes Community Plan included several mitigation measures that were specific

to hazards and hazardous materials. However, only the non-regulatory mitigation measure to stop work in the event previously unidentified contamination is discovered during construction has been applied to the project as a mitigation measure as the other mitigation measure regarding a Phase 1 or 2 study is based on regulatory requirements.

Project impacts related to Hazards and Hazardous Materials are considered to be less-than significant impact with mitigation.

Mitigation:

4. Construction contracts shall include a stop-work provision in the event previously unidentified contamination is discovered during construction so that appropriate actions can be taken to reduce potential human health and environmental hazards.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the San Joaquin Air Pollution Control District, dated February 2, 2022; Referral response received from the Department of Environmental Resources, dated February 2, 2022; Referral response received from the Department of Environmental Resources – Hazardous Materials Division, dated January 25, 2022; California Department of Toxic Substance Control’s EnviroStor database; 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:			X	
(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	

Discussion: The project proposes to hook up to the Keyes CSD for water services, to utilize a private on-site septic system, and to maintain storm drainage on-site through a storm drain basin. The storm drainage basin is also utilized by Fresh Point, a produce warehouse, which is also located within the P-D (261) zoning district (General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner) adjacent to the project site to the northwest. There is an existing

easement for shared use of the storm drainage basin which will remain. Keyes CSD provided a will serve letter that states the project site can hook up to the District for water provided they meet all Keyes CSD standards for public water services. The project site is located within the West Turlock Subbasin and is covered by the Turlock Subbasin Groundwater Sustainability Management Agency. The Keyes CSD is required to meet any applicable state or regional Groundwater Sustainability Agency requirements. A referral response received from the Department of Environmental Resources (DER) indicating that the on-site septic system is required to meet Measure X standards for on-site private waste systems. DER reviews and approves septic systems through the building permit process, which takes setbacks, soil type, and water table depth into consideration within the specific design requirements. All of these requirements will be incorporated into the project as development standards.

This project was referred to the Regional Water Quality Control Board (RWQCB) which responded with a list of permitting programs that the project maybe subject to. The Department of Public Works reviewed the project and responded with a request that a grading and drainage plan be submitted for review and approval which includes drainage calculations that verify compliance with the current State of California National Pollutant Discharge Elimination System (NPDES) General Construction Permit. A referral response received from the Turlock Irrigation District (TID) indicated that the site currently does not receive irrigation water or have irrigation facilities on-site. The response also indicated that if irrigation water service was required in the future an application is required to be submitted to TID. These requirements will be applied to the development standards required for project implementation. Additionally, a development standard will be applied to the project that requires the landscaping plans comply with the California State Water Model Ordinance.

Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). Run-off is not considered an issue because of several factors which limit the potential impact. These factors include the relatively flat terrain of the subject site, and relatively low rainfall intensities in the Central Valley. Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act. The project site itself is located in Zone X (outside the 0.2% floodplain) and, as such, exposure to people or structures to a significant risk of loss/injury/death involving flooding due levee/dam failure and/or alteration of a watercourse, at this location is not an issue with respect to this project. Flood zone requirements are enforced through the building permit process. The Building Permits Division also reviews building permits and determines if geotechnical reports are required with submission of building permits. A requirement to obtain all applicable building permits will be incorporated into the project's development standards.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included mitigation measures regarding hydrology and water quality and to ensure septic systems are developed appropriately based on the project site's soil type; however, the mitigation measures are all covered by regulatory requirements which will be enforced through the review of grading and building permits required to be obtained as development standards required to be met for project implementation.

As a result of the development standards required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less-than significant impact.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the Department of Public Works, dated May 10, 2022; Referral response from Turlock Irrigation District (TID), dated February 7, 2022; Referral response received from the Department of Environmental Resources (DER), dated February 2, 2022; Referral response received from the Regional Water Quality Control District, dated January 31, 2022; Will-serve letter received from the Keyes Community Services District, dated January 3, 2022; 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: This is a request to Request to amend the zoning designation of a 10 acre parcel from Planned Development (P-D) (261) to a new P-D to allow for development of a recreational vehicle (RV) storage facility in two phases. The project is proposed to be served with public water by the Keyes Community Services District (CSD) and to have a private on-site septic system. All stormwater will be maintained on-site. P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner. However, the uses approved on the 10 acre project site were limited to agricultural uses only. Accordingly, a rezone is required in order to approve development of the site with non- agricultural uses. In addition to RV storage, the project also proposes to maintain the ability to conduct uses permitted in the A-2 zoning district.

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. To approve a Rezone, the Planning Commission must find that it is consistent with the General Plan. Pursuant to the General Plan, the Planned Development zoning designation is consistent with the Planned Development General Plan Land Use designation.

Though the project is located outside the City of Turlock's Sphere of Influence (SOI), it is located within one-mile of the City's SOI and within the City's General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. A referral response received from the City of Turlock was received which requested that ag mitigation per the requirements incorporated into P-D (261) and the Keyes Community Plan we applied to the project. The City of Turlock response also requested that a community plan amendment be included in the project to incorporate the entire parcel in the Keyes Community Plan and that a traffic and air study be prepared. An air study was prepared, and the agricultural mitigation was incorporated into the project. However, staff deferred to the Stanislaus County Public Works Department to determine whether or not to require a traffic study. County Public Works confirmed that a traffic study was not warranted based on the proposed trips for the project. Additionally, a community plan amendment has not been included in the project as the project already has a general plan designation of planned development which is consistent with the requested development.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program for the Keyes Community Plan included mitigation measures addressing lighting, air quality, hydrology, hazardous materials, noise, biological resources, agricultural resources, traffic, public facilities, fire and school fees, and geology and soils. All of the mitigation measures applicable to the project, that are not already covered by regulatory programs or permitting, which will be required through the application of development standards, have been applied to the project. Those mitigation measures have been incorporated into the Aesthetics, Agricultural Resources, Hazards and Hazardous Materials, and Noise Sections of this initial study.

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.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the City of Turlock, dated February 15, 2022; 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.

No significant impacts related to Mineral Resources have been identified.

Mitigation: None.

References: Application materials; 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 Stanislaus County General Plan identifies noise levels up to 70 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial, manufacturing, utilities, and agriculture uses. The site itself is impacted by the noise generated from State Route 99. On-site grading 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. No construction is proposed, but if construction were to occur in the future noise associated with the construction work would be required to meet the noise ordinance and Noise Element standards. Proposed operating hours are 24-hours a day, seven days a week, with a maximum of two employees on-site per shift, and an estimated 10-15 customers per day (2-3 maximum during peak hours). The site is not located within an airport land use plan. Noise impacts are considered to be less-than significant with mitigation included.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program for the Keyes Community Plan included several mitigation measures that were specific to noise. Those mitigation measures applicable to the project which have to do with mitigating potential noise impacts during construction have been applied to the project.

Impacts associated with noise are considered to be less than significant with mitigation.

Mitigation:

- 5. Hours of construction on the project site shall be limited to 7:00 a.m. to 6:00 p.m. Monday thru Friday, with no construction allowed on holidays.
- 6. Any noisy construction equipment shall be located away from sensitive receptors, and, if necessary, temporary noise barriers shall be constructed between noise sources and sensitive receptors. All construction equipment shall be fitted with properly functioning mufflers.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Stanislaus County Noise Control Ordinance, 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 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, nor will any existing housing be displaced as a result of this project.

Impacts related to Population and Housing are considered to be less-than significant.

Mitigation: None.

References: Application materials; Stanislaus County General Plan and Support Documentation¹.

XV. PUBLIC SERVICES - Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) 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:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion: The project site is served by the Keyes Fire District for fire protection services, the Keyes Union and Turlock Unified school districts for school services, the Stanislaus County Sheriff Department for police protection, the Keyes

Community Services District for public water and sewer, Stanislaus County Parks and Recreation Department for parks facilities, and the Turlock Irrigation District (TID) for power. 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. Payment of the applicable district fees will be required prior to issuance of a building permit.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included mitigation measures regarding the payment of applicable fire, parks, and public facility fees. Development standards regarding the payment of public facility and fire fees will be applied to the project. Residential subdivisions are required to pay park in lieu fees or to dedicate parkland based on the policies included in the State of California’s Quimby Act and the Stanislaus County’s Conservation and Open Space Element. However, as a highway commercial use the proposed development will only be responsible for paying the parks fees identified in the public facility fee schedules adopted by the Board of Supervisors. Development standards also require that the project site annex into the Golden State Lighting District for streetlights and that TID standards be met for the connection to electrical services.

The project proposes to hook up to the Keyes CSD for water services, to utilize a private on-site septic system, and to maintain storm drainage on-site through a storm drain basin. The storm drainage basin is also utilized by Fresh Point, a produce warehouse, which is also located within the P-D (261) zoning district (General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner) adjacent to the project site to the northwest. There is an existing easement for shared use of the storm drainage basin which will remain. Keyes CSD provided a will serve letter that states the project site can hook up to the District for water provided they meet all Keyes CSD standards for public water services. A referral response received from the Department of Environmental Resources (DER) indicating that the on-site septic system is required to meet Measure X standards for on-site private waste systems. DER reviews and approves septic systems through the building permit process, which takes setbacks, soil type, and water table depth into consideration within the specific design requirements. The project site is also required to annex into the Golden State Lighting District for street lighting, per a referral response received from the Department of Public Works. All of these requirements will be incorporated into the project as development standards.

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

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the Department of Environmental Resources, dated February 2, 2022; Referral response from Turlock Irrigation District (TID), dated February 7, 2022; Referral response letter received from the Department of Public Works, dated May 10, 2022; Will-serve letter received from the Keyes Community Services District, dated January 3, 2022; Stanislaus County General Plan and Support Documentation¹.

XVI. RECREATION - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) 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 does not include any recreational facilities and is not anticipated to increase demands for recreational facilities, as such impacts typically are associated with residential development.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program for the Keyes Community Plan included a mitigation measure regarding the payment of a fair share towards parks. Non-residential development pays parks fees through the payment of public facilities fees, which are collected during the issuance of a building permit. This requirement will be incorporated into the project as a development standard.

No significant impacts related to Recreation were identified.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; 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: Phase 1 of the project is proposed to include construction of a 560 square-foot office with restroom and 96 covered RV parking spaces, ranging in size between 12 and 16 feet wide, to be contained within approximately 70,000 square feet of enclosed building area. Phase 2 will include the remaining acreage and will include another 225 RV parking spaces contained within approximately 140,000 square feet of building storage area. However, this area may also be utilized during Phase 1 for uncovered RV parking spaces. An Air Quality (AQIA), Health Risk Analysis (HRA), and Greenhouse Gas (GhGIA) Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022. The AQIA/HRA/GhGIA Memo was based on an assumption of 104.3 weekday trips, 123.9 trips for Saturdays, and 105 trips for Sundays for Phase 1; 208.6 weekday trips, 247.8 trips for Saturdays, and 210 trips for Sundays for Phase 2; and 312.9 weekday trips, 371.7 trips for Saturdays, and 315 trips for Sundays at max build out (Phases 1 and 2 combined).

Though the project is located outside the City of Turlock’s Sphere of Influence (SOI), it is located within one-mile of the City’s SOI and within the City’s General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. A referral response received from the City of Turlock was received which requested that a traffic study be prepared. However, staff deferred to the Stanislaus County Public Works Department to determine whether or not to require a traffic study. County Public Works confirmed that a traffic study was not warranted based on the proposed trips for the project.

A response received from the Department of Public Works indicated that frontage improvements along Golden State Boulevard shall match the improvements to the north, including curb, gutter, and sidewalk. A grading, drainage, and erosion/sediment control plan for the project site shall be submitted that includes drainage calculations and enough information to verify that runoff from project will not flow onto adjacent properties and Stanislaus County road right-of-way and is in compliance with the current State of California National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The response also included requirements for annexation into the Golden State Boulevard Lighting District, for roadway dedication, encroachment permits, undergrounded utilities, the payment of applicable public facility

regional transportation impact fees, and for installation of signage at the developers cost if requested. All of these requirements will be applied to the project as development standards.

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, states that locally serving retail would generally redistribute trips from other local uses, rather than generate new trips. The proposed project fits this description of locally serving retail and therefore is presumed to create a less-than significant transportation impact related to VMT.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included mitigation measures regarding the payment of a traffic mitigation fee for roadway projects identified in the Keyes Community Plan. Payment of this fee has not been incorporated into this project as only a portion of the site is included in the Keyes Community Plan the Department of Public Works did not request that the fee be required. Public Facility Fees, which includes funding for the Regional Transportation Impact Fee (RTIF) that provides funding for identified County roads projects throughout the County, will be required to be paid prior to issuance of a building permit.

Impacts associated with Transportation are expected to have a less-than significant impact.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the Department of Public Works, dated May 10, 2022; Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum, prepared by Johnson Johnson & Miller Air Quality Consulting Services, dated March 30, 2022; Referral response received from the Stanislaus County Environmental Review Committee, dated February 2, 2022; Referral response received from the City of Turlock, dated February 15, 2022; 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	

<p>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.</p>			<p>X</p>	
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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. No tribes responded with a request for consultation or with any project comments. 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. 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: Application materials; Central California Information Center Report for the project site, dated January 5, 2022; County General Plan and Support Documentation¹.

<p>XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:</p>	<p>Potentially Significant Impact</p>	<p>Less Than Significant With Mitigation Included</p>	<p>Less Than Significant Impact</p>	<p>No Impact</p>
<p>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?</p>			<p>X</p>	
<p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>			<p>X</p>	
<p>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?</p>			<p>X</p>	
<p>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?</p>			<p>X</p>	
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>			<p>X</p>	

Discussion: Limitations on providing services have not been identified. The project proposes to hook up to the Keyes CSD for water services, to utilize a private on-site septic system, and to maintain storm drainage on-site through a storm drain basin. The storm drainage basin is also utilized by Fresh Point, a produce warehouse, which is also located within the P-D (261) zoning district (General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner) adjacent to the project site to the northwest. There is an existing easement for shared use of the storm drainage basin which will remain. Keyes CSD provided a will serve letter that states the project site can hook up to the District for water provided they meet all Keyes CSD standards for public water services. A referral response received from the Department of Environmental Resources (DER) indicating that the on-site septic system is required to meet Measure X standards for on-

site private waste systems. DER reviews and approves septic systems through the building permit process, which takes setbacks, soil type, and water table depth into consideration within the specific design requirements. The project site is also required to annex into the Golden State Lighting District for street lighting, per a referral response received from the Department of Public Works. All of these requirements will be incorporated into the project as development standards.

The site is proposed to be served by the Turlock Irrigation District (TID) for electrical services. A referral response received from TID indicated that the District currently has single phase overhead distribution on the south side of W. Barnhart Road. The District has the ability to build new overhead or underground line north along the east side of N. Golden Stat Blvd. to serve the project and that the developer should consult with District Electrical Engineering for an application for new service and a design for the project. Facility changes are performed at developer’s expense. Additionally, the response indicated that a 10-foot Public Utility Easement is required to be dedicated along all street frontages for electrical utility service and that the front building setback is to be a minimum of 15-feet from the property line and a minimum of 15-feet from the back-of-sidewalk to enable the safe placement of utilities. Further, the TID response stated that the site currently does not receive irrigation water or have irrigation facilities on-site and that if irrigation water service was required in the future an application is required to be submitted to TID. These requirements will be incorporated into the project’s development standards.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the April 2000 update to the Keyes Community Plan included mitigation measures regarding stormwater, water supply and quality, and regarding the preparation of geotechnical reports prior to installation of an on-site septic system. The water supply will be provided by Keyes CSD which makes the mitigation regarding on-site well inapplicable. The remaining mitigation measures are being met through the grading and building permit review process, which will be incorporated into the project as a requirement per the development standards applied to the project.

The project is not anticipated to have a significant impact to utilities and service systems.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; Referral response received from the Department of Public Works, dated May 10, 2022; Referral response from Turlock Irrigation District (TID), dated February 7, 2022; Referral response received from the Department of Environmental Resources (DER), dated February 2, 2022; Will-serve letter received from the Keyes Community Services District, dated January 3, 2022; 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 majority of the site is designated as non-urban and the southwestern portions are designated as urban, and is served by Keyes Fire Protection District. The project was referred to the District, but no response was received. 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. All construction is 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 RV parking area and all fire protection, and emergency vehicle access standards met. These requirements will be applied as development standards for the project.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program for the Keyes Community Plan included a mitigation measure regarding the payment of fire district fees. Fire fees are collected prior to the issuance of a building permit. This requirement will be incorporated into the project as a development standard.

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

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; California Building Code Title 24, Part 2, Chapter 7; Stanislaus County Local Hazard Mitigation Plan; 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 site is currently bordered by West Barnhart Road and North Golden State Boulevard, in the unincorporated community of Keyes, just east of State Route 99. The site has a General Plan designation of Planned Development, a portion of the site has a Keyes Community Plan designation of Highway Commercial, and a zoning designation of Planned Development (P-D) (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner, to allow for the development of various

Highway Commercial uses. However, the uses approved on the 10 acre project site were limited to agricultural uses only. Accordingly, a rezone is required in order to approve development of the site with non- agricultural uses. In addition to RV storage, the project also proposes to maintain the ability to conduct uses permitted in the A-2 zoning district.

The project is proposed to be served with public water by the Keyes Community Services District (CSD) and to have a private on-site septic system. All stormwater will be maintained on-site.

Though the project is located outside the City of Turlock's Sphere of Influence (SOI), it is located within one-mile of the City's SOI and within the City's General Plan area which requires referral to the city in accordance with Policy Twenty-Six of the Land Use Element of the Stanislaus County General Plan. The City of Turlock is located approximately ½ mile south of the project site. A referral response received from the City of Turlock was received which requested that ag mitigation per the requirements incorporated into P-D (261) and the Keyes Community Plan we applied to the project. The City of Turlock response also requested that a community plan amendment be included in the project to incorporate the entire parcel in the Keyes Community Plan and that a traffic and air study be prepared. An air study was prepared, and the agricultural mitigation was incorporated into the project. However, staff deferred to the Stanislaus County Public Works Department to determine whether or not to require a traffic study. County Public Works confirmed that a traffic study was not warranted based on the proposed trips for the project. Additionally, a community plan amendment has not been included in the project as the project already has a general plan designation of planned development which is consistent with the requested development.

Only the southwestern portion of the site is located within the Keyes Community Plan; however, P-D (261), approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner incorporated the mitigation measures from the Keyes Community Plan into the land use approval. The Mitigation Monitoring and Reporting Program for the Keyes Community Plan included mitigation measures addressing lighting, air quality, hydrology, hazardous materials, noise, biological resources, agricultural resources, traffic, public facilities, fire and school fees, and geology and soils. All of the mitigation measures applicable to the project, that are not already covered by regulatory programs or permitting, which will be required through the application of development standards have been applied to the project. Those mitigation measures have been incorporated into the Aesthetics, Agricultural Resources, Hazards and Hazardous Materials, and Noise Sections of this initial study.

Vacant and agricultural land, with a General Plan designation of Agriculture and a zoning designation of General Agriculture (A-2-40), surround the site to the east and north; State Route 99 and light industrial development to the west and south; and the Community of Keyes to the northwest. There are several rezone applications being processed proposing highway commercial development on vacant parcels located north of the project site, within the Keyes Community Plan boundary. Further development of the Keyes area would be subject to an amendment of the Keyes Community Plan, which would require environmental review, including a cumulative impact analysis. Review of this project has not indicated any potential for cumulative impacts which might significantly impact the environmental quality of the site and/or the surrounding area.

Mitigation: None.

References: Application materials; P-D (261) was approved by the Board of Supervisors on December 18, 2001 under General Plan Amendment No. 2001-01 and Rezone No. 2001-01 – Jim Messner; Keyes Community Plan, EIR and MMRP adopted April 2000; 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.

Stanislaus County

Planning and Community Development

1010 10th Street, Suite 3400
Modesto, CA 95354

Phone: (209) 525-6330
Fax: (209) 525-5911

Mitigation Monitoring and Reporting Program

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

May 5, 2022

1. Project title and location: Rezone Application No. PLN2021-0112 – Top Shelf Mega Storage
4401 W Barnhart Road, on the northeast corner of W Barnhart Road and N Golden State Boulevard, in the Keyes area (APN 045-052-031).
2. Project Applicant name and address: Brian Demello, Top Shelf Mega Storage
201 N. Hopper Road, Modesto, CA 95357
3. Person Responsible for Implementing Mitigation Program (Applicant Representative): Brian Demello, Top Shelf Mega Storage
4. Contact person at County: Kristin Doud, Deputy Director of Planning
(209) 525-6330

MITIGATION MONITORING AND REPORTING PROGRAM:

List all Mitigation Measures by topic as identified in the Mitigated Negative Declaration and complete the form for each measure.

I. AESTHETICS

- No. 1 Mitigation Measure: New multistory development shall minimize the use of reflective surface and have those reflective surfaces which are used to be oriented in such a manner so as to reduce glare impacts along roadways.
- Who Implements the Measure: Applicant/Developer.
- When should the measure be implemented: During building design.
- When should it be completed: Prior to issuance of the Final Occupancy Permit.
- Who verifies compliance: Stanislaus County Planning and Community Development Department, Planning Division.
- Other Responsible Agencies: None.
- No. 2 Mitigation Measure: New development shall include cut-off luminaries and/or shields. All exterior lighting shall be designed (aimed down and towards the site) to provide adequate illumination without a glare effect. Low intensity lights shall be used to minimize the visibility of the lighting from nearby areas, and to prevent "spill over" of light onto adjacent residential properties.

Who Implements the Measure:	Applicant/Developer.
When should the measure be implemented:	During building design.
When should it be completed:	Prior to issuance of the Final Occupancy Permit.
Who verifies compliance:	Stanislaus County Planning and Community Development Department, Planning Division.
Other Responsible Agencies:	None.

II. AGRICULTURE AND FOREST RESOURCES

- No. 3 Mitigation Measure: Farmland mitigation shall be provided in the amount of 20.19 acres (an amount equivalent to the project site plus the agricultural preserve applied to Use Permit Application No. 2003-33 - Piranha Produce). The mitigation may be met through a long-term agricultural easement or through the payment of an in-lieu fee to a Land Trust, determined to be acceptable by the County Planning Director, and shall be in compliance with the County's adopted Farmland Mitigation Program Guidelines.

Who Implements the Measure:	Applicant/Developer.
When should the measure be implemented:	Prior to issuance of a grading or building permit.
When should it be completed:	Prior to issuance of a building or grading permit.
Who verifies compliance:	Stanislaus County Planning and Community Development Department, Planning Division.
Other Responsible Agencies:	None.

IX. HAZARDS AND HAZARDOUS MATERIALS

- No. 4 Mitigation Measure: Construction contracts shall include a stop-work provision in the event previously unidentified contamination is discovered during construction so that appropriate actions can be taken to reduce potential human health and environmental hazards.

Who Implements the Measure:	Applicant/Developer.
When should the measure be implemented:	Prior to grading and construction activity.
When should it be completed:	When grading and construction activities are completed.
Who verifies compliance:	Stanislaus County Planning and Community Development Department, Planning Division.
Other Responsible Agencies:	Stanislaus County Department of Environmental Resources, Hazardous Materials Division.

XIII. NOISE

No. 5 Mitigation Measure: Hours of construction on the project site shall be limited to 7:00 a.m. to 6:00 p.m. Monday thru Friday, with no construction allowed on holidays.

Who Implements the Measure: Applicant/Developer.
When should the measure be implemented: During grading and construction activity.
When should it be completed: When grading and construction activities are completed.
Who verifies compliance: Stanislaus County Planning and Community Development Department, Planning Division.
Other Responsible Agencies: None.

No. 6 Mitigation Measure: Any noisy construction equipment shall be located away from sensitive receptors, and, if necessary, temporary noise barriers shall be constructed between noise sources and sensitive receptors. All construction equipment shall be fitted with properly functioning mufflers.

Who Implements the Measure: Applicant/Developer.
When should the measure be implemented: During grading and construction activity.
When should it be completed: When grading and construction activities are completed.
Who verifies compliance: Stanislaus County Planning and Community Development Department, Planning Division.
Other Responsible Agencies: None.

I, the undersigned, do hereby certify that I understand and agree to be responsible for implementing the Mitigation Monitoring and Reporting Program (MMRP) for the above listed project.






Signature on File _____ May 9, 2022
Person Responsible for Implementing _____
MMRP _____ Date

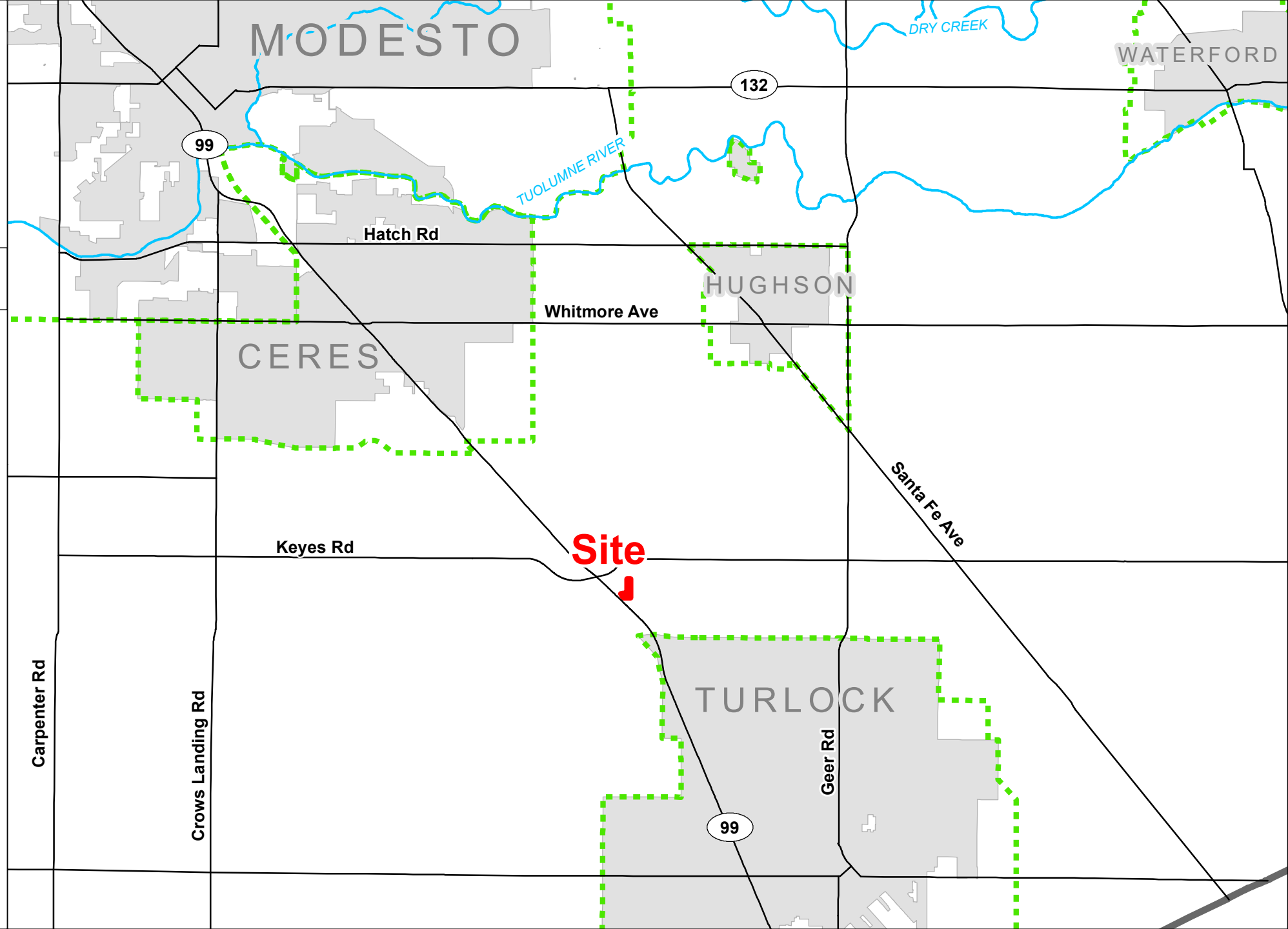
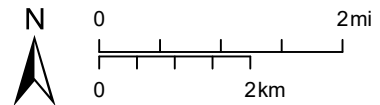
TOP MEGA SHELF STORAGE

REZ PLN2021-0112

AREA MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  City
-  Road
-  River



TOP MEGA SHELF STORAGE


REZ PLN2021-0112

GENERAL PLAN MAP

LEGEND

 Project Site

 Parcel


 Road

General Plan

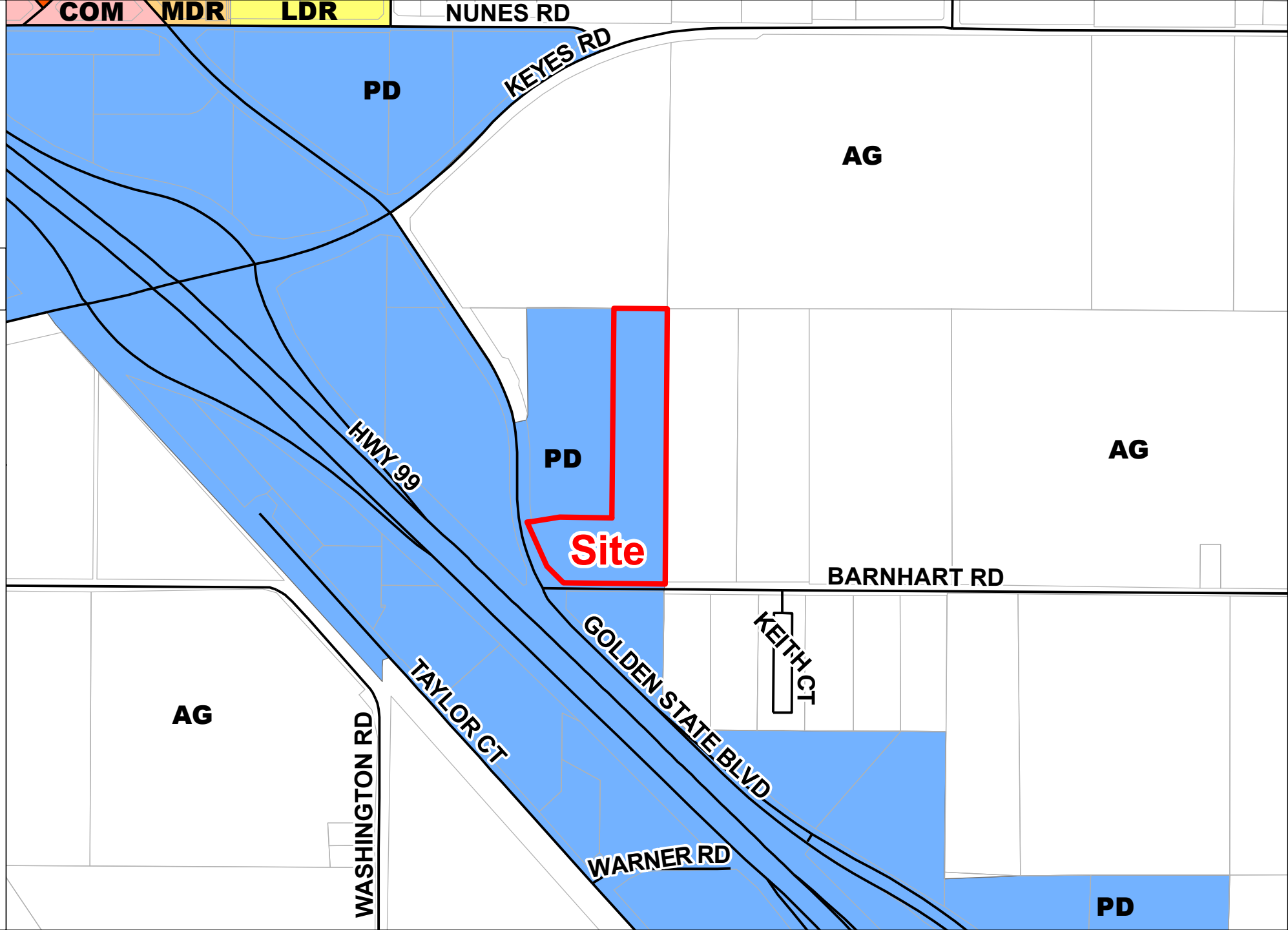
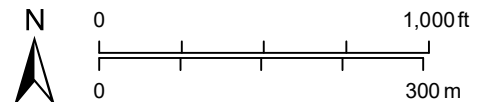
 Agriculture

 Planned Development

 Commercial

 Low Density Residential

 Medium Density Residential



TOP MEGA SHELF STORAGE

REZ PLN2021-0112

COMMUNITY PLAN MAP


LEGEND

 Project Site


 Parcel


 Road


Community Plan

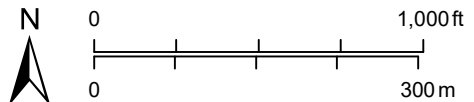
 Residential - Medium

 Commercial

 Commercial - Highway

 Residential - Medium-High

 Residential - Low



TOP MEGA SHELF STORAGE


REZ PLN2021-0112

ZONING MAP


LEGEND

 Project Site

 Parcel

 Road


Zoning Designation

 Planned Development

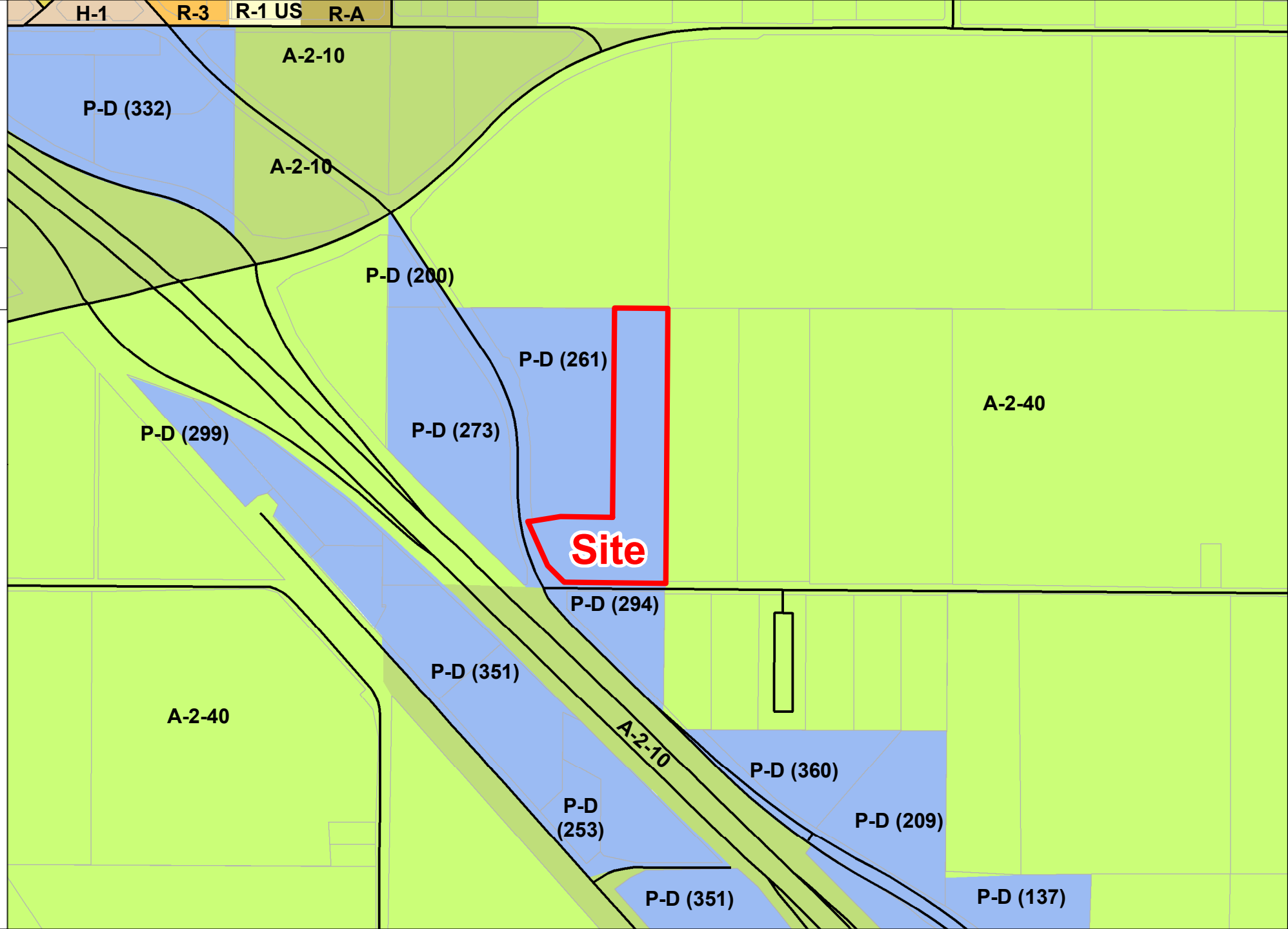
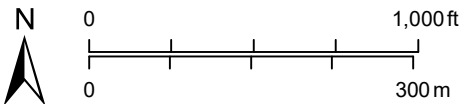
 General Agriculture 10 Acre

 General Agriculture 40 Acre

 Highway Frontage

 Rural Residential

 Multiple Family



TOP MEGA SHELF STORAGE

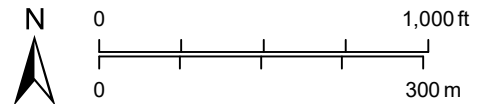
REZ
PLN2021-0112

2021 AERIAL AREA MAP

LEGEND

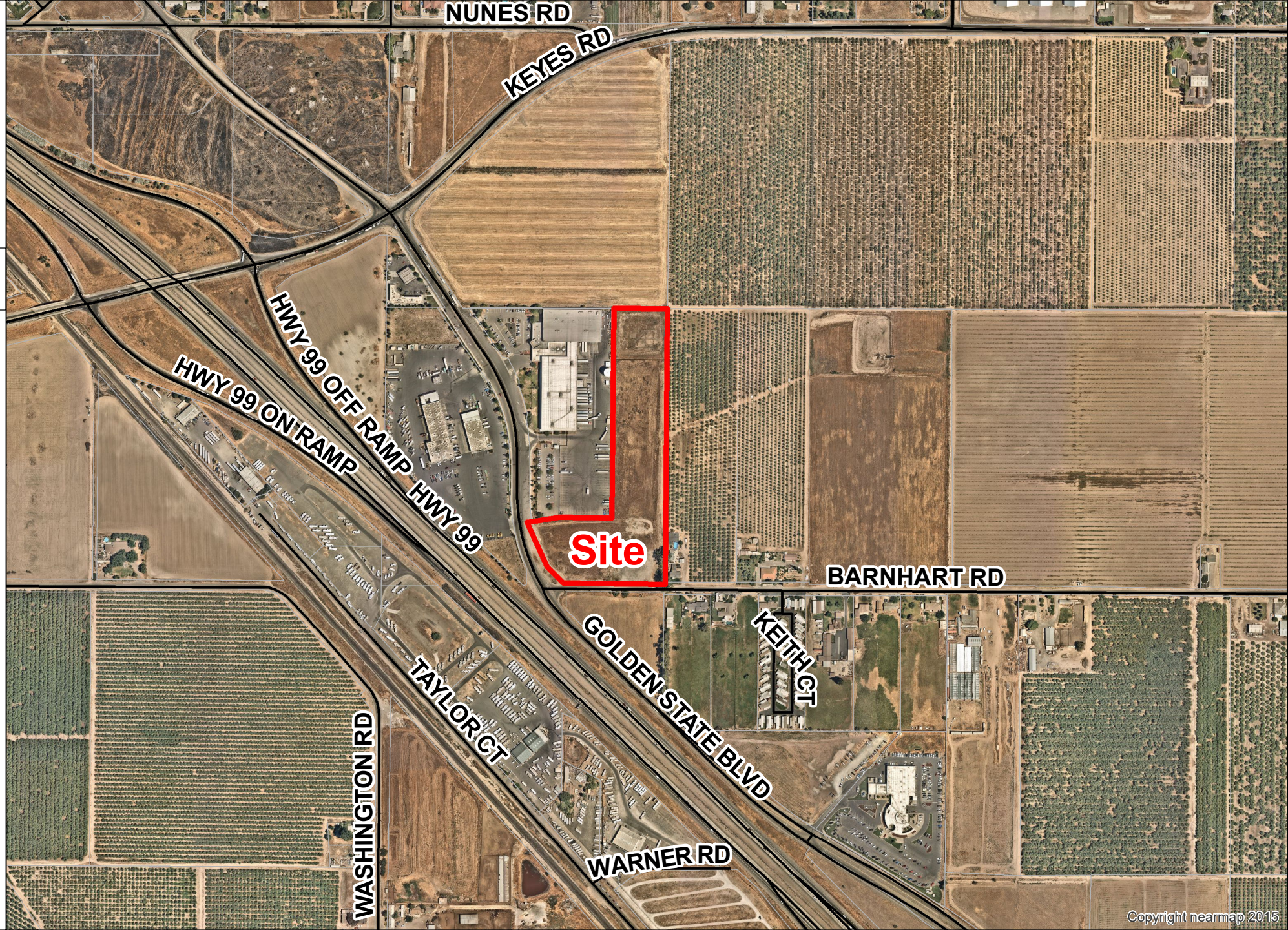
 Project Site

 Road



Source: Planning Department GIS

Date: 12/9/2021



TOP MEGA SHELF STORAGE

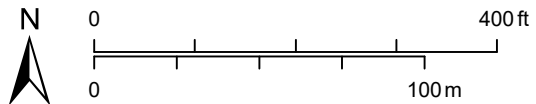
REZ
PLN2021-0112

2021 AERIAL SITE MAP

LEGEND

 Project Site

 Road



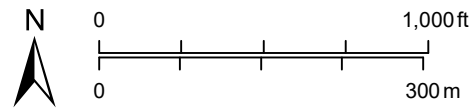
TOP MEGA SHELF STORAGE

REZ PLN2021-0112

ACREAGE MAP

LEGEND

-  Project Site
-  Parcel/Acres
-  Road



metal flask's

+ 18'-0"

stucco - 2 colors
w/ expan. joints

1





To: Dave Romano
dave@newman-romano.com

From: Johnson Johnson and Miller Air Quality
Consulting Services

Contact: Richard Miller, Air Quality and
Climate Change Specialist

rmiller.jjm.environmental@gmail.com

kjohnson.jjm.environmental@gmail.com

Top Shelf Mega Storage Project/Golden State RV Storage Project

Date: March 30, 2022

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

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

Project Location and Description

The project site consists of an approximately 10-acre parcel which fronts on Golden State Blvd and Barnhart Road (APN 045-052-031). The project applicant proposes to develop the site in two (2) phases.

Phase 1 would consist of 3 to 3.5 acres and would include 96 recreational vehicle (RV) storage spaces within approximately 70,000 square feet of enclosed building area.

Phase 2 would consist of the remaining 6.5 to 7 acres. Phase 2 would consist of 225 additional spaces, but the current mix of widths has not yet been determined. During Phase 1, this area may be used for open RV Storage on marked spaces. If so, the Phase 2 area will be graveled until the Phase 2 buildings are constructed, at which time the site will be paved. Phase 2 enclosed building space is expected to be about 140,000 square feet.

The site will have a primary access to Golden State Blvd., and a secondary access to Barnhart Road. Access to the site will be 24 hours a day for drop-off and pick-up by card key, touch pad, or electronic clicker. The office will be staffed by an on-site manager during daylight hours and afterhours access will occur electronically. One additional on-site maintenance employee is expected to be on-site weekdays during normal business hours.

The project's location and site plan are included as part of Attachment A.

¹ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>. Accessed March 9, 2022.

² San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17. Website: <https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>. Accessed March 9, 2022.

Modeling Parameters and Assumptions

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

Air Pollutants and GHGs Assessed

Criteria Pollutants Assessed

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG),³ oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Note that the proposed project would emit ozone precursors ROG and NO_x. However, the proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

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

Table 1: Descriptions of Criteria Pollutants of Concern

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Ozone	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), nitrous oxides (NO _x), and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO _x) are mobile sources (on-road and off-road vehicle exhaust).	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.
Particulate matter (PM ₁₀) Particulate matter (PM _{2.5})	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM ₁₀ refers to particulate matter that is between 2.5 and 10 microns in diameter, (one micron is one-millionth of a meter). PM _{2.5} refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling.	<ul style="list-style-type: none"> Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Long-term exposure: reduced lung function; chronic

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

**Top Shelf Mega Storage Project/Golden State RV Storage Project in Stanislaus County, CA
Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum**

March 30, 2022

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
	the size of the average human hair.	Mobile or transportation related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	bronchitis; changes in lung morphology; death.
Nitrogen dioxide (NO ₂)	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO _x (NO, NO ₂ , NO ₃ , N ₂ O, N ₂ O ₃ , N ₂ O ₄ , and N ₂ O ₅). NO _x is a precursor to ozone, PM ₁₀ , and PM _{2.5} formation. NO _x can react with compounds to form nitric acid and related small particles and result in particulate matter (PM) related health effects.	NO _x is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide forms quickly from NO _x emissions. NO ₂ concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contributions to atmospheric discoloration; increased visits to hospital for respiratory illnesses.
Carbon monoxide (CO)	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
Sulfur dioxide (SO ₂)	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO _x) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM ₁₀ .	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethyl sulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.
Source: U.S. Environmental Protection Agency (EPA). Criteria Air Pollutants. Website: https://www.epa.gov/criteria-air-pollutants . Accessed March 9, 2022.			

GHGs Assessed

This analysis was restricted to GHGs identified by AB 32, which include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). The proposed project would generate a variety of GHGs, including several defined by AB 32 such as CO₂, CH₄, and N₂O.

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

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

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

GHG emissions associated with the proposed project construction as well as future operations were estimated using CO₂ equivalent (CO₂e) emissions as a proxy for all GHG emissions. In order to obtain the CO₂e, an individual GHG is multiplied by its Global Warming Potential (GWP). The GWP designates on a pound for pound basis the potency of the GHG compared to CO₂.

Toxic Air Contaminants Assessed

Toxic Air Contaminants

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

The California Almanac of Emissions and Air Quality—2009 Edition presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data.⁴ The ten TACs are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

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

⁴ California Air Resources Board (CARB). 2009. The California Almanac of Emissions and Air Quality—2009 Edition. Website: https://www.arb.ca.gov/aqd/almanac/almanac09/almanac2009_all.pdf. Accessed February 28, 2022.

⁵ California Air Resources Board (CARB). 1998. The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Website: www.arb.ca.gov/toxics/dieseltac/factsht1.pdf. Accessed February 28, 2022.

DPM

For purposes of this study, DPM exhaust emissions are represented as PM₁₀.

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

Asbestos

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

Model Selection

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

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

- Construction emissions: CalEEMod, version 2020.4.0
- Operational emissions: CalEEMod, version 2020.4.0
- EMFAC 2017
- SJVAPCD Prioritization Calculator

Criteria Pollutants and GHG Emissions

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

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

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

CalEEMod version CalEEMod.2020.4.0 was used to estimate construction and operational impacts of the proposed project. CalEEMod version was the most recent version of CalEEMod at the time emissions were estimated.

Assumptions

Construction Modeling Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM₁₀) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}).

Schedule

CalEEMod includes default equipment lists and construction schedules. Based on applicant-provided information, it was assumed that the project would be constructed in two phases. The construction start dates and durations for the two phases were based on project-specific information provided by the project applicant. Where project-specific information was unknown, CalEEMod default values were used.

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

Table 2: Project Construction Schedule

Construction Task	Start Date	End Date	Workdays	Notes
Phase 1				
Site Preparation	11/29/2022	12/5/2022	5	
Grading	12/6/2022	12/15/2022	8	
Paving	12/16/2022	1/10/2023	18	
Building Construction	1/11/2023	6/8/2023	107	Reduced to match overall construction schedule
Architectural Coating	6/9/2023	6/30/2023	18	
Phase 2				
Site Preparation	7/1/2025	7/14/2025	10	
Grading	7/15/2025	8/11/2025	20	
Paving	8/12/2025	9/8/2025	20	
Building Construction	9/9/2025	12/4/2025	63	Reduced to match overall construction schedule
Architectural Coating	12/5/2025	12/31/2025	20	
Source: CalEEMod Output and Additional Supporting Information (Attachment A).				

Equipment

Construction equipment for each construction activity is shown in Table 3. Where the construction schedule was adjusted to match the applicant-provided schedule, construction equipment was increased to retain the CalEEMod-default construction HP-hours.

Table 3: Project Construction Equipment

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Phase 1						
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	4	8	97	0.37	Diesel
Grading	Excavators	1	8	158	0.38	Diesel
	Graders	1	8	187	0.41	Diesel
	Rubber Tired Dozers	1	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	3	8	97	0.37	Diesel
Paving	Cement and Mortar Mixers	2	6	9	0.56	Diesel
	Pavers	1	8	130	0.42	Diesel
	Paving Equipment	2	6	132	0.36	Diesel
	Rollers	2	6	80	0.38	Diesel
	Tractors/Loaders/Backhoes	1	8	97	0.37	Diesel

Top Shelf Mega Storage Project/Golden State RV Storage Project in Stanislaus County, CA
Air Quality, Health Risk Analysis, and Greenhouse Gas Technical Memorandum
 March 30, 2022

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Building Construction	Cranes	2	7.5	231	0.29	Diesel
	Forklifts	6	8.6	89	0.20	Diesel
	Generator Sets	2	8.6	84	0.74	Diesel
	Tractors/Loaders/Backhoes	6	7.5	97	0.37	Diesel
	Welders	2	8.6	46	0.45	Diesel
Architectural Coating	Air Compressors	1	6	78	0.48	Diesel
Phase 2						
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	4	8	97	0.37	Diesel
Grading	Excavators	1	8	158	0.38	Diesel
	Graders	1	8	187	0.41	Diesel
	Rubber Tired Dozers	1	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	3	8	97	0.37	Diesel
Paving	Pavers	2	8	130	0.42	Diesel
	Paving Equipment	2	8	132	0.36	Diesel
	Rollers	2	8	80	0.38	Diesel
Building Construction	Cranes	3	8.5	231	0.29	Diesel
	Forklifts	11	8	89	0.20	Diesel
	Generator Sets	4	7.3	84	0.74	Diesel
	Tractors/Loaders/Backhoes	11	7	97	0.37	Diesel
	Welders	4	7.3	46	0.45	Diesel
Architectural Coating	Air Compressors	1	6	78	0.48	Diesel

Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Vehicles Trips

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

The default values for hauling trips are based on the assumption that a truck can haul 20 tons (or 16 cubic yards) of material per load. If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips). Based on applicant-provided information, cut and fill and is expected to balance on-site. To provide a conservative estimate of emissions, it was assumed that Phase 1 would include 200 cubic yards of import and 200 cubic yards of export. As noted in Table 4, additional haul trips were included to account for miscellaneous trips.

The fleet mix for worker trips is light-duty passenger vehicles to light-duty trucks. The vendor trips fleet mix is composed of a mixture of medium and heavy-duty diesel trucks. The hauling trips were assumed to

be 100 percent heavy-duty diesel truck trips. CalEEMod default trip lengths for a project in Stanislaus County were used for the construction trips.

Table 4: Construction Vehicle Trips

Construction Task	Worker Trips per Day	Vendor Trips per Day	Total Haul Truck Trips
Phase 1			
Site Preparation	18	0	14
Grading	15	0	62
Paving	20	4	16
Building Construction	64	25	36
Architectural Coating	13	0	2
Phase 2			
Site Preparation	18	0	14
Grading	15	0	12
Paving	15	4	12
Building Construction	119	46	66
Architectural Coating	24	0	2
Notes: Additional haul trips for mobilization/demobilization of on-site equipment. Vendor trips were added to the paving phases to account for delivery of materials. Source: CalEEMod Output and Additional Supporting Information (Attachment A).			

Operational Modeling Assumptions

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

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the vehicles that would travel to and from the proposed project site. In total, the project applicant anticipates one (1) heavy-heavy duty truck per day. In addition to these anticipated trips, the facility is expected to send and receive shipments and deliveries. In addition, solid waste collection is expected to occur once per week. The CalEEMod default values estimated a higher number of heavy-heavy duty truck trips compared to the applicant-provided information. To present a conservative estimate, the analysis was completed using CalEEMod default fleet mixes for Stanislaus County. The trip generation rates applied in the modeling were obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

Table 5 presents trip generation characteristics for projected trips for the project.

Table 5: Project Trip Generation Calculations used to Estimate Project Emissions

Description	Weekday	Saturday	Sunday
Phase 1			
Daily Trips (trips per day)	104.3	123.9	105.0
Phase 2			
Daily Trips (trips per day)	208.6	247.8	210.0
Total Project Trips (Phases 1 + 2)			
Daily Trips (trips per day)	312.9	371.7	315.0
Sources: Attachment A (CalEEMod Output and Additional Supporting Information) and Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. ITE Land Use Code 151 (Mini warehouse); independent variable = 1,000 sq. ft.			

Trip Lengths and Vehicle Fleet Mix

Trip lengths are for primary trips. Trip purposes are primary, diverted, and pass-by trips. Diverted trips take a slightly different path than a primary trip. The CalEEMod default rates for percentages of primary, diverted, and pass-by trips were used for the passenger vehicle run.

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the proposed project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline- and diesel-powered vehicles). CalEEMod default fleet mixes for a project in an urban setting of Stanislaus County were used in the analysis.

Area Sources

Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. “Consumer Product” means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture coatings, or architectural coatings. CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products associated with parking uses and the general consumer product category.

Architectural Coatings (Painting)

Paints release VOC emissions during application and drying. The buildings in the project would be repainted on occasion. The project is required to comply with the SJVAPCD Rule 4601—Architectural Coatings. The rule required flat paints to meet a standard of 50 grams per liter (g/l) and gloss paints 100 g/l by 2012 for an average rate of 65 g/l. Effective January 1, 2022, nonflat gloss and semigloss paints are also required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date. Therefore, the analysis uses the 50 g/l emission factor for the analysis.

Landscaping Emissions

CalEEMod estimates a total of 180 days for which landscaping equipment would be used to estimate potential emissions for the proposed project.

Indirect Emissions

For GHG emissions, CalEEMod contains calculations to estimate indirect GHG emissions. Indirect emissions are emissions where the location of consumption or activity is different from where actual emissions are generated. For example, electricity would be consumed at the proposed project site; however, emissions associated with producing that electricity are generated off-site at a power plant. Since the electricity can vary greatly based on locations, the user should override these values if they have more specific information regarding their specific water supply and treatment.

Energy Use

Electricity used by the project (for lighting, etc.) would result in emissions from the power plants that would generate electricity distributed on the electrical power grid. Electricity emissions estimates are only used in the GHG analysis.

The project would generate emissions from the combustion of natural gas for water heaters, heat, etc. CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24.

The emissions associated with the building electricity and natural gas usage (non-hearth) were estimated based on the land use type and size. Values for a project served by Pacific Gas and Electric (PG&E) were used in the analysis.

The carbon dioxide intensity factor for PG&E (from the CEC's year 2006 data) is as follows:

- Carbon dioxide: 641.35 pounds per megawatt hour (lbs/MWh)

The Renewable Electricity Standards took effect in 2020. The Renewable Electricity Standard requires that electricity providers include a minimum of 33 percent renewable energy in their portfolios by the year 2020. PG&E provides estimates of its emission factor per megawatt hour of electricity delivered to its customers. PG&E provides emission factors for the electricity it provides to customers for its energy portfolio that is used to estimate project emissions. CalEEMod 2020.4.0 includes PG&E emission factor based on actual rates reported by the utility.

The 2020.4.0 CalEEMod default emission factors for PG&E are as follows:

- Carbon dioxide: 203.98 lbs/MWh
- Methane: 0.033 lb/MWh
- Nitrous oxide: 0.004 lb/MWh

The utilities in California will be required to increase the use of renewable energy sources to 60 percent by 2030.

Other Indirect Emissions (Water Use, Wastewater Use, and Solid Waste)

CalEEMod includes calculations for indirect GHG emissions for electricity consumption, water consumption, and solid waste disposal. For water consumption, CalEEMod calculates embedded energy (e.g., treatment, conveyance, distribution) associated with providing each gallon of potable water to the project. For solid waste disposal, GHG emissions are associated with the disposal of solid waste generated by the proposed project into landfills. CalEEMod default data were used for inputs associated with solid waste.

Offroad Equipment

Stationary Equipment

Proposed or future stationary sources would require permits from the SJVAPCD prior to their installation or operation. Any future equipment that would be considered a stationary source would need to meet

SJVAPCD emission limits for regulated pollutants pursuant to Rule 2201. The equipment will also meet SJVAPCD BPS for GHG emissions.

The proposed project does not include any stationary sources.

Vegetation

There is currently limited carbon sequestration occurring on-site in the form of existing shrubbery and grassland. The proposed project would meet any requirements set forth by the Stanislaus County in regard to landscaping/open space that may result in the inclusion of vegetation. For this analysis, it was assumed that the loss and addition of carbon sequestration that are due to the proposed project would be balanced; therefore, emissions due to carbon sequestration were not included.

Thresholds

Air pollutant emissions have regional effects and localized effects. This analysis assesses the regional effects of the project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from project construction and operation are also assessed using concentration-based thresholds that determine if the project would result in a localized exceedance of any ambient air quality standards or would make a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during project construction and operation are ROG, NO_x, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for ROG and NO_x; SO_x, CO, PM₁₀, and PM_{2.5}.

Ozone is a secondary pollutant that can be formed miles away from the source of emissions through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. The San Joaquin Valley Air Basin (SJVAB) often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for PM₁₀, and PM_{2.5}; therefore, substantial project emissions may contribute to an exceedance for these pollutants.

The SJVAPCD adopted significance thresholds for construction-related and operational ROG, NO_x, PM, CO, and SO_x, these thresholds are included in Table 6.

Table 6: SJVAPCD Proposed Project-Level Air Quality CEQA Thresholds of Significance

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO _x	10	10
ROG	10	10
SO _x	27	27
PM ₁₀	15	15
PM _{2.5}	15	15

Source: SJVAPCD. 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Website: <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>. Accessed February 28, 2022.

Fugitive Dust

Construction

Fugitive dust would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. Therefore, adherence to Regulation VIII would be required during construction of the proposed project. Regulation VIII would require fugitive dust control measures that are consistent with best management practices (BMPs) established by the SJVAPCD to reduce the proposed project's construction-generated fugitive dust impacts to a less than significant level.

The SJVAPCD (SJVAPCD or District) adopted Regulation VIII in 1993 and its most recent amendments became effective on October 1, 2004. This is a basic summary of the regulation's requirements as they apply to construction sites. These regulations affect all workers at a regulated construction site, including everyone from the landowner to the subcontractors. Violations of Regulation VIII are subject to enforcement action including fines.⁶

Visible Dust Emissions may not exceed 20 percent opacity during periods when soil is being disturbed by equipment or by wind at any time. Visible Dust Emissions opacity of 20 percent means dust that would obstruct an observer's view of an object by 20 percent. District inspectors are state certified to evaluate visible emissions. Dust control may be achieved by applying water before/during earthwork and onto unpaved traffic areas, phasing work to limit dust, and setting up wind fences to limit windblown dust.

Soil Stabilization is required at regulated construction sites after normal working hours and on weekends and holidays. This requirement also applies to inactive construction areas such as phased projects where disturbed land is left unattended. Applying water to form a visible crust on the soil and restricting vehicle access are often effective for short-term stabilization of disturbed surface areas. Long-term methods including applying dust suppressants and establishing vegetative cover.

Carryout and Trackout occur when materials from emptied or loaded vehicles falls onto a paved surface or shoulder of a public road or when materials adhere to vehicle tires and are deposited onto a paved surface or shoulder of a public road. Should either occur, the material must be cleaned up at least daily, and immediately if it extends more than 50 feet from the exit point onto a paved road. The appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surface and shoulder. Using a blower device or dry sweeping with any mechanical device other than a PM₁₀-efficient street sweeper is a violation. Larger construction sites, or sites with a high amount of traffic on one or more days, must prevent carryout and trackout from occurring by installing gravel pads, grizzlies, wheel washers, paved interior roads, or a combination thereof at each exit point from the site. In many cases, cleaning up trackout with water is also prohibited as it may lead to plugged storm drains. Prevention is the best method.

Unpaved Access and Haul Roads, as well as unpaved vehicle and equipment traffic areas at construction sites must have dust control. Speed limit signs limiting vehicle speed to 15 mph or less at construction sites must be posted every 500 feet on uncontrolled and unpaved roads.

Storage Piles and Bulk Materials have handling, storage, and transportation requirements that include applying water when handling materials, wetting or covering stored materials, and installing wind barriers to limit visible dust emissions. Also, limiting vehicle speeds, loading haul trucks with a freeboard of six inches or greater along with applying water to the top of the load, and covering the cargo compartments

⁶ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2007. Compliance Assistance Bulletin. Website: <http://www.valleyair.org/busind/comply/pm10/forms/RegVIIIICAB.pdf>. Accessed February 28, 2022.

are effective measures for reducing visible dust emissions and carryout from vehicles transporting bulk materials.

Dust Control Plans identify the dust sources and describe the dust control measures that will be implemented before, during, and after any dust generating activity for the duration of the project. Owners or operators are required to submit plans to the SJVAPCD at least 30 days prior to commencing the work for the following:

- Residential developments of ten or more acres of disturbed surface area.
- Non-residential developments of five or more acres of disturbed surface area.
- The relocation of more than 2,500 cubic yards per day of materials on at least three days.

Operations may not commence until the SJVAPCD has approved the Dust Control Plan. A copy of the plan must be on site and available to workers and District employees. All work on the site is subject to the requirements of the approved dust control plan. A failure to abide by the plan by anyone on site may be subject to enforcement action. Owners or operators of construction projects that are at least one acre in size and where a Dust Control Plan is not required, must provide written notification to the SJVAPCD at least 48 hours in advance of any earthmoving activity.

Record Keeping is required to document compliance with the rules and must be kept for each day any dust control measure is used. The SJVAPCD has developed record forms for water application, street sweeping, and “permanent” controls such as applying long term dust palliatives, vegetation, ground cover materials, paving, or other durable materials. Records must be kept for one year after the end of dust generating activities (Title V sources must keep records for five years).

Exemptions exist for several activities. Those occurring above 3,000 feet in elevation are exempt from all Regulation VIII requirements. Further, Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities exempts the following construction and earthmoving activities:

- Blasting activities permitted by California Division of Industrial Safety.
- Maintenance or remodeling of existing buildings provided the addition is less than 50% of the size of the existing building or less than 10,000 square feet (due to asbestos concerns, contact the SJVAPCD at least two weeks ahead of time).
- Additions to single family dwellings.
- The disking of weeds and vegetation for fire prevention on sites smaller than ½ acre.
- Spreading of daily landfill cover to preserve public health and safety and to comply with California Integrated Waste Management Board requirements.

Nuisances are prohibited at all times because District Rule 4102 – Nuisance applies to all construction sources of fugitive dust, whether or not they are exempt from Regulation VIII. It is important to monitor dust-generating activities and implement appropriate dust control measures to limit the public’s exposure to fugitive dust.

Rule 2201—New and Modified Stationary Source Review Rule. The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards.

Addressing Air Quality CEQA Impact Questions

Table 7: Summary of Air Quality Impact Analysis

Air Quality <i>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.</i>	
Would the project:	Significance Finding
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	Less than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	Less than Significant Impact

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

Less Than Significant Impact.

Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures. For projects that include stationary sources of emissions, the SJVAPCD relies on project compliance with Rule 2201—New and Modified Stationary Source Review to ensure that growth in stationary source emissions would not interfere with the applicable AQP. Projects exceeding the offset thresholds included in the rule are required to purchase offsets in the form of Emission Reduction Credits (ERCs).

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP. An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the regional and localized thresholds identified by the District for Regional and Local Air Pollutants.
2. Will the project comply with applicable control measures in the AQPs?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the SJVAPCD's jurisdiction, as well as within other air districts, for the following reasons:

- Significant contribution to existing or new exceedances of the air quality standards would be inconsistent with the goal of attaining the air quality standards.
- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.
- AQPs rely on a set of air district-initiated control measures as well as implementation of federal and state measures to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

Contribution to Air Quality Violations

As discussed in Impact AIR-2 below, emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} associated with the proposed project would not exceed the SJVAPCD's significance thresholds (see Table 8 and Table 9). Therefore, the proposed project would not be considered to obstruct implementation of the applicable air quality plan or be in conflict with the applicable air quality plan.

Air Quality Plan Control Measures

The AQP contains a number of control measures that are enforceable requirements through the adoption of rules and regulations. The following rules and regulations are relevant to the project:

Rule 2201—New and Modified Stationary Source Review Rule. The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards

Rule 4201—Particulate Matter Concentration. This rule shall apply to any source operation that emits or may emit dust, fumes, or total suspended particulate matter.

Rule 4309—Boilers, Steam Generators, and Process Heaters. The purpose of this rule is to limit emissions of oxides of nitrogen (NO_x) and carbon monoxide (CO) from boilers, steam generators, and process heaters. This rule applies to any gaseous fuel or liquid fuel fired boiler, steam generator, or process heater with a total rated heat input greater than 5 million Btu per hour.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling. Only compliant components are available for purchase in the San Joaquin Valley.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641. This regulation is enforced on the asphalt provider.

Rule 9510—Indirect Source Review. This rule reduces the impact of NO_x and PM₁₀ emissions from growth within the Air Basin. The rule places application and emission reduction requirements on

development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site District-administered projects, or a combination of the two. This project is subject to Rule 9510.

Regulation VIII—Fugitive PM₁₀ Prohibitions. This regulation is a control measure that is one main strategies from the 2006 PM₁₀ for reducing the PM₁₀ emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. Rule 8021 regulates construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. Rules 8011–8081 are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

Summary—Air Quality Plan Control Measures

The project would comply with all applicable CARB and SJVAPCD rules and regulations. Therefore, would not conflict with or obstruct implementation of the applicable air quality attainment plan under this criterion.

Conclusion

The project's emissions would be less than significant for all criteria pollutants and would not result in inconsistency with the AQP for this criterion. The project would comply with all applicable rules and regulations from the applicable air quality plans. Considering the project's less-than-significant contribution to air quality violations and the project's adherence to applicable rules and regulations, the project would not be considered inconsistent with the AQP; the impact would be less than significant.

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

Less Than Significant Impact.

To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The SJVAB is in nonattainment for ozone, PM₁₀ (State only), and PM_{2.5}. Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. As such, the primary pollutants of concern during project construction and operation are ROG, NO_x, PM₁₀, and PM_{2.5}. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and the infirm). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience adverse health effects. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

Since the SJVAB is nonattainment for ozone, PM₁₀, and PM_{2.5}, it is considered to have an existing significant cumulative health impact without the project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NO_x, ROG/VOC, PM₁₀, or PM_{2.5} are applied as cumulative contribution thresholds. Projects that exceed the regional thresholds would have a cumulatively considerable health impact.

The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, and PM_{2.5}. Air pollutant emissions have both regional and localized effects. The project's regional emissions are compared to the applicable SJVAPCD below.

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the project are shown in Table 8. As shown in Table 8, the emissions are below the significance thresholds and, therefore, are less than significant on a project basis.

Table 8: Summary of Construction-Generated Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source	Emissions (Tons/Year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Phase 1—2022	0.02	0.23	0.19	0.00	0.05	0.03
Phase 1—2023	0.36	1.76	2.03	0.00	0.12	0.09
Phase 2—2025	0.55	1.89	2.37	0.00	0.20	0.12
Project Total	0.93	3.88	4.59	0.01	0.37	0.24
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No

Notes:

PM₁₀ and PM_{2.5} emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Totals may not appear to sum exactly due to rounding.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>. Accessed January 30, 2022.

Operational Emissions (Regional)

Operational emissions occur over the lifetime of the project. The SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations. In addition, the annual operational emissions are also considered separately from construction emissions. Operational emissions are shown in Table 9.

The emissions output for project operation at full buildout are summarized in Table 9. To provide a conservative estimate of emissions, project emissions from Phase 1 and Phase 2 operations were modeled in the earliest year of project operations (2023). As shown in Table 9, the operational emissions would be less than the thresholds of significance for all criteria air pollutants.

Table 9: Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Source	Emissions (tons/year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	0.89	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.18	0.15	0.00	0.01	0.01
Mobile (Vehicles)	0.18	0.29	1.71	0.00	0.36	0.10
Annual Total (Full Buildout Scenario)	1.09	0.48	1.86	0.00	0.37	0.11
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No
Notes: Emissions were quantified using CalEEMod based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding. Source: CalEEMod Output and Additional Supporting Information (Attachment A).						

Conclusion

As shown in Table 8 and Table 9, the project’s regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds. Therefore, the project would not result in significant cumulative health impacts.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Emissions occurring at or near the project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The closest existing sensitive receptors (to the site area) are residences located approximately 20 feet east of the project site.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO₂, SO_x, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_x

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in Table 10 below, on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD’s guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 10: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_x for Construction

Source	On-site Emissions (pounds per day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Phase 1—2022	3.20	33.17	19.89	0.04	10.47
Phase 1—2023	19.86	31.31	35.62	0.06	1.55
Phase 2—2025	35.19	46.39	60.14	0.10	9.94
Maximum Daily On-site Emissions	35.19	46.39	60.14	0.10	10.47
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Note: No overlap of construction activities is expected to occur; however, the equipment usage in the building construction phases were increased to conserve overall HP hours, which presents a conservative estimate of emission estimates. Timing of construction activities is based on the construction schedule shown in Table 2 and Attachment A.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} were highest in the winter scenario, while maximum daily emissions of ROG were highest in the summer scenario.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>. Accessed February 6, 2022.

Operation: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_x

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at project buildout, which was modeled for the 2023 operational year (the first year of partial project operations) to present a conservative estimate. Operational emissions include those generated on-site by area sources such as consumer products, and landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the project site. Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel. The trip lengths used to analyze on-site emissions was selected by measuring possible on-site paths using Google Earth; the length for the longest measured route for the appropriate vehicle type was selected to present a conservative estimate of on-site emissions. In addition, the longest path considered Phase 1 and Phase 2 travel in all runs and was measured to be 0.36 mile. The analysis also accounted for

localized emissions immediately surrounding the project site by including an additional 0.25 mile of travel, resulting in an adjusted trip length of 0.61 mile for the purpose of estimating emissions.

As shown in Table 11 below, operational modeling of on-site emissions for the project indicate that the project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD’s guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

Table 11: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_x for Operations

Source	On-site Emissions (pounds per day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	4.85	0.00	0.02	0.00	0.00	0.00
Energy	0.11	1.01	0.85	0.01	0.08	0.08
Mobile (Vehicles)	0.89	0.49	3.29	0.00	0.18	0.05
Total	5.85	1.50	4.16	0.01	0.25	0.13
Significance Thresholds	—	100	100	—	100	100
Exceed Significance Thresholds?	—	No	No	—	No	No

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} were highest in the Winter scenario.
 Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>. Accessed February 6, 2022.

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD’s current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD’s 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. There are no conditions unique to the project site that would require more intense construction activity compared to typical development. Examples of situations that would warrant closer scrutiny may include construction projects spanning several years or sites that would require extensive excavation and hauling due to existing site conditions.

Operations

Operational DPM emissions from diesel trucks were estimated using EMFAC 2017 emission factors and estimated truck travel and idling at the project site. These emissions were combined with the PM₁₀ exhaust emissions from mobile sources estimated in the localized CalEEMod completed for the analysis summarized in Table 11 above. The combined emissions were entered into the SJVAPCD Prioritization Screening Tool to determine the risk scores, with complete calculations and assumptions included as part of Attachment B. The results of the screening analysis are provided in Table 12 below.

Table 12: Prioritization Tool Health Risk Screening Results

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
Total DPM/PM ₁₀ exhaust from Localized Mobile Source Emissions	2.726	0.020	0.000
Total Risk from Project Operations	2.726	0.020	0.000
Screening Risk Score Threshold	10	1	1
Significance Threshold (Cancer Risk) shown for Informational Purposes	20	1	1
Screening Thresholds Exceeded?	No	No	No
Source: Attachment B (Health Risk Screening).			

As shown in Table 12, the project would not exceed the cancer risk or chronic hazard threshold levels. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the project does not exceed the applicable SJVAPCD screening thresholds for cancer risk, acute risk, or chronic risk, this impact would be less than significant.

Valley Fever

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

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions.⁷ California experienced 8,089 new probable or confirmed cases of Valley fever in 2021. A total of 89 Valley fever cases were reported in Stanislaus County in 2021.⁸

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

⁷ Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed March 9, 2022.

⁸ California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCAProvisionalMonthlyReport.pdf>. Accessed March 9, 2022.

- 1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
- 2) Old (prehistoric) Indian campsites near fire pits
- 3) Areas with sparse vegetation and alkaline soils
- 4) Areas with high salinity soils
- 5) Areas adjacent to arroyos (where residual moisture may be available)
- 6) Packrat middens
- 7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
- 8) Sandy, well-aerated soil with relatively high water-holding capacities

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

- 1) Cultivated fields
- 2) Heavily vegetated areas (e.g., grassy lawns)
- 3) Higher elevations (above 7,000 feet)
- 4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
- 5) Areas that are continually wet
- 6) Paved (asphalt or concrete) or oiled areas
- 7) Soils containing abundant microorganisms
- 8) Heavily urbanized areas where there is little undisturbed virgin soil.⁹

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

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

During operations, dust emissions are anticipated to be relatively small, because most of the project area where operational activities would occur would be occupied by the proposed buildings and pavement. This condition would lessen the possibility of the project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

⁹ United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: <https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf>. Accessed March 9, 2022.

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos.¹⁰ Impacts would be less than significant.

Impact Analysis Summary

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

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

Less Than Significant Impact.

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

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

Although the project is less than one mile from the nearest sensitive receptor, the project is not expected to be a significant source of odors. The screening levels for these land use types are shown in Table 13.

¹⁰ U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: <https://pubs.usgs.gov/of/2011/1188/>. Accessed March 9, 2022.

Table 13: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF . Accessed March 9, 2022.	

Construction

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

Operations

The development of the proposed project would not substantially increase objectionable odors in the area and would not introduce any new sensitive receptors to the area that could be affected by any existing objectionable odor sources in the area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 13. The proposed project would not engage in any of these activities. Minor sources of odors that would be associated with uses typical of temperature-controlled RV storage facilities, such as exhaust from mobile sources, are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed project’s operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be less than significant.

Greenhouse Gas Emissions Estimation Summary and Greenhouse Gas Impact Analysis

Thresholds of Significance

San Joaquin Valley Air Pollution Control District

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

- Project is exempt from CEQA requirements;
- Project complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project implements Best Performance Standards (BPS); or
- Project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29 percent compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period.

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA includes thresholds based on whether the project will reduce or mitigate GHG levels by 29 percent from BAU levels compared with 2005 levels by 2020.¹¹ This level of GHG reduction is based on the target established by CARB's AB 32 Scoping Plan, approved in 2008.

Project-level Thresholds

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

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

As previously noted, the SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA includes thresholds based on whether the project will reduce or mitigate GHG levels by 29 percent from BAU levels compared with 2005 levels by 2020.¹² This

¹¹ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." Website: http://www.valleyair.org/programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf. December 2009. Accessed February 6, 2022.

¹² San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." Website: http://www.valleyair.org/programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf. Accessed March 9, 2022.

level of GHG reduction is based on the target established by CARB's AB 32 Scoping Plan, approved in 2008. First occupancy at the project site is expected to occur in 2023. This date is past the AB 32 2020 milestone year. Given recent legislative and legal scrutiny on post-2020 compliance, additional discussion is provided to show progress towards GHG reduction goals identified in CARB's 2017 Scoping Plan for the year 2030. Additionally, although not included in a formal GHG reduction plan, Executive Order S-3-05 also includes a goal of reducing GHG emissions 80 percent below 1990 levels by 2050 and Executive Order B-55-18 set the goal to achieve carbon neutrality statewide by 2045. The analysis for the proposed project briefly addresses those two Executive Orders.

Newhall Ranch

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

The regulations in the State's 2008 Scoping Plan have been adopted and the State is on track to meet the 2020 target and achieve continued progress towards meeting the 2017 Scoping Plan target for 2030.

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

Addressing Greenhouse Gas CEQA Impact Questions

Table 14: Summary of Greenhouse Gas Impact Analysis

Greenhouse Gas Emissions	
Would the project:	Significance Finding
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact

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

Less Than Significant Impact.

To determine significance, the analysis first quantifies project-related GHG emissions under a BAU scenario, and then compares these emissions with emissions that would occur when all project-related design features are accounted for, and when compliance with applicable regulatory measures is assumed. The standard and methodology is explained in further detail below.

Quantification of Greenhouse Gas Emissions

Construction

GHG emissions generated during all phases of construction were combined and are shown in Table 15. The SJVAPCD does not have a recommendation for assessing the significance of construction related emissions, however, other jurisdictions such as the South Coast Air Quality Management District (SCAQMD) and the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. In order to account for the construction emissions, amortization of the total emissions generated during construction were based on the life of the development (non-residential—30 years) and added to the operational emissions.

Table 15: Summary of Construction-Generated Greenhouse Gas Emissions

Emissions Source	MT CO_{2e} per Year
Phase 1—2022	33
Phase 1—2023	327
Phase 2—2025	393
Project Construction Total	753
Amortized over 30 Years	25
Notes: MT CO _{2e} = metric tons of carbon dioxide equivalent Totals summed using unrounded numbers; totals may not appear to sum exactly due to rounding. Source: CalEEMod Output and Additional Supporting Information (Attachment A).	

Operations

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

Business-as-Usual Operational Emissions

Operational emissions under the business-as-usual scenario were modeled using CalEEMod 2020.4.0. Modeling assumptions for the year 2005 were used to represent business as usual conditions (without the benefit of regulations adopted to reduce GHG emissions). The CARB and SJVAPCD guidance recommend using regulatory conditions in 2002-2004 in the baseline scenario to represent conditions as if regulations had not been adopted to allow the effect of projected growth on achieving reduction targets to be clearly defined. CalEEMod defaults were used for project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping). The vehicle fleet mixes were revised to reflect the project fleet mixes to provide an apples-to-apples comparison of mobile-source emissions.

Buildout Year Operational Emissions

Operational emissions for the year 2023 were modeled using CalEEMod. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies, as described in the CalEEMod User’s Guide.¹³

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

The following regulations are incorporated into the CalEEMod emission factors:

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

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

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

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

RPS is not accounted for in CalEEMod 2020.4.0. Reductions from RPS for operational years 2030 and beyond are addressed by revising the electricity emission intensity factor in CalEEMod to account for the

¹³ California Air Pollution Control Officers Association (CAPCOA). 2021. California Emission Estimator Model (CalEEMod) Version 2020.4.0 User’s Guide. Website: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf?sfvrsn=6. Accessed February 6, 2022.

utility RPS rate forecast for 2030. The utilities will be required by SB 100 to increase the use of renewable energy sources to 60 percent by 2030. The latest power content label for PG&E and compliance with RPS were used to estimate a revised CO₂ intensity factor for use in modeling the 2030 operational year scenario.

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

Operational GHG emissions by source are shown in Table 16. Full buildout of the project is anticipated to occur in 2026; however earliest operations are anticipated to begin in 2023. To present a conservative estimate, emissions were modeled for the full buildout in 2023.

Table 16: Unmitigated Project Operational GHG Emissions (Buildout Year Scenario)

Emission Source	Emissions (MT CO ₂ e per year)	
	Business as Usual Total Emissions (MT CO ₂ e per year)	Buildout Scenario in 2023 Total Emissions with Regulations and Design Features (MT CO ₂ e per year)
Area	0.004	0.004
Energy	903	390
Mobile (Vehicles)	456	348
Waste	99	99
Water	144	73
Amortized Construction Emissions	25	25
Total	1,627	936
Reduction from BAU		691
Percent Reduction		42.5%
SJVAPCD Significance Threshold		29%
MT CO ₂ e = metric tons of carbon dioxide equivalent. Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding. The project achieves the SJVAPCD 29 percent reduction from BAU threshold, and the 21.7 percent required to show consistency with AB 32 targets. Source of SJVAPCD Significance Threshold: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF . Accessed March 9, 2022. Source of Business as Usual Emissions: CalEEMod output for the buildout year BAU scenario (see Attachment A). Source of Buildout Year Emissions: CalEEMod output for Phase 1 + Phase 2 operations modeled in the 2023 operational year scenario (Attachment A).		

Emissions were assessed for full buildout operations in years 2023 and 2030. The 2030 scenario summarized in Table 17.

Table 17: Unmitigated Project Operational GHG Emissions (Year 2030 Scenario)

Emission Source	Emissions (MT CO ₂ e per year)	
	Business as Usual Total Emissions (MT CO ₂ e per year)	2030 Year Total Emissions with Regulations and Design Features (MT CO ₂ e per year)
Area	0.004	0.004
Energy	903	372
Mobile (Vehicles)	446	279
Waste	99	99
Water	144	71
Amortized Construction Emissions	25	25
Total	1,617	847
Reduction from BAU		771
Percent Reduction		47.7%
Significance Threshold		29%
MT CO ₂ e = metric tons of carbon dioxide equivalent. Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding. Source of Business-as-Usual Emissions: CalEEMod output for 2030 BAU scenario (see Attachment A). Source of 2030 Emissions: CalEEMod output for the year 2030 (Attachment A).		

As shown in Table 16 and Table 17, the project would achieve a 42.5 percent reduction from BAU at project buildout (modeled as 2023) and 47.7 percent reduction from BAU by the year 2030 with adopted regulations and design features incorporated. This is above the 29 percent reduction required by the SJVAPCD threshold, and the required 21.7 percent average reduction from all GHG emission sources to meet the AB 32 targets. The CARB originally identified a reduction of 29 percent from business as usual as needed to achieve AB 32 targets. The 2008 recession and slower growth in the years since 2008 have reduced the growth forecasted for 2020 and the amount needed to be reduced to achieve 1990 levels as required by AB 32; the target was revised to 21.7 percent.

The 42.5 percent reduction from BAU is 20.8 percent beyond the average reduction required by the State from all sources to achieve the AB 32 2020 target (13.5 percent above the SJVAPCD-identified target). This surplus addresses the Supreme Court’s concern in the Newhall case that new development must do more than average to meet its fair share of emission reductions.

By 2030, the proposed project would achieve a 47.7 percent reduction from BAU or 26.0 percent above the 21.7 percent reduction necessary to meet the 2020 target (18.7 percent above the SJVAPCD-identified target). No new threshold has been adopted by the SJVAPCD for the 2030 target, so in the interim the project must make continued progress toward the 2030 goal.

The project’s occupancy is anticipated to be fully built out in 2026, with earliest project operations occurring in 2023; thus, an additional analysis is provided to show consistency with post-2020 State legislative GHG goals. The SB 32 goal of 40 percent below 1990 emission levels by 2030 is the target established by the 2017 Scoping Plan Update.

The 2017 Scoping Plan includes new strategies that are not incorporated in the analysis above. Many measures that are likely to proceed include zero net energy buildings in future updates to Title 24 and enhanced motor vehicle fuel efficiency standards beyond 2025. The 2017 Scoping Plan identified an emission limit of 260 million metric tons of carbon dioxide equivalents (MMTCO_{2e}). The 2030 BAU Inventory is estimated to be 392 MMTCO_{2e}. The 2017 Scoping Plan identified that the bulk of its reductions would come from the Electric Power, Industrial fuel combustion, and Transportation. The continuance of the Cap and Trade would provide additional reductions. Although the 2017 Scoping Plan largely relies on state actions to achieve the GHG emissions limit, the CARB considers local governments partners in achieving the State's goals for reducing GHG emissions. The 2017 Scoping Plan suggests that all new land use development implement feasible measures to reduce GHG emissions, however, it does not define feasible measures nor assign a required reduction amount to new development. A fair share quantitative threshold based on the 2017 Scoping Plan is not presently feasible as the nexus between a project's contribution and its fair share mitigation is not well defined.

Based on the 42.5 percent reduction from BAU for the buildout year (2023), the proposed project would not have a significant impact on GHG emissions as it would meet the SJVAPCD's threshold of 29 percent and exceed the CARB's 21.7 percent reduction necessary from all sources to meet the AB 32 emissions limit.

For the year 2030, the project achieves a 47.7 percent reduction from BAU, which demonstrates substantial progress towards achieving the 2030 target.

Regarding the years 2045 and 2050, there have been Executive Orders issued to address carbon neutrality and GHG reduction targets, respectively for those years, however, there are no existing GHG reduction measures or plans that specifically address those Orders. Historically, the State would take the lead in developing regulatory and market measures to achieve the required reductions. The proposed project would participate in the reductions through adherence with regulations and continued improvements to the motor vehicle efficiencies accessing the project site. Studies have shown that in order to meet the 2050 targets, aggressive pursuit of technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. Because of the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the proposed project's impacts further relative to the 2050 goals is speculative for purposes of CEQA.

Conclusion

In summary, the proposed project exceeds the required 29 percent below BAU guidance provided by the SJVAPCD. Furthermore, the proposed project shows significant reductions in the year 2030, demonstrating that it would not inhibit the State's progress in achieving the 2030 GHG emissions target. The GHG emissions impact would be less than significant with respect to Consideration #1 and #2.

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

Less Than Significant Impact.

The following analysis assesses the proposed project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions. Stanislaus County has not adopted a GHG Reduction Plan that would meet the criteria of the CEQA Guidelines 15064.4(b)(3) in order to evaluate a project's contribution to GHG emissions. Therefore, the proposed project is also assessed for its consistency with CARB's adopted Scoping Plans to determine its consistence with adopted plans to reduce GHG emissions.

Consistency with CARB's Adopted Scoping Plans

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

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

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. The proposed project's operational GHG emissions would principally be generated from electricity consumption and vehicle use, which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering this information, the proposed project would be consistent with the State's AB 32 and SB 32 GHG reduction goals. As such, the proposed project's GHG impacts would be less than significant.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target.

Accordingly, taking into account the proposed project's design features and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

Attachments

Attachment A – CalEEMod Output and Additional Supporting Information

Attachment B – Health Risk Screening

ATTACHMENT A

CalEEMod Output and Additional Supporting Information

CalEEMod Output and Additional Supporting Information

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	70.00	1000sqft	1.61	70,000.00	0
Parking Lot	1.61	Acre	1.61	70,131.60	0
City Park	0.28	Acre	0.28	12,196.80	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Construction and 2023 Operations - Phase 1
Earliest anticipated construction start date: 11/01/2022

Land Use - Phase 1
RV parking spaces within an enclosed building totaling ~70,000 square feet
Phase 1 acreage: 3.5 acres

Construction Phase - Anticipated construction schedule with earliest construction date: 11/01/2022 - 06/30/2023
No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization.
Additional vendor trips added to paving phase to account for delivery of materials and miscellaneous trips.

Grading - Applicant-provided estimates: no import/export expected
200 cy import and 200 cy export added to provide a conservative estimate of emissions

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings

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Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).

City park land use included to represent landscaping only and would not generate additional trips.

Fleet Mix -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	107.00
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialImported	0.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	7.50
tblOffRoadEquipment	UsageHours	8.00	8.60
tblOffRoadEquipment	UsageHours	8.00	8.60
tblOffRoadEquipment	UsageHours	7.00	7.50
tblOffRoadEquipment	UsageHours	8.00	8.60

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tblTripsAndVMT	HaulingTripNumber	0.00	14.00
tblTripsAndVMT	HaulingTripNumber	50.00	62.00
tblTripsAndVMT	HaulingTripNumber	0.00	16.00
tblTripsAndVMT	HaulingTripNumber	0.00	36.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0234	0.2268	0.1852	3.6000e-004	0.0801	0.0106	0.0907	0.0397	9.7300e-003	0.0494	0.0000	32.1868	32.1868	8.9700e-003	5.1000e-004	32.5628
2023	0.3567	1.7630	2.0349	3.7200e-003	0.0381	0.0830	0.1211	0.0103	0.0781	0.0885	0.0000	324.2929	324.2929	0.0661	4.8000e-003	327.3753
Maximum	0.3567	1.7630	2.0349	3.7200e-003	0.0801	0.0830	0.1211	0.0397	0.0781	0.0885	0.0000	324.2929	324.2929	0.0661	4.8000e-003	327.3753

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0234	0.2268	0.1852	3.6000e-004	0.0375	0.0106	0.0480	0.0182	9.7300e-003	0.0280	0.0000	32.1867	32.1867	8.9700e-003	5.1000e-004	32.5628
2023	0.3567	1.7630	2.0349	3.7200e-003	0.0381	0.0830	0.1211	0.0103	0.0781	0.0885	0.0000	324.2926	324.2926	0.0661	4.8000e-003	327.3750
Maximum	0.3567	1.7630	2.0349	3.7200e-003	0.0381	0.0830	0.1211	0.0182	0.0781	0.0885	0.0000	324.2926	324.2926	0.0661	4.8000e-003	327.3750

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	36.07	0.00	20.13	42.87	0.00	15.55	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	11-1-2022	1-31-2023	0.5481	0.5481
2	2-1-2023	4-30-2023	1.1376	1.1376
3	5-1-2023	7-31-2023	0.6647	0.6647
		Highest	1.1376	1.1376

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2958	1.0000e-005	6.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2800e-003	1.2800e-003	0.0000	0.0000	1.3700e-003
Energy	6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	129.2767	129.2767	0.0114	2.4500e-003	130.2911
Mobile	0.0614	0.0970	0.5686	1.2300e-003	0.1173	1.1400e-003	0.1184	0.0314	1.0700e-003	0.0325	0.0000	114.0905	114.0905	6.7800e-003	6.1200e-003	116.0835
Waste						0.0000	0.0000		0.0000	0.0000	13.3609	0.0000	13.3609	0.7896	0.0000	33.1010
Water						0.0000	0.0000		0.0000	0.0000	5.1356	8.2122	13.3478	0.5288	0.0126	30.3273
Total	0.3639	0.1585	0.6209	1.6000e-003	0.1173	5.8100e-003	0.1231	0.0314	5.7400e-003	0.0371	18.4964	251.5807	270.0771	1.3366	0.0212	309.8042

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2958	1.0000e-005	6.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2700e-003	1.2700e-003	0.0000	0.0000	1.3500e-003
Energy	6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	129.2767	129.2767	0.0114	2.4500e-003	130.2911
Mobile	0.0614	0.0970	0.5686	1.2300e-003	0.1173	1.1400e-003	0.1184	0.0314	1.0700e-003	0.0325	0.0000	114.0905	114.0905	6.7800e-003	6.1200e-003	116.0835
Waste						0.0000	0.0000		0.0000	0.0000	13.3609	0.0000	13.3609	0.7896	0.0000	33.1010
Water						0.0000	0.0000		0.0000	0.0000	4.1084	6.5698	10.6782	0.4230	0.0101	24.2618
Total	0.3639	0.1585	0.6209	1.6000e-003	0.1173	5.8100e-003	0.1231	0.0314	5.7400e-003	0.0371	17.4693	249.9383	267.4076	1.2308	0.0187	303.7387

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.55	0.65	0.99	7.91	11.94	1.96

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/29/2022	12/5/2022	5	5	
2	Grading	Grading	12/6/2022	12/15/2022	5	8	
3	Paving	Paving	12/16/2022	1/10/2023	5	18	

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4	Building Construction	Building Construction	1/11/2023	6/8/2023	5	107
5	Architectural Coating	Architectural Coating	6/9/2023	6/30/2023	5	18

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.61

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 105,015; Non-Residential Outdoor: 35,005; Striped Parking Area: 4,208 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	2	7.50	231	0.29
Building Construction	Forklifts	6	8.60	89	0.20
Building Construction	Generator Sets	2	8.60	84	0.74
Building Construction	Tractors/Loaders/Backhoes	6	7.50	97	0.37
Building Construction	Welders	2	8.60	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	62.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	16.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	18	64.00	25.00	36.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274
Total	7.9300e-003	0.0827	0.0492	1.0000e-004	0.0491	4.0300e-003	0.0532	0.0253	3.7100e-003	0.0290	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274

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3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.0700e-003	2.0000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4130	0.4130	0.0000	6.0000e-005	0.4324
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.2900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2991	0.2991	1.0000e-005	1.0000e-005	0.3022
Total	1.9000e-004	1.1800e-003	1.4900e-003	0.0000	4.8000e-004	1.0000e-005	4.9000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	0.7120	0.7120	1.0000e-005	7.0000e-005	0.7345

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0221	0.0000	0.0221	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274
Total	7.9300e-003	0.0827	0.0492	1.0000e-004	0.0221	4.0300e-003	0.0261	0.0114	3.7100e-003	0.0151	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274

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3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.0700e-003	2.0000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4130	0.4130	0.0000	6.0000e-005	0.4324
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.2900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2991	0.2991	1.0000e-005	1.0000e-005	0.3022
Total	1.9000e-004	1.1800e-003	1.4900e-003	0.0000	4.8000e-004	1.0000e-005	4.9000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	0.7120	0.7120	1.0000e-005	7.0000e-005	0.7345

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0284	0.0000	0.0284	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	7.7900e-003	0.0834	0.0611	1.2000e-004	0.0284	3.7600e-003	0.0321	0.0137	3.4600e-003	0.0172	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062

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3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	4.7400e-003	8.9000e-004	2.0000e-005	5.3000e-004	5.0000e-005	5.8000e-004	1.5000e-004	5.0000e-005	1.9000e-004	0.0000	1.8288	1.8288	1.0000e-005	2.9000e-004	1.9148
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3988	0.3988	1.0000e-005	1.0000e-005	0.4029
Total	3.3000e-004	4.8900e-003	2.6200e-003	2.0000e-005	1.0100e-003	5.0000e-005	1.0600e-003	2.8000e-004	5.0000e-005	3.2000e-004	0.0000	2.2276	2.2276	2.0000e-005	3.0000e-004	2.3177

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0128	0.0000	0.0128	6.1700e-003	0.0000	6.1700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	7.7900e-003	0.0834	0.0611	1.2000e-004	0.0128	3.7600e-003	0.0165	6.1700e-003	3.4600e-003	9.6300e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062

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

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	4.7400e-003	8.9000e-004	2.0000e-005	5.3000e-004	5.0000e-005	5.8000e-004	1.5000e-004	5.0000e-005	1.9000e-004	0.0000	1.8288	1.8288	1.0000e-005	2.9000e-004	1.9148
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3988	0.3988	1.0000e-005	1.0000e-005	0.4029
Total	3.3000e-004	4.8900e-003	2.6200e-003	2.0000e-005	1.0100e-003	5.0000e-005	1.0600e-003	2.8000e-004	5.0000e-005	3.2000e-004	0.0000	2.2276	2.2276	2.0000e-005	3.0000e-004	2.3177

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3700e-003	0.0524	0.0671	1.0000e-004		2.6800e-003	2.6800e-003		2.4800e-003	2.4800e-003	0.0000	9.0067	9.0067	2.8300e-003	0.0000	9.0775
Paving	1.2900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.6600e-003	0.0524	0.0671	1.0000e-004		2.6800e-003	2.6800e-003		2.4800e-003	2.4800e-003	0.0000	9.0067	9.0067	2.8300e-003	0.0000	9.0775

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3.4 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.5000e-004	1.4000e-004	0.0000	8.0000e-005	1.0000e-005	9.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.2884	0.2884	0.0000	5.0000e-005	0.3020
Vendor	5.0000e-005	1.2100e-003	3.3000e-004	0.0000	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4391	0.4391	0.0000	7.0000e-005	0.4590
Worker	3.9000e-004	2.7000e-004	3.1600e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.7311	0.7311	3.0000e-005	2.0000e-005	0.7386
Total	4.6000e-004	2.2300e-003	3.6300e-003	1.0000e-005	1.1100e-003	3.0000e-005	1.1300e-003	2.9000e-004	2.0000e-005	3.2000e-004	0.0000	1.4587	1.4587	3.0000e-005	1.4000e-004	1.4996

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3700e-003	0.0524	0.0671	1.0000e-004		2.6800e-003	2.6800e-003		2.4800e-003	2.4800e-003	0.0000	9.0067	9.0067	2.8300e-003	0.0000	9.0775
Paving	1.2900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.6600e-003	0.0524	0.0671	1.0000e-004		2.6800e-003	2.6800e-003		2.4800e-003	2.4800e-003	0.0000	9.0067	9.0067	2.8300e-003	0.0000	9.0775

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3.4 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.5000e-004	1.4000e-004	0.0000	8.0000e-005	1.0000e-005	9.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.2884	0.2884	0.0000	5.0000e-005	0.3020
Vendor	5.0000e-005	1.2100e-003	3.3000e-004	0.0000	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4391	0.4391	0.0000	7.0000e-005	0.4590
Worker	3.9000e-004	2.7000e-004	3.1600e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.7311	0.7311	3.0000e-005	2.0000e-005	0.7386
Total	4.6000e-004	2.2300e-003	3.6300e-003	1.0000e-005	1.1100e-003	3.0000e-005	1.1300e-003	2.9000e-004	2.0000e-005	3.2000e-004	0.0000	1.4587	1.4587	3.0000e-005	1.4000e-004	1.4996

3.4 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2100e-003	0.0308	0.0427	7.0000e-005		1.5200e-003	1.5200e-003		1.4100e-003	1.4100e-003	0.0000	5.7325	5.7325	1.8000e-003	0.0000	5.7775
Paving	8.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.0300e-003	0.0308	0.0427	7.0000e-005		1.5200e-003	1.5200e-003		1.4100e-003	1.4100e-003	0.0000	5.7325	5.7325	1.8000e-003	0.0000	5.7775

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3.4 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.9000e-004	8.0000e-005	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1760	0.1760	0.0000	3.0000e-005	0.1843
Vendor	1.0000e-005	6.2000e-004	1.8000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2687	0.2687	0.0000	4.0000e-005	0.2809
Worker	2.3000e-004	1.5000e-004	1.8300e-003	0.0000	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4502	0.4502	1.0000e-005	1.0000e-005	0.4546
Total	2.5000e-004	1.1600e-003	2.0900e-003	0.0000	7.0000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.8950	0.8950	1.0000e-005	8.0000e-005	0.9197

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2100e-003	0.0308	0.0427	7.0000e-005		1.5200e-003	1.5200e-003		1.4100e-003	1.4100e-003	0.0000	5.7325	5.7325	1.8000e-003	0.0000	5.7775
Paving	8.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.0300e-003	0.0308	0.0427	7.0000e-005		1.5200e-003	1.5200e-003		1.4100e-003	1.4100e-003	0.0000	5.7325	5.7325	1.8000e-003	0.0000	5.7775

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

3.4 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.9000e-004	8.0000e-005	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1760	0.1760	0.0000	3.0000e-005	0.1843
Vendor	1.0000e-005	6.2000e-004	1.8000e-004	0.0000	9.0000e-005	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2687	0.2687	0.0000	4.0000e-005	0.2809
Worker	2.3000e-004	1.5000e-004	1.8300e-003	0.0000	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4502	0.4502	1.0000e-005	1.0000e-005	0.4546
Total	2.5000e-004	1.1600e-003	2.0900e-003	0.0000	7.0000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.8950	0.8950	1.0000e-005	8.0000e-005	0.9197

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1806	1.6518	1.8656	3.0900e-003		0.0804	0.0804		0.0756	0.0756	0.0000	266.1895	266.1895	0.0633	0.0000	267.7716
Total	0.1806	1.6518	1.8656	3.0900e-003		0.0804	0.0804		0.0756	0.0756	0.0000	266.1895	266.1895	0.0633	0.0000	267.7716

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	2.2400e-003	4.6000e-004	1.0000e-005	3.1000e-004	2.0000e-005	3.3000e-004	8.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.0185	1.0185	0.0000	1.6000e-004	1.0664
Vendor	1.4100e-003	0.0589	0.0172	2.7000e-004	8.8600e-003	3.7000e-004	9.2300e-003	2.5600e-003	3.6000e-004	2.9100e-003	0.0000	25.6739	25.6739	1.1000e-004	3.8800e-003	26.8317
Worker	0.0113	7.3100e-003	0.0897	2.4000e-004	0.0274	1.6000e-004	0.0275	7.2700e-003	1.4000e-004	7.4100e-003	0.0000	22.0218	22.0218	7.2000e-004	6.5000e-004	22.2347
Total	0.0127	0.0685	0.1073	5.2000e-004	0.0365	5.5000e-004	0.0371	9.9100e-003	5.2000e-004	0.0104	0.0000	48.7142	48.7142	8.3000e-004	4.6900e-003	50.1328

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1806	1.6518	1.8656	3.0900e-003		0.0804	0.0804		0.0756	0.0756	0.0000	266.1891	266.1891	0.0633	0.0000	267.7713
Total	0.1806	1.6518	1.8656	3.0900e-003		0.0804	0.0804		0.0756	0.0756	0.0000	266.1891	266.1891	0.0633	0.0000	267.7713

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	2.2400e-003	4.6000e-004	1.0000e-005	3.1000e-004	2.0000e-005	3.3000e-004	8.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.0185	1.0185	0.0000	1.6000e-004	1.0664
Vendor	1.4100e-003	0.0589	0.0172	2.7000e-004	8.8600e-003	3.7000e-004	9.2300e-003	2.5600e-003	3.6000e-004	2.9100e-003	0.0000	25.6739	25.6739	1.1000e-004	3.8800e-003	26.8317
Worker	0.0113	7.3100e-003	0.0897	2.4000e-004	0.0274	1.6000e-004	0.0275	7.2700e-003	1.4000e-004	7.4100e-003	0.0000	22.0218	22.0218	7.2000e-004	6.5000e-004	22.2347
Total	0.0127	0.0685	0.1073	5.2000e-004	0.0365	5.5000e-004	0.0371	9.9100e-003	5.2000e-004	0.0104	0.0000	48.7142	48.7142	8.3000e-004	4.6900e-003	50.1328

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1572					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5300e-003	0.0104	0.0145	2.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	2.0426	2.0426	1.2000e-004	0.0000	2.0457
Total	0.1588	0.0104	0.0145	2.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	2.0426	2.0426	1.2000e-004	0.0000	2.0457

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

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0503	0.0503	0.0000	1.0000e-005	0.0527
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.2000e-004	2.7200e-003	1.0000e-005	8.3000e-004	0.0000	8.4000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6689	0.6689	2.0000e-005	2.0000e-005	0.6754
Total	3.4000e-004	3.3000e-004	2.7400e-003	1.0000e-005	8.5000e-004	0.0000	8.6000e-004	2.2000e-004	0.0000	2.4000e-004	0.0000	0.7192	0.7192	2.0000e-005	3.0000e-005	0.7280

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1572					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5300e-003	0.0104	0.0145	2.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	2.0426	2.0426	1.2000e-004	0.0000	2.0457
Total	0.1588	0.0104	0.0145	2.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	2.0426	2.0426	1.2000e-004	0.0000	2.0457

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

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0503	0.0503	0.0000	1.0000e-005	0.0527
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.2000e-004	2.7200e-003	1.0000e-005	8.3000e-004	0.0000	8.4000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6689	0.6689	2.0000e-005	2.0000e-005	0.6754
Total	3.4000e-004	3.3000e-004	2.7400e-003	1.0000e-005	8.5000e-004	0.0000	8.6000e-004	2.2000e-004	0.0000	2.4000e-004	0.0000	0.7192	0.7192	2.0000e-005	3.0000e-005	0.7280

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0614	0.0970	0.5686	1.2300e-003	0.1173	1.1400e-003	0.1184	0.0314	1.0700e-003	0.0325	0.0000	114.0905	114.0905	6.7800e-003	6.1200e-003	116.0835
Unmitigated	0.0614	0.0970	0.5686	1.2300e-003	0.1173	1.1400e-003	0.1184	0.0314	1.0700e-003	0.0325	0.0000	114.0905	114.0905	6.7800e-003	6.1200e-003	116.0835

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	104.30	123.90	105.00	312,972	312,972
Total	104.30	123.90	105.00	312,972	312,972

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

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

Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62.3745	62.3745	0.0101	1.2200e-003	62.9913
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62.3745	62.3745	0.0101	1.2200e-003	62.9913
NaturalGas Mitigated	6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	66.9022	66.9022	1.2800e-003	1.2300e-003	67.2998
NaturalGas Unmitigated	6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	66.9022	66.9022	1.2800e-003	1.2300e-003	67.2998

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.2537e+006	6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	66.9022	66.9022	1.2800e-003	1.2300e-003	67.2998
Total		6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	66.9022	66.9022	1.2800e-003	1.2300e-003	67.2998

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

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.2537e+006	6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	66.9022	66.9022	1.2800e-003	1.2300e-003	67.2998
Total		6.7600e-003	0.0615	0.0516	3.7000e-004		4.6700e-003	4.6700e-003		4.6700e-003	4.6700e-003	0.0000	66.9022	66.9022	1.2800e-003	1.2300e-003	67.2998

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	24546.1	2.2711	3.7000e-004	4.0000e-005	2.2936
Unrefrigerated Warehouse-No Rail	649600	60.1034	9.7200e-003	1.1800e-003	60.6978
Total		62.3745	0.0101	1.2200e-003	62.9913

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	24546.1	2.2711	3.7000e-004	4.0000e-005	2.2936
Unrefrigerated Warehouse-No Rail	649600	60.1034	9.7200e-003	1.1800e-003	60.6978
Total		62.3745	0.0101	1.2200e-003	62.9913

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2958	1.0000e-005	6.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2700e-003	1.2700e-003	0.0000	0.0000	1.3500e-003
Unmitigated	0.2958	1.0000e-005	6.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2800e-003	1.2800e-003	0.0000	0.0000	1.3700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0177					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2781					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2800e-003	1.2800e-003	0.0000	0.0000	1.3700e-003
Total	0.2958	1.0000e-005	6.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2800e-003	1.2800e-003	0.0000	0.0000	1.3700e-003

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0177					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2781					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2700e-003	1.2700e-003	0.0000	0.0000	1.3500e-003
Total	0.2958	1.0000e-005	6.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2700e-003	1.2700e-003	0.0000	0.0000	1.3500e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.6782	0.4230	0.0101	24.2618
Unmitigated	13.3478	0.5288	0.0126	30.3273

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.333615	0.1080	2.0000e-005	0.0000	0.1091
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	16.1875 / 0	13.2398	0.5288	0.0126	30.2181
Total		13.3478	0.5288	0.0126	30.3272

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.266892	0.0864	1.0000e-005	0.0000	0.0873
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	12.95 / 0	10.5918	0.4230	0.0101	24.1745
Total		10.6782	0.4230	0.0101	24.2618

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.3609	0.7896	0.0000	33.1010
Unmitigated	13.3609	0.7896	0.0000	33.1010

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	65.8	13.3568	0.7894	0.0000	33.0909
Total		13.3609	0.7896	0.0000	33.1010

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	65.8	13.3568	0.7894	0.0000	33.0909
Total		13.3609	0.7896	0.0000	33.1010

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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Golden State RV Storage - Phase 1 Construction - Stanislaus County, Annual

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

11.0 Vegetation

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

Golden State RV Storage - Phase 2 Construction

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	140.00	1000sqft	3.21	140,000.00	0
Parking Lot	2.80	Acre	2.80	121,968.00	0
City Park	0.49	Acre	0.49	21,344.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Construction and Operations - Phase 2
 Anticipated construction start date: July 2025

Land Use - Phase 2
 RV parking spaces within an enclosed building totaling ~140,000 square feet
 Phase 2 acreage: 6.5 acres

Construction Phase - Phase 2 construction: 07/01/2025 - 12/31/2025
 No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Additional truck trips were added to each phase based on two trips per piece of off-road equipment.
 Additional vendor trips added to paving phase to account for delivery of materials and miscellaneous trips.

Grading - Cut/fill to balance on site

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).

City park land use included to represent landscaping only and would not generate additional trips.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	63.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	11.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	11.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	UsageHours	7.00	8.50
tblOffRoadEquipment	UsageHours	8.00	7.30
tblOffRoadEquipment	UsageHours	8.00	7.30
tblTripsAndVMT	HaulingTripNumber	0.00	14.00

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

tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	66.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.5458	1.8914	2.3690	4.4500e-003	0.2148	0.0778	0.2925	0.0971	0.0729	0.1700	0.0000	389.0914	389.0914	0.0842	5.3300e-003	392.7844
Maximum	0.5458	1.8914	2.3690	4.4500e-003	0.2148	0.0778	0.2925	0.0971	0.0729	0.1700	0.0000	389.0914	389.0914	0.0842	5.3300e-003	392.7844

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.5458	1.8914	2.3690	4.4500e-003	0.1218	0.0778	0.1995	0.0505	0.0729	0.1234	0.0000	389.0910	389.0910	0.0842	5.3300e-003	392.7840
Maximum	0.5458	1.8914	2.3690	4.4500e-003	0.1218	0.0778	0.1995	0.0505	0.0729	0.1234	0.0000	389.0910	389.0910	0.0842	5.3300e-003	392.7840

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	43.31	0.00	31.80	48.00	0.00	27.43	0.00	0.00	0.00	0.00	0.00	0.00

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2025	9-30-2025	0.8299	0.8299
		Highest	0.8299	0.8299

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5900	1.0000e-005	1.3100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5600e-003	2.5600e-003	1.0000e-005	0.0000	2.7300e-003
Energy	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	257.9610	257.9610	0.0227	4.8900e-003	259.9839
Mobile	0.1038	0.1606	0.9616	2.2300e-003	0.2344	1.9900e-003	0.2363	0.0627	1.8600e-003	0.0646	0.0000	206.2935	206.2935	0.0115	0.0108	209.7959
Waste						0.0000	0.0000		0.0000	0.0000	26.7217	0.0000	26.7217	1.5792	0.0000	66.2020
Water						0.0000	0.0000		0.0000	0.0000	10.2711	16.3975	26.6686	1.0576	0.0252	60.6272
Total	0.7073	0.2835	1.0661	2.9700e-003	0.2344	0.0113	0.2457	0.0627	0.0112	0.0739	36.9928	480.6546	517.6474	2.6709	0.0409	596.6116

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5900	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5200e-003	2.5200e-003	1.0000e-005	0.0000	2.6900e-003
Energy	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	257.9610	257.9610	0.0227	4.8900e-003	259.9839
Mobile	0.1038	0.1606	0.9616	2.2300e-003	0.2344	1.9900e-003	0.2363	0.0627	1.8600e-003	0.0646	0.0000	206.2935	206.2935	0.0115	0.0108	209.7959
Waste						0.0000	0.0000		0.0000	0.0000	26.7217	0.0000	26.7217	1.5792	0.0000	66.2020
Water						0.0000	0.0000		0.0000	0.0000	8.2169	13.1180	21.3349	0.8461	0.0202	48.5018
Total	0.7073	0.2835	1.0661	2.9700e-003	0.2344	0.0113	0.2457	0.0627	0.0112	0.0739	34.9386	477.3750	512.3136	2.4594	0.0359	584.4861

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.55	0.68	1.03	7.92	12.34	2.03

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2025	7/14/2025	5	10	
2	Grading	Grading	7/15/2025	8/11/2025	5	20	
3	Paving	Paving	8/12/2025	9/8/2025	5	20	

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

4	Building Construction	Building Construction	9/9/2025	12/4/2025	5	63	Reduced to match applicant-provided schedule
5	Architectural Coating	Architectural Coating	12/5/2025	12/31/2025	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 210,015; Non-Residential Outdoor: 70,005; Striped Parking Area: 7,318 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	3	8.50	231	0.29
Building Construction	Forklifts	11	8.00	89	0.20
Building Construction	Generator Sets	4	7.30	84	0.74
Building Construction	Tractors/Loaders/Backhoes	11	7.00	97	0.37
Building Construction	Welders	4	7.30	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	4.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	33	119.00	46.00	66.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.1262	0.0896	1.9000e-004		5.4300e-003	5.4300e-003		5.0000e-003	5.0000e-003	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	0.0124	0.1262	0.0896	1.9000e-004	0.0983	5.4300e-003	0.1037	0.0505	5.0000e-003	0.0555	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688

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

3.2 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	8.6000e-004	1.8000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3809	0.3809	0.0000	6.0000e-005	0.3988
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.5000e-004	2.0100e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5404	0.5404	2.0000e-005	1.0000e-005	0.5452
Total	2.6000e-004	1.0100e-003	2.1900e-003	1.0000e-005	8.4000e-004	1.0000e-005	8.5000e-004	2.2000e-004	1.0000e-005	2.3000e-004	0.0000	0.9213	0.9213	2.0000e-005	7.0000e-005	0.9440

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.1262	0.0896	1.9000e-004		5.4300e-003	5.4300e-003		5.0000e-003	5.0000e-003	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	0.0124	0.1262	0.0896	1.9000e-004	0.0442	5.4300e-003	0.0497	0.0227	5.0000e-003	0.0277	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688

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

3.2 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	8.6000e-004	1.8000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3809	0.3809	0.0000	6.0000e-005	0.3988
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.5000e-004	2.0100e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5404	0.5404	2.0000e-005	1.0000e-005	0.5452
Total	2.6000e-004	1.0100e-003	2.1900e-003	1.0000e-005	8.4000e-004	1.0000e-005	8.5000e-004	2.2000e-004	1.0000e-005	2.3000e-004	0.0000	0.9213	0.9213	2.0000e-005	7.0000e-005	0.9440

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1532	0.1454	3.0000e-004		6.2400e-003	6.2400e-003		5.7400e-003	5.7400e-003	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806
Total	0.0152	0.1532	0.1454	3.0000e-004	0.0708	6.2400e-003	0.0771	0.0343	5.7400e-003	0.0400	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806

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

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.4000e-004	1.5000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3265	0.3265	0.0000	5.0000e-005	0.3418
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	2.5000e-004	3.3500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9006	0.9006	3.0000e-005	2.0000e-005	0.9086
Total	4.3000e-004	9.9000e-004	3.5000e-003	1.0000e-005	1.3000e-003	2.0000e-005	1.3100e-003	3.5000e-004	2.0000e-005	3.5000e-004	0.0000	1.2271	1.2271	3.0000e-005	7.0000e-005	1.2504

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0319	0.0000	0.0319	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1532	0.1454	3.0000e-004		6.2400e-003	6.2400e-003		5.7400e-003	5.7400e-003	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806
Total	0.0152	0.1532	0.1454	3.0000e-004	0.0319	6.2400e-003	0.0381	0.0154	5.7400e-003	0.0212	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806

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

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.4000e-004	1.5000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3265	0.3265	0.0000	5.0000e-005	0.3418
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	2.5000e-004	3.3500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9006	0.9006	3.0000e-005	2.0000e-005	0.9086
Total	4.3000e-004	9.9000e-004	3.5000e-003	1.0000e-005	1.3000e-003	2.0000e-005	1.3100e-003	3.5000e-004	2.0000e-005	3.5000e-004	0.0000	1.2271	1.2271	3.0000e-005	7.0000e-005	1.2504

3.4 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811
Paving	3.6700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0128	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811

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

3.4 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.4000e-004	1.5000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3265	0.3265	0.0000	5.0000e-005	0.3418
Vendor	4.0000e-005	1.7600e-003	4.9000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7416	0.7416	0.0000	1.1000e-004	0.7750
Worker	4.2000e-004	2.5000e-004	3.3500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9006	0.9006	3.0000e-005	2.0000e-005	0.9086
Total	4.7000e-004	2.7500e-003	3.9900e-003	2.0000e-005	1.5600e-003	3.0000e-005	1.5900e-003	4.3000e-004	3.0000e-005	4.4000e-004	0.0000	1.9687	1.9687	3.0000e-005	1.8000e-004	2.0254

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811
Paving	3.6700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0128	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811

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3.4 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	7.4000e-004	1.5000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3265	0.3265	0.0000	5.0000e-005	0.3418
Vendor	4.0000e-005	1.7600e-003	4.9000e-004	1.0000e-005	2.6000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7416	0.7416	0.0000	1.1000e-004	0.7750
Worker	4.2000e-004	2.5000e-004	3.3500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9006	0.9006	3.0000e-005	2.0000e-005	0.9086
Total	4.7000e-004	2.7500e-003	3.9900e-003	2.0000e-005	1.5600e-003	3.0000e-005	1.5900e-003	4.3000e-004	3.0000e-005	4.4000e-004	0.0000	1.9687	1.9687	3.0000e-005	1.8000e-004	2.0254

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1575	1.4362	1.8539	3.1100e-003		0.0608	0.0608		0.0572	0.0572	0.0000	267.1387	267.1387	0.0628	0.0000	268.7097
Total	0.1575	1.4362	1.8539	3.1100e-003		0.0608	0.0608		0.0572	0.0572	0.0000	267.1387	267.1387	0.0628	0.0000	268.7097

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

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	4.0600e-003	8.4000e-004	2.0000e-005	5.6000e-004	4.0000e-005	6.0000e-004	1.5000e-004	4.0000e-005	1.9000e-004	0.0000	1.7957	1.7957	1.0000e-005	2.8000e-004	1.8801
Vendor	1.4500e-003	0.0636	0.0178	2.8000e-004	9.5900e-003	4.0000e-004	0.0100	2.7700e-003	3.9000e-004	3.1600e-003	0.0000	26.8642	26.8642	1.1000e-004	4.0500e-003	28.0748
Worker	0.0105	6.2500e-003	0.0838	2.5000e-004	0.0300	1.5000e-004	0.0301	7.9600e-003	1.4000e-004	8.1000e-003	0.0000	22.5068	22.5068	6.4000e-004	6.1000e-004	22.7055
Total	0.0120	0.0739	0.1024	5.5000e-004	0.0401	5.9000e-004	0.0407	0.0109	5.7000e-004	0.0115	0.0000	51.1667	51.1667	7.6000e-004	4.9400e-003	52.6603

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1575	1.4362	1.8539	3.1100e-003		0.0608	0.0608		0.0572	0.0572	0.0000	267.1384	267.1384	0.0628	0.0000	268.7094
Total	0.1575	1.4362	1.8539	3.1100e-003		0.0608	0.0608		0.0572	0.0572	0.0000	267.1384	267.1384	0.0628	0.0000	268.7094

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

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	4.0600e-003	8.4000e-004	2.0000e-005	5.6000e-004	4.0000e-005	6.0000e-004	1.5000e-004	4.0000e-005	1.9000e-004	0.0000	1.7957	1.7957	1.0000e-005	2.8000e-004	1.8801
Vendor	1.4500e-003	0.0636	0.0178	2.8000e-004	9.5900e-003	4.0000e-004	0.0100	2.7700e-003	3.9000e-004	3.1600e-003	0.0000	26.8642	26.8642	1.1000e-004	4.0500e-003	28.0748
Worker	0.0105	6.2500e-003	0.0838	2.5000e-004	0.0300	1.5000e-004	0.0301	7.9600e-003	1.4000e-004	8.1000e-003	0.0000	22.5068	22.5068	6.4000e-004	6.1000e-004	22.7055
Total	0.0120	0.0739	0.1024	5.5000e-004	0.0401	5.9000e-004	0.0407	0.0109	5.7000e-004	0.0115	0.0000	51.1667	51.1667	7.6000e-004	4.9400e-003	52.6603

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6200e-003	0.0109	0.0172	3.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	2.4256	2.4256	1.3000e-004	0.0000	2.4289
Total	0.3340	0.0109	0.0172	3.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	2.4256	2.4256	1.3000e-004	0.0000	2.4289

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

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.2000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0517	0.0517	0.0000	1.0000e-005	0.0541
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	3.8000e-004	5.0900e-003	1.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3690	1.3690	4.0000e-005	4.0000e-005	1.3811
Total	6.4000e-004	5.0000e-004	5.1100e-003	1.0000e-005	1.8400e-003	1.0000e-005	1.8500e-003	4.8000e-004	1.0000e-005	5.0000e-004	0.0000	1.4207	1.4207	4.0000e-005	5.0000e-005	1.4352

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6200e-003	0.0109	0.0172	3.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	2.4256	2.4256	1.3000e-004	0.0000	2.4289
Total	0.3340	0.0109	0.0172	3.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	2.4256	2.4256	1.3000e-004	0.0000	2.4289

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3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.2000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0517	0.0517	0.0000	1.0000e-005	0.0541
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	3.8000e-004	5.0900e-003	1.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3690	1.3690	4.0000e-005	4.0000e-005	1.3811
Total	6.4000e-004	5.0000e-004	5.1100e-003	1.0000e-005	1.8400e-003	1.0000e-005	1.8500e-003	4.8000e-004	1.0000e-005	5.0000e-004	0.0000	1.4207	1.4207	4.0000e-005	5.0000e-005	1.4352

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1038	0.1606	0.9616	2.2300e-003	0.2344	1.9900e-003	0.2363	0.0627	1.8600e-003	0.0646	0.0000	206.2935	206.2935	0.0115	0.0108	209.7959
Unmitigated	0.1038	0.1606	0.9616	2.2300e-003	0.2344	1.9900e-003	0.2363	0.0627	1.8600e-003	0.0646	0.0000	206.2935	206.2935	0.0115	0.0108	209.7959

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	208.60	247.80	210.00	625,943	625,943
Total	208.60	247.80	210.00	625,943	625,943

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467
Parking Lot	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467

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Unrefrigerated Warehouse-No Rail	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.1566	124.1566	0.0201	2.4300e-003	125.3843
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.1566	124.1566	0.0201	2.4300e-003	125.3843
NaturalGas Mitigated	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	133.8044	133.8044	2.5600e-003	2.4500e-003	134.5996
NaturalGas Unmitigated	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	133.8044	133.8044	2.5600e-003	2.4500e-003	134.5996

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.5074e+006	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	133.8044	133.8044	2.5600e-003	2.4500e-003	134.5996
Total		0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	133.8044	133.8044	2.5600e-003	2.4500e-003	134.5996

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

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.5074e+006	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	133.8044	133.8044	2.5600e-003	2.4500e-003	134.5996
Total		0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003	0.0000	133.8044	133.8044	2.5600e-003	2.4500e-003	134.5996

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	42688.8	3.9497	6.4000e-004	8.0000e-005	3.9888
Unrefrigerated Warehouse-No Rail	1.2992e+006	120.2069	0.0195	2.3600e-003	121.3955
Total		124.1566	0.0201	2.4400e-003	125.3843

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	42688.8	3.9497	6.4000e-004	8.0000e-005	3.9888
Unrefrigerated Warehouse-No Rail	1.2992e+006	120.2069	0.0195	2.3600e-003	121.3955
Total		124.1566	0.0201	2.4400e-003	125.3843

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5900	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5200e-003	2.5200e-003	1.0000e-005	0.0000	2.6900e-003
Unmitigated	0.5900	1.0000e-005	1.3100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5600e-003	2.5600e-003	1.0000e-005	0.0000	2.7300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0350					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2000e-004	1.0000e-005	1.3100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5600e-003	2.5600e-003	1.0000e-005	0.0000	2.7300e-003
Total	0.5900	1.0000e-005	1.3100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5600e-003	2.5600e-003	1.0000e-005	0.0000	2.7300e-003

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0350					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2000e-004	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5200e-003	2.5200e-003	1.0000e-005	0.0000	2.6900e-003
Total	0.5900	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5200e-003	2.5200e-003	1.0000e-005	0.0000	2.6900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	21.3349	0.8461	0.0202	48.5018
Unmitigated	26.6686	1.0576	0.0252	60.6272

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.583826	0.1891	3.0000e-005	0.0000	0.1909
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	32.375 / 0	26.4795	1.0576	0.0252	60.4363
Total		26.6686	1.0576	0.0252	60.6272

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.467061	0.1513	2.0000e-005	0.0000	0.1528
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	25.9 / 0	21.1836	0.8461	0.0202	48.3490
Total		21.3349	0.8461	0.0202	48.5018

8.0 Waste Detail

8.1 Mitigation Measures Waste

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.7217	1.5792	0.0000	66.2020
Unmitigated	26.7217	1.5792	0.0000	66.2020

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	131.6	26.7136	1.5787	0.0000	66.1818
Total		26.7217	1.5792	0.0000	66.2020

Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	131.6	26.7136	1.5787	0.0000	66.1818
Total		26.7217	1.5792	0.0000	66.2020

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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Golden State RV Storage - Phase 2 Construction - Stanislaus County, Annual

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

11.0 Vegetation

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year)

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	210.00	1000sqft	4.82	210,000.00	0
Parking Lot	4.41	Acre	4.41	192,099.60	0
City Park	0.77	Acre	0.77	33,541.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Full buildout operations in the earliest operational year (2023)

Land Use - Full buildout (Phases 1 + 2)

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Zeroed out construction equipment

Off-road Equipment -

Trips and VMT - Zeroed out construction equipment

Grading -

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings
Operational run only

Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).
City park land use included to represent landscaping only and would not generate additional trips.

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	37.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.5268	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.5268	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.5268	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.5268	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

		Highest	
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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8858	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.1000e-003
Energy	0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	387.2378	387.2378	0.0340	7.3400e-003	390.2749
Mobile	0.1841	0.2909	1.7057	3.7000e-003	0.3518	3.4100e-003	0.3552	0.0941	3.2000e-003	0.0973	0.0000	342.2714	342.2714	0.0203	0.0184	348.2506
Waste						0.0000	0.0000		0.0000	0.0000	40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water						0.0000	0.0000		0.0000	0.0000	15.4066	24.6097	40.0164	1.5864	0.0379	90.9545
Total	1.0902	0.4753	1.8626	4.8100e-003	0.3518	0.0174	0.3692	0.0941	0.0172	0.1114	55.4913	754.1227	809.6140	4.0097	0.0636	928.7920

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8858	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003
Energy	0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	387.2378	387.2378	0.0340	7.3400e-003	390.2749
Mobile	0.1841	0.2909	1.7057	3.7000e-003	0.3518	3.4100e-003	0.3552	0.0941	3.2000e-003	0.0973	0.0000	342.2714	342.2714	0.0203	0.0184	348.2506
Waste						0.0000	0.0000		0.0000	0.0000	40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water						0.0000	0.0000		0.0000	0.0000	12.3253	19.6878	32.0131	1.2691	0.0303	72.7636
Total	1.0902	0.4753	1.8626	4.8100e-003	0.3518	0.0174	0.3692	0.0941	0.0172	0.1114	52.4099	749.2007	801.6106	3.6924	0.0560	910.6011

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.55	0.65	0.99	7.91	11.91	1.96

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/1/2022	11/1/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 315,015; Non-Residential Outdoor: 105,005; Striped Parking Area: 11,526 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5268					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.5268	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

3.2 Architectural Coating - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5268					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.5268	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

3.2 Architectural Coating - 2022

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1841	0.2909	1.7057	3.7000e-003	0.3518	3.4100e-003	0.3552	0.0941	3.2000e-003	0.0973	0.0000	342.2714	342.2714	0.0203	0.0184	348.2506
Unmitigated	0.1841	0.2909	1.7057	3.7000e-003	0.3518	3.4100e-003	0.3552	0.0941	3.2000e-003	0.0973	0.0000	342.2714	342.2714	0.0203	0.0184	348.2506

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	312.90	371.70	315.00	938,915	938,915
Total	312.90	371.70	315.00	938,915	938,915

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	186.5312	186.5312	0.0302	3.6600e-003	188.3756
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	186.5312	186.5312	0.0302	3.6600e-003	188.3756
NaturalGas Mitigated	0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993
NaturalGas Unmitigated	0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.7611e+006	0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993
Total		0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.7611e+006	0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993
Total		0.0203	0.1844	0.1549	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	67234.9	6.2208	1.0100e-003	1.2000e-004	6.2823
Unrefrigerated Warehouse-No Rail	1.9488e+006	180.3103	0.0292	3.5400e-003	182.0933
Total		186.5312	0.0302	3.6600e-003	188.3756

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	67234.9	6.2208	1.0100e-003	1.2000e-004	6.2823
Unrefrigerated Warehouse-No Rail	1.9488e+006	180.3103	0.0292	3.5400e-003	182.0933
Total		186.5312	0.0302	3.6600e-003	188.3756

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8858	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003
Unmitigated	0.8858	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.1000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.1000e-003
Total	0.8858	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.1000e-003

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003
Total	0.8858	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	32.0131	1.2691	0.0303	72.7636
Unmitigated	40.0164	1.5864	0.0379	90.9545

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.917441	0.2971	5.0000e-005	1.0000e-005	0.3000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	48.5625 / 0	39.7193	1.5863	0.0378	90.6544
Total		40.0164	1.5864	0.0379	90.9545

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.733953	0.2377	4.0000e-005	0.0000	0.2400
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	38.85 / 0	31.7754	1.2691	0.0303	72.5235
Total		32.0131	1.2691	0.0303	72.7636

8.0 Waste Detail

8.1 Mitigation Measures Waste

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	40.0846	2.3689	0.0000	99.3080
Unmitigated	40.0846	2.3689	0.0000	99.3080

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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Golden State RV Storage - Phase 1 + Phase 2 Operations (Earliest Operational Year) - Stanislaus County, Annual

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

11.0 Vegetation

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

Golden State RV Storage - Phase 1 Construction (On-site Emissions)

Stanislaus County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	70.00	1000sqft	1.61	70,000.00	0
Parking Lot	1.61	Acre	1.61	70,131.60	0
City Park	0.28	Acre	0.28	12,196.80	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Construction and 2023 Operations - Phase 1 (Localized Screening)

Earliest anticipated construction start date: 11/01/2022

Land Use - Phase 1

RV parking spaces within an enclosed building totaling ~70,000 square feet

Phase 1 acreage: 3.5 acres

Construction Phase - Anticipated construction schedule with earliest construction date: 11/01/2022 - 06/30/2023

No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Construction trip lengths adjusted for localized screening to 0.61 mile (on-site trip length + 0.25 mile)

Grading - Applicant-provided estimates: no import/export expected

200 cy import and 200 cy export added to provide a conservative estimate of emissions

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

Vehicle Trips - Adjusted trip length to 0.61 mile for localized screening analysis.
 ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).
 City park land use included to represent landscaping only and would not generate additional trips.

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	107.00
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialImported	0.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	7.50
tblOffRoadEquipment	UsageHours	8.00	8.60
tblOffRoadEquipment	UsageHours	8.00	8.60
tblOffRoadEquipment	UsageHours	7.00	7.50
tblOffRoadEquipment	UsageHours	8.00	8.60
tblTripsAndVMT	HaulingTripLength	20.00	0.61
tblTripsAndVMT	HaulingTripLength	20.00	0.61

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripNumber	0.00	14.00
tbITripsAndVMT	HaulingTripNumber	50.00	62.00
tbITripsAndVMT	HaulingTripNumber	0.00	16.00
tbITripsAndVMT	HaulingTripNumber	0.00	36.00
tbITripsAndVMT	HaulingTripNumber	0.00	2.00
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripNumber	0.00	4.00
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbIVehicleTrips	CC_TL	7.30	0.61
tbIVehicleTrips	CNW_TL	7.30	0.61
tbIVehicleTrips	CW_TL	9.50	0.61
tbIVehicleTrips	DV_TP	5.00	0.00
tbIVehicleTrips	PB_TP	3.00	0.00
tbIVehicleTrips	PR_TP	92.00	100.00
tbIVehicleTrips	ST_TR	1.96	0.00
tbIVehicleTrips	ST_TR	1.74	1.77
tbIVehicleTrips	SU_TR	2.19	0.00
tbIVehicleTrips	SU_TR	1.74	1.50

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2133	33.1591	19.8558	0.0383	19.6671	1.6129	21.2800	10.1052	1.4839	11.5890	0.0000	3,711.4060	3,711.4060	1.1948	7.0700e-003	3,742.3088
2023	19.8709	31.2792	35.4970	0.0590	0.0452	1.5032	1.5485	0.0125	1.4145	1.4270	0.0000	5,608.1585	5,608.1585	1.3129	0.0173	5,646.1387
Maximum	19.8709	33.1591	35.4970	0.0590	19.6671	1.6129	21.2800	10.1052	1.4839	11.5890	0.0000	5,608.1585	5,608.1585	1.3129	0.0173	5,646.1387

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2133	33.1591	19.8558	0.0383	8.8557	1.6129	10.4686	4.5488	1.4839	6.0327	0.0000	3,711.4060	3,711.4060	1.1948	7.0700e-003	3,742.3088
2023	19.8709	31.2792	35.4970	0.0590	0.0452	1.5032	1.5485	0.0125	1.4145	1.4270	0.0000	5,608.1585	5,608.1585	1.3129	0.0173	5,646.1387
Maximum	19.8709	33.1591	35.4970	0.0590	8.8557	1.6129	10.4686	4.5488	1.4839	6.0327	0.0000	5,608.1585	5,608.1585	1.3129	0.0173	5,646.1387

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.85	0.00	47.36	54.92	0.00	42.69	0.00	0.00	0.00	0.00	0.00	0.00

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6213	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168
Energy	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
Mobile	0.2951	0.1438	0.8605	8.3000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.5000e-004	0.0165		84.4376	84.4376	0.0172	0.0106	88.0117
Total	1.9534	0.4806	1.1507	2.8500e-003	0.0582	0.0267	0.0849	0.0155	0.0266	0.0421		488.5468	488.5468	0.0250	0.0180	494.5232

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6213	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165
Energy	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
Mobile	0.2951	0.1438	0.8605	8.3000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.5000e-004	0.0165		84.4376	84.4376	0.0172	0.0106	88.0117
Total	1.9534	0.4806	1.1506	2.8500e-003	0.0582	0.0267	0.0849	0.0155	0.0266	0.0421		488.5466	488.5466	0.0250	0.0180	494.5230

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/29/2022	12/5/2022	5	5	
2	Grading	Grading	12/6/2022	12/15/2022	5	8	
3	Paving	Paving	12/16/2022	1/10/2023	5	18	
4	Building Construction	Building Construction	1/11/2023	6/8/2023	5	107	
5	Architectural Coating	Architectural Coating	6/9/2023	6/30/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.61

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 105,015; Non-Residential Outdoor: 35,005; Striped Parking Area: 4,208 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	2	7.50	231	0.29
Building Construction	Forklifts	6	8.60	89	0.20
Building Construction	Generator Sets	2	8.60	84	0.74
Building Construction	Tractors/Loaders/Backhoes	6	7.50	97	0.37
Building Construction	Welders	2	8.60	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	62.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	16.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Building Construction	18	64.00	25.00	36.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	2.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4900e-003	0.0638	0.0431	1.3000e-004	1.5500e-003	1.7000e-004	1.7200e-003	4.3000e-004	1.6000e-004	6.0000e-004		13.7364	13.7364	1.9000e-004	2.1600e-003	14.3848
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0397	0.0117	0.1150	1.1000e-004	8.5200e-003	1.4000e-004	8.6600e-003	2.2800e-003	1.3000e-004	2.4100e-003		11.6077	11.6077	2.4500e-003	1.3100e-003	12.0585
Total	0.0432	0.0756	0.1580	2.4000e-004	0.0101	3.1000e-004	0.0104	2.7100e-003	2.9000e-004	3.0100e-003		25.3441	25.3441	2.6400e-003	3.4700e-003	26.4433

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4900e-003	0.0638	0.0431	1.3000e-004	1.5500e-003	1.7000e-004	1.7200e-003	4.3000e-004	1.6000e-004	6.0000e-004		13.7364	13.7364	1.9000e-004	2.1600e-003	14.3848
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0397	0.0117	0.1150	1.1000e-004	8.5200e-003	1.4000e-004	8.6600e-003	2.2800e-003	1.3000e-004	2.4100e-003		11.6077	11.6077	2.4500e-003	1.3100e-003	12.0585
Total	0.0432	0.0756	0.1580	2.4000e-004	0.0101	3.1000e-004	0.0104	2.7100e-003	2.9000e-004	3.0100e-003		25.3441	25.3441	2.6400e-003	3.4700e-003	26.4433

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0882	0.0000	7.0882	3.4256	0.0000	3.4256			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0882	0.9409	8.0291	3.4256	0.8656	4.2912		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6600e-003	0.1766	0.1192	3.6000e-004	4.3000e-003	4.8000e-004	4.7700e-003	1.1900e-003	4.6000e-004	1.6500e-003		38.0205	38.0205	5.2000e-004	5.9800e-003	39.8151
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0331	9.7800e-003	0.0958	1.0000e-004	7.1000e-003	1.1000e-004	7.2100e-003	1.9000e-003	1.0000e-004	2.0100e-003		9.6731	9.6731	2.0400e-003	1.0900e-003	10.0487
Total	0.0427	0.1864	0.2150	4.6000e-004	0.0114	5.9000e-004	0.0120	3.0900e-003	5.6000e-004	3.6600e-003		47.6936	47.6936	2.5600e-003	7.0700e-003	49.8638

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1897	0.0000	3.1897	1.5415	0.0000	1.5415			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	3.1897	0.9409	4.1306	1.5415	0.8656	2.4071	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6600e-003	0.1766	0.1192	3.6000e-004	4.3000e-003	4.8000e-004	4.7700e-003	1.1900e-003	4.6000e-004	1.6500e-003		38.0205	38.0205	5.2000e-004	5.9800e-003	39.8151
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0331	9.7800e-003	0.0958	1.0000e-004	7.1000e-003	1.1000e-004	7.2100e-003	1.9000e-003	1.0000e-004	2.0100e-003		9.6731	9.6731	2.0400e-003	1.0900e-003	10.0487
Total	0.0427	0.1864	0.2150	4.6000e-004	0.0114	5.9000e-004	0.0120	3.0900e-003	5.6000e-004	3.6600e-003		47.6936	47.6936	2.5600e-003	7.0700e-003	49.8638

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2109	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1100e-003	0.0203	0.0137	4.0000e-005	4.9000e-004	5.0000e-005	5.5000e-004	1.4000e-004	5.0000e-005	1.9000e-004		4.3608	4.3608	6.0000e-005	6.9000e-004	4.5666
Vendor	3.2100e-003	0.0616	0.0369	1.3000e-004	2.3600e-003	2.5000e-004	2.6100e-003	6.9000e-004	2.4000e-004	9.3000e-004		13.6966	13.6966	1.9000e-004	2.1100e-003	14.3312
Worker	0.0441	0.0131	0.1277	1.3000e-004	9.4700e-003	1.5000e-004	9.6200e-003	2.5400e-003	1.4000e-004	2.6800e-003		12.8974	12.8974	2.7200e-003	1.4500e-003	13.3983
Total	0.0484	0.0949	0.1783	3.0000e-004	0.0123	4.5000e-004	0.0128	3.3700e-003	4.3000e-004	3.8000e-003		30.9548	30.9548	2.9700e-003	4.2500e-003	32.2961

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.4 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2109	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1100e-003	0.0203	0.0137	4.0000e-005	4.9000e-004	5.0000e-005	5.5000e-004	1.4000e-004	5.0000e-005	1.9000e-004		4.3608	4.3608	6.0000e-005	6.9000e-004	4.5666
Vendor	3.2100e-003	0.0616	0.0369	1.3000e-004	2.3600e-003	2.5000e-004	2.6100e-003	6.9000e-004	2.4000e-004	9.3000e-004		13.6966	13.6966	1.9000e-004	2.1100e-003	14.3312
Worker	0.0441	0.0131	0.1277	1.3000e-004	9.4700e-003	1.5000e-004	9.6200e-003	2.5400e-003	1.4000e-004	2.6800e-003		12.8974	12.8974	2.7200e-003	1.4500e-003	13.3983
Total	0.0484	0.0949	0.1783	3.0000e-004	0.0123	4.5000e-004	0.0128	3.3700e-003	4.3000e-004	3.8000e-003		30.9548	30.9548	2.9700e-003	4.2500e-003	32.2961

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.4 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1524	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0500e-003	0.0189	0.0143	4.0000e-005	4.9000e-004	4.0000e-005	5.3000e-004	1.4000e-004	4.0000e-005	1.8000e-004		4.1735	4.1735	6.0000e-005	6.6000e-004	4.3705
Vendor	2.7800e-003	0.0575	0.0375	1.2000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.1000e-004	8.0000e-004		13.1347	13.1347	1.7000e-004	2.0300e-003	13.7427
Worker	0.0404	0.0119	0.1207	1.2000e-004	9.4700e-003	1.4000e-004	9.6100e-003	2.5400e-003	1.3000e-004	2.6700e-003		12.4790	12.4790	2.4900e-003	1.3700e-003	12.9503
Total	0.0442	0.0883	0.1724	2.8000e-004	0.0123	3.0000e-004	0.0126	3.3700e-003	2.8000e-004	3.6500e-003		29.7872	29.7872	2.7200e-003	4.0600e-003	31.0634

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.4 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1524	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0500e-003	0.0189	0.0143	4.0000e-005	4.9000e-004	4.0000e-005	5.3000e-004	1.4000e-004	4.0000e-005	1.8000e-004		4.1735	4.1735	6.0000e-005	6.6000e-004	4.3705
Vendor	2.7800e-003	0.0575	0.0375	1.2000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.1000e-004	8.0000e-004		13.1347	13.1347	1.7000e-004	2.0300e-003	13.7427
Worker	0.0404	0.0119	0.1207	1.2000e-004	9.4700e-003	1.4000e-004	9.6100e-003	2.5400e-003	1.3000e-004	2.6700e-003		12.4790	12.4790	2.4900e-003	1.3700e-003	12.9503
Total	0.0442	0.0883	0.1724	2.8000e-004	0.0123	3.0000e-004	0.0126	3.3700e-003	2.8000e-004	3.6500e-003		29.7872	29.7872	2.7200e-003	4.0600e-003	31.0634

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134		5,484.5542	5,484.5542	1.3039		5,517.1519
Total	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134		5,484.5542	5,484.5542	1.3039		5,517.1519

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.0000e-004	7.1700e-003	5.4000e-003	1.0000e-005	1.9000e-004	2.0000e-005	2.0000e-004	5.0000e-005	1.0000e-005	7.0000e-005		1.5797	1.5797	2.0000e-005	2.5000e-004	1.6543
Vendor	0.0174	0.3592	0.2342	7.8000e-004	0.0148	7.3000e-004	0.0155	4.3100e-003	7.0000e-004	5.0100e-003		82.0918	82.0918	1.0600e-003	0.0127	85.8916
Worker	0.1291	0.0380	0.3862	4.0000e-004	0.0303	4.6000e-004	0.0308	8.1100e-003	4.2000e-004	8.5400e-003		39.9328	39.9328	7.9500e-003	4.3900e-003	41.4410
Total	0.1469	0.4043	0.6257	1.1900e-003	0.0452	1.2100e-003	0.0464	0.0125	1.1300e-003	0.0136		123.6043	123.6043	9.0300e-003	0.0173	128.9868

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134	0.0000	5,484.5542	5,484.5542	1.3039		5,517.1519
Total	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134	0.0000	5,484.5542	5,484.5542	1.3039		5,517.1519

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.0000e-004	7.1700e-003	5.4000e-003	1.0000e-005	1.9000e-004	2.0000e-005	2.0000e-004	5.0000e-005	1.0000e-005	7.0000e-005		1.5797	1.5797	2.0000e-005	2.5000e-004	1.6543
Vendor	0.0174	0.3592	0.2342	7.8000e-004	0.0148	7.3000e-004	0.0155	4.3100e-003	7.0000e-004	5.0100e-003		82.0918	82.0918	1.0600e-003	0.0127	85.8916
Worker	0.1291	0.0380	0.3862	4.0000e-004	0.0303	4.6000e-004	0.0308	8.1100e-003	4.2000e-004	8.5400e-003		39.9328	39.9328	7.9500e-003	4.3900e-003	41.4410
Total	0.1469	0.4043	0.6257	1.1900e-003	0.0452	1.2100e-003	0.0464	0.0125	1.1300e-003	0.0136		123.6043	123.6043	9.0300e-003	0.0173	128.9868

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.6529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	19.8446	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3000e-004	2.3700e-003	1.7800e-003	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005		0.5217	0.5217	1.0000e-005	8.0000e-005	0.5463
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0262	7.7100e-003	0.0784	8.0000e-005	6.1500e-003	9.0000e-005	6.2500e-003	1.6500e-003	9.0000e-005	1.7300e-003		8.1114	8.1114	1.6200e-003	8.9000e-004	8.4177
Total	0.0264	0.0101	0.0802	8.0000e-005	6.2100e-003	1.0000e-004	6.3200e-003	1.6700e-003	9.0000e-005	1.7500e-003		8.6330	8.6330	1.6300e-003	9.7000e-004	8.9640

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.6529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	19.8446	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3000e-004	2.3700e-003	1.7800e-003	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005		0.5217	0.5217	1.0000e-005	8.0000e-005	0.5463
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0262	7.7100e-003	0.0784	8.0000e-005	6.1500e-003	9.0000e-005	6.2500e-003	1.6500e-003	9.0000e-005	1.7300e-003		8.1114	8.1114	1.6200e-003	8.9000e-004	8.4177
Total	0.0264	0.0101	0.0802	8.0000e-005	6.2100e-003	1.0000e-004	6.3200e-003	1.6700e-003	9.0000e-005	1.7500e-003		8.6330	8.6330	1.6300e-003	9.7000e-004	8.9640

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2951	0.1438	0.8605	8.3000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.5000e-004	0.0165		84.4376	84.4376	0.0172	0.0106	88.0117
Unmitigated	0.2951	0.1438	0.8605	8.3000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.5000e-004	0.0165		84.4376	84.4376	0.0172	0.0106	88.0117

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	104.30	123.90	105.00	23,803	23,803
Total	104.30	123.90	105.00	23,803	23,803

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.61	0.61	0.61	59.00	0.00	41.00	100	0	0

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
NaturalGas Unmitigated	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3434.79	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
Total		0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.43479	0.0370	0.3367	0.2829	2.0200e- 003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e- 003	7.4100e- 003	406.4948
Total		0.0370	0.3367	0.2829	2.0200e- 003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e- 003	7.4100e- 003	406.4948

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6213	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165
Unmitigated	1.6213	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.8000e-004	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168
Total	1.6213	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.7000e-004	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165
Total	1.6213	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

Golden State RV Storage - Phase 1 Construction (On-site Emissions)

Stanislaus County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	70.00	1000sqft	1.61	70,000.00	0
Parking Lot	1.61	Acre	1.61	70,131.60	0
City Park	0.28	Acre	0.28	12,196.80	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Construction and 2023 Operations - Phase 1 (Localized Screening)

Earliest anticipated construction start date: 11/01/2022

Land Use - Phase 1

RV parking spaces within an enclosed building totaling ~70,000 square feet

Phase 1 acreage: 3.5 acres

Construction Phase - Anticipated construction schedule with earliest construction date: 11/01/2022 - 06/30/2023

No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Construction trip lengths adjusted for localized screening to 0.61 mile (on-site trip length + 0.25 mile)

Grading - Applicant-provided estimates: no import/export expected

200 cy import and 200 cy export added to provide a conservative estimate of emissions

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

Vehicle Trips - Adjusted trip length to 0.61 mile for localized screening analysis.
 ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).
 City park land use included to represent landscaping only and would not generate additional trips.

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	107.00
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialImported	0.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	7.50
tblOffRoadEquipment	UsageHours	8.00	8.60
tblOffRoadEquipment	UsageHours	8.00	8.60
tblOffRoadEquipment	UsageHours	7.00	7.50
tblOffRoadEquipment	UsageHours	8.00	8.60
tblTripsAndVMT	HaulingTripLength	20.00	0.61
tblTripsAndVMT	HaulingTripLength	20.00	0.61

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripNumber	0.00	14.00
tbITripsAndVMT	HaulingTripNumber	50.00	62.00
tbITripsAndVMT	HaulingTripNumber	0.00	16.00
tbITripsAndVMT	HaulingTripNumber	0.00	36.00
tbITripsAndVMT	HaulingTripNumber	0.00	2.00
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripNumber	0.00	4.00
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbIVehicleTrips	CC_TL	7.30	0.61
tbIVehicleTrips	CNW_TL	7.30	0.61
tbIVehicleTrips	CW_TL	9.50	0.61
tbIVehicleTrips	DV_TP	5.00	0.00
tbIVehicleTrips	PB_TP	3.00	0.00
tbIVehicleTrips	PR_TP	92.00	100.00
tbIVehicleTrips	ST_TR	1.96	0.00
tbIVehicleTrips	ST_TR	1.74	1.77
tbIVehicleTrips	SU_TR	2.19	0.00
tbIVehicleTrips	SU_TR	1.74	1.50

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2013	33.1656	19.8888	0.0383	19.6671	1.6129	21.2800	10.1052	1.4839	11.5890	0.0000	3,710.5908	3,710.5908	1.1956	7.2600e-003	3,741.5702
2023	19.8632	31.3113	35.6170	0.0590	0.0452	1.5032	1.5485	0.0125	1.4146	1.4270	0.0000	5,605.9646	5,605.9646	1.3156	0.0180	5,644.2328
Maximum	19.8632	33.1656	35.6170	0.0590	19.6671	1.6129	21.2800	10.1052	1.4839	11.5890	0.0000	5,605.9646	5,605.9646	1.3156	0.0180	5,644.2328

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2013	33.1656	19.8888	0.0383	8.8557	1.6129	10.4686	4.5488	1.4839	6.0327	0.0000	3,710.5908	3,710.5908	1.1956	7.2600e-003	3,741.5702
2023	19.8632	31.3113	35.6170	0.0590	0.0452	1.5032	1.5485	0.0125	1.4146	1.4270	0.0000	5,605.9646	5,605.9646	1.3156	0.0180	5,644.2328
Maximum	19.8632	33.1656	35.6170	0.0590	8.8557	1.6129	10.4686	4.5488	1.4839	6.0327	0.0000	5,605.9646	5,605.9646	1.3156	0.0180	5,644.2328

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.85	0.00	47.36	54.92	0.00	42.69	0.00	0.00	0.00	0.00	0.00	0.00

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6213	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168
Energy	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
Mobile	0.2049	0.1627	1.0951	7.8000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.6000e-004	0.0165		79.9334	79.9334	0.0226	0.0116	83.9693
Total	1.8633	0.4995	1.3853	2.8000e-003	0.0582	0.0267	0.0849	0.0155	0.0266	0.0421		484.0426	484.0426	0.0304	0.0191	490.4809

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6213	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165
Energy	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
Mobile	0.2049	0.1627	1.0951	7.8000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.6000e-004	0.0165		79.9334	79.9334	0.0226	0.0116	83.9693
Total	1.8633	0.4995	1.3852	2.8000e-003	0.0582	0.0267	0.0849	0.0155	0.0266	0.0421		484.0424	484.0424	0.0304	0.0191	490.4806

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/29/2022	12/5/2022	5	5	
2	Grading	Grading	12/6/2022	12/15/2022	5	8	
3	Paving	Paving	12/16/2022	1/10/2023	5	18	
4	Building Construction	Building Construction	1/11/2023	6/8/2023	5	107	
5	Architectural Coating	Architectural Coating	6/9/2023	6/30/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.61

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 105,015; Non-Residential Outdoor: 35,005; Striped Parking Area: 4,208 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	2	7.50	231	0.29
Building Construction	Forklifts	6	8.60	89	0.20
Building Construction	Generator Sets	2	8.60	84	0.74
Building Construction	Tractors/Loaders/Backhoes	6	7.50	97	0.37
Building Construction	Welders	2	8.60	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	62.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	16.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Building Construction	18	64.00	25.00	36.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	2.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.1300e-003	0.0681	0.0450	1.3000e-004	1.5500e-003	1.8000e-004	1.7300e-003	4.3000e-004	1.7000e-004	6.0000e-004		13.8504	13.8504	1.7000e-004	2.1800e-003	14.5037
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0281	0.0140	0.1460	1.1000e-004	8.5200e-003	1.4000e-004	8.6600e-003	2.2800e-003	1.3000e-004	2.4100e-003		10.6785	10.6785	3.3000e-003	1.4800e-003	11.2010
Total	0.0312	0.0820	0.1911	2.4000e-004	0.0101	3.2000e-004	0.0104	2.7100e-003	3.0000e-004	3.0100e-003		24.5289	24.5289	3.4700e-003	3.6600e-003	25.7046

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.1300e-003	0.0681	0.0450	1.3000e-004	1.5500e-003	1.8000e-004	1.7300e-003	4.3000e-004	1.7000e-004	6.0000e-004		13.8504	13.8504	1.7000e-004	2.1800e-003	14.5037
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0281	0.0140	0.1460	1.1000e-004	8.5200e-003	1.4000e-004	8.6600e-003	2.2800e-003	1.3000e-004	2.4100e-003		10.6785	10.6785	3.3000e-003	1.4800e-003	11.2010
Total	0.0312	0.0820	0.1911	2.4000e-004	0.0101	3.2000e-004	0.0104	2.7100e-003	3.0000e-004	3.0100e-003		24.5289	24.5289	3.4700e-003	3.6600e-003	25.7046

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0882	0.0000	7.0882	3.4256	0.0000	3.4256			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0882	0.9409	8.0291	3.4256	0.8656	4.2912		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.6500e-003	0.1884	0.1246	3.6000e-004	4.3000e-003	4.9000e-004	4.7900e-003	1.1900e-003	4.7000e-004	1.6600e-003		38.3359	38.3359	4.7000e-004	6.0300e-003	40.1441
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0234	0.0117	0.1217	9.0000e-005	7.1000e-003	1.1000e-004	7.2100e-003	1.9000e-003	1.0000e-004	2.0100e-003		8.8988	8.8988	2.7500e-003	1.2300e-003	9.3341
Total	0.0320	0.2000	0.2463	4.5000e-004	0.0114	6.0000e-004	0.0120	3.0900e-003	5.7000e-004	3.6700e-003		47.2347	47.2347	3.2200e-003	7.2600e-003	49.4782

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1897	0.0000	3.1897	1.5415	0.0000	1.5415			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	3.1897	0.9409	4.1306	1.5415	0.8656	2.4071	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.6500e-003	0.1884	0.1246	3.6000e-004	4.3000e-003	4.9000e-004	4.7900e-003	1.1900e-003	4.7000e-004	1.6600e-003		38.3359	38.3359	4.7000e-004	6.0300e-003	40.1441
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0234	0.0117	0.1217	9.0000e-005	7.1000e-003	1.1000e-004	7.2100e-003	1.9000e-003	1.0000e-004	2.0100e-003		8.8988	8.8988	2.7500e-003	1.2300e-003	9.3341
Total	0.0320	0.2000	0.2463	4.5000e-004	0.0114	6.0000e-004	0.0120	3.0900e-003	5.7000e-004	3.6700e-003		47.2347	47.2347	3.2200e-003	7.2600e-003	49.4782

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2109	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.9000e-004	0.0216	0.0143	4.0000e-005	4.9000e-004	6.0000e-005	5.5000e-004	1.4000e-004	5.0000e-005	1.9000e-004		4.3970	4.3970	5.0000e-005	6.9000e-004	4.6043
Vendor	2.9500e-003	0.0651	0.0394	1.3000e-004	2.3600e-003	2.6000e-004	2.6200e-003	6.9000e-004	2.5000e-004	9.3000e-004		13.7680	13.7680	1.8000e-004	2.1300e-003	14.4065
Worker	0.0312	0.0155	0.1623	1.2000e-004	9.4700e-003	1.5000e-004	9.6200e-003	2.5400e-003	1.4000e-004	2.6800e-003		11.8650	11.8650	3.6700e-003	1.6400e-003	12.4455
Total	0.0351	0.1023	0.2159	2.9000e-004	0.0123	4.7000e-004	0.0128	3.3700e-003	4.4000e-004	3.8000e-003		30.0300	30.0300	3.9000e-003	4.4600e-003	31.4564

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.4 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2109	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.9000e-004	0.0216	0.0143	4.0000e-005	4.9000e-004	6.0000e-005	5.5000e-004	1.4000e-004	5.0000e-005	1.9000e-004		4.3970	4.3970	5.0000e-005	6.9000e-004	4.6043
Vendor	2.9500e-003	0.0651	0.0394	1.3000e-004	2.3600e-003	2.6000e-004	2.6200e-003	6.9000e-004	2.5000e-004	9.3000e-004		13.7680	13.7680	1.8000e-004	2.1300e-003	14.4065
Worker	0.0312	0.0155	0.1623	1.2000e-004	9.4700e-003	1.5000e-004	9.6200e-003	2.5400e-003	1.4000e-004	2.6800e-003		11.8650	11.8650	3.6700e-003	1.6400e-003	12.4455
Total	0.0351	0.1023	0.2159	2.9000e-004	0.0123	4.7000e-004	0.0128	3.3700e-003	4.4000e-004	3.8000e-003		30.0300	30.0300	3.9000e-003	4.4600e-003	31.4564

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.4 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1524	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.2000e-004	0.0205	0.0147	4.0000e-005	4.9000e-004	4.0000e-005	5.3000e-004	1.4000e-004	4.0000e-005	1.8000e-004		4.2422	4.2422	5.0000e-005	6.7000e-004	4.4423
Vendor	2.4800e-003	0.0614	0.0395	1.3000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.2000e-004	8.1000e-004		13.2899	13.2899	1.6000e-004	2.0500e-003	13.9057
Worker	0.0284	0.0141	0.1542	1.1000e-004	9.4700e-003	1.4000e-004	9.6100e-003	2.5400e-003	1.3000e-004	2.6700e-003		11.4821	11.4821	3.3500e-003	1.5500e-003	12.0279
Total	0.0318	0.0959	0.2084	2.8000e-004	0.0123	3.0000e-004	0.0126	3.3700e-003	2.9000e-004	3.6600e-003		29.0143	29.0143	3.5600e-003	4.2700e-003	30.3758

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.4 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1524	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.2000e-004	0.0205	0.0147	4.0000e-005	4.9000e-004	4.0000e-005	5.3000e-004	1.4000e-004	4.0000e-005	1.8000e-004		4.2422	4.2422	5.0000e-005	6.7000e-004	4.4423
Vendor	2.4800e-003	0.0614	0.0395	1.3000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.2000e-004	8.1000e-004		13.2899	13.2899	1.6000e-004	2.0500e-003	13.9057
Worker	0.0284	0.0141	0.1542	1.1000e-004	9.4700e-003	1.4000e-004	9.6100e-003	2.5400e-003	1.3000e-004	2.6700e-003		11.4821	11.4821	3.3500e-003	1.5500e-003	12.0279
Total	0.0318	0.0959	0.2084	2.8000e-004	0.0123	3.0000e-004	0.0126	3.3700e-003	2.9000e-004	3.6600e-003		29.0143	29.0143	3.5600e-003	4.2700e-003	30.3758

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134		5,484.5542	5,484.5542	1.3039		5,517.1519
Total	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134		5,484.5542	5,484.5542	1.3039		5,517.1519

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.5000e-004	7.7500e-003	5.5700e-003	2.0000e-005	1.9000e-004	2.0000e-005	2.0000e-004	5.0000e-005	2.0000e-005	7.0000e-005		1.6057	1.6057	2.0000e-005	2.5000e-004	1.6814
Vendor	0.0155	0.3835	0.2466	7.9000e-004	0.0148	7.6000e-004	0.0155	4.3100e-003	7.2000e-004	5.0400e-003		83.0620	83.0620	1.0000e-003	0.0128	86.9103
Worker	0.0910	0.0452	0.4935	3.6000e-004	0.0303	4.6000e-004	0.0308	8.1100e-003	4.2000e-004	8.5400e-003		36.7428	36.7428	0.0107	4.9600e-003	38.4892
Total	0.1068	0.4365	0.7457	1.1700e-003	0.0452	1.2400e-003	0.0465	0.0125	1.1600e-003	0.0137		121.4105	121.4105	0.0117	0.0180	127.0809

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134	0.0000	5,484.554 2	5,484.554 2	1.3039		5,517.151 9
Total	3.3764	30.8749	34.8713	0.0578		1.5020	1.5020		1.4134	1.4134	0.0000	5,484.554 2	5,484.554 2	1.3039		5,517.151 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.5000e-004	7.7500e-003	5.5700e-003	2.0000e-005	1.9000e-004	2.0000e-005	2.0000e-004	5.0000e-005	2.0000e-005	7.0000e-005		1.6057	1.6057	2.0000e-005	2.5000e-004	1.6814
Vendor	0.0155	0.3835	0.2466	7.9000e-004	0.0148	7.6000e-004	0.0155	4.3100e-003	7.2000e-004	5.0400e-003		83.0620	83.0620	1.0000e-003	0.0128	86.9103
Worker	0.0910	0.0452	0.4935	3.6000e-004	0.0303	4.6000e-004	0.0308	8.1100e-003	4.2000e-004	8.5400e-003		36.7428	36.7428	0.0107	4.9600e-003	38.4892
Total	0.1068	0.4365	0.7457	1.1700e-003	0.0452	1.2400e-003	0.0465	0.0125	1.1600e-003	0.0137		121.4105	121.4105	0.0117	0.0180	127.0809

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.6529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	19.8446	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1000e-004	2.5600e-003	1.8400e-003	1.0000e-005	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	2.0000e-005		0.5303	0.5303	1.0000e-005	8.0000e-005	0.5553
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0185	9.1800e-003	0.1003	7.0000e-005	6.1500e-003	9.0000e-005	6.2500e-003	1.6500e-003	9.0000e-005	1.7300e-003		7.4634	7.4634	2.1700e-003	1.0100e-003	7.8181
Total	0.0186	0.0117	0.1021	8.0000e-005	6.2100e-003	1.0000e-004	6.3200e-003	1.6700e-003	1.0000e-004	1.7500e-003		7.9937	7.9937	2.1800e-003	1.0900e-003	8.3734

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.6529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	19.8446	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1000e-004	2.5600e-003	1.8400e-003	1.0000e-005	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	2.0000e-005		0.5303	0.5303	1.0000e-005	8.0000e-005	0.5553
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0185	9.1800e-003	0.1003	7.0000e-005	6.1500e-003	9.0000e-005	6.2500e-003	1.6500e-003	9.0000e-005	1.7300e-003		7.4634	7.4634	2.1700e-003	1.0100e-003	7.8181
Total	0.0186	0.0117	0.1021	8.0000e-005	6.2100e-003	1.0000e-004	6.3200e-003	1.6700e-003	1.0000e-004	1.7500e-003		7.9937	7.9937	2.1800e-003	1.0900e-003	8.3734

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2049	0.1627	1.0951	7.8000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.6000e-004	0.0165		79.9334	79.9334	0.0226	0.0116	83.9693
Unmitigated	0.2049	0.1627	1.0951	7.8000e-004	0.0582	1.0300e-003	0.0592	0.0155	9.6000e-004	0.0165		79.9334	79.9334	0.0226	0.0116	83.9693

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	104.30	123.90	105.00	23,803	23,803
Total	104.30	123.90	105.00	23,803	23,803

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.61	0.61	0.61	59.00	0.00	41.00	100	0	0

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
NaturalGas Unmitigated	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3434.79	0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948
Total		0.0370	0.3367	0.2829	2.0200e-003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e-003	7.4100e-003	406.4948

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.43479	0.0370	0.3367	0.2829	2.0200e- 003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e- 003	7.4100e- 003	406.4948
Total		0.0370	0.3367	0.2829	2.0200e- 003		0.0256	0.0256		0.0256	0.0256		404.0935	404.0935	7.7500e- 003	7.4100e- 003	406.4948

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6213	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165
Unmitigated	1.6213	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.8000e-004	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168
Total	1.6213	7.0000e-005	7.3400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0168

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.7000e-004	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165
Total	1.6213	7.0000e-005	7.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0155	0.0155	4.0000e-005		0.0165

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 1 Construction (On-site Emissions) - Stanislaus County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

Golden State RV Storage - Phase 2 Construction (On-site Emissions)

Stanislaus County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	140.00	1000sqft	3.21	140,000.00	0
Parking Lot	2.80	Acre	2.80	121,968.00	0
City Park	0.49	Acre	0.49	21,344.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Construction and Operations - Phase 2
 Anticipated construction start date: July 2025

Land Use - Phase 2
 RV parking spaces within an enclosed building totaling ~140,000 square feet
 Phase 2 acreage: 6.5 acres

Construction Phase - Phase 2 construction: 07/01/2025 - 12/31/2025
 No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Construction trip lengths adjusted for localized screening to 0.61 mile (on-site trip length + 0.25 mile)

Grading - Cut/fill to balance on site

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

Vehicle Trips - Adjusted trip length to 0.61 mile for localized screening analysis.
 ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).
 City park land use included to represent landscaping only and would not generate additional trips.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	63.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	11.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	11.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	UsageHours	7.00	8.50
tblOffRoadEquipment	UsageHours	8.00	7.30
tblOffRoadEquipment	UsageHours	8.00	7.30
tblTripsAndVMT	HaulingTripLength	20.00	0.61

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripNumber	0.00	14.00
tbITripsAndVMT	HaulingTripNumber	0.00	12.00
tbITripsAndVMT	HaulingTripNumber	0.00	12.00
tbITripsAndVMT	HaulingTripNumber	0.00	66.00
tbITripsAndVMT	HaulingTripNumber	0.00	2.00
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripNumber	0.00	4.00
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbIVehicleTrips	CC_TL	7.30	0.61
tbIVehicleTrips	CNW_TL	7.30	0.61
tbIVehicleTrips	CW_TL	9.50	0.61
tbIVehicleTrips	DV_TP	5.00	0.00
tbIVehicleTrips	PB_TP	3.00	0.00
tbIVehicleTrips	PR_TP	92.00	100.00
tbIVehicleTrips	ST_TR	1.96	0.00
tbIVehicleTrips	ST_TR	1.74	1.77
tbIVehicleTrips	SU_TR	2.19	0.00

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	35.2032	46.3290	59.9337	0.1007	19.6663	1.9315	20.7533	10.1050	1.8168	11.1050	0.0000	9,567.3714	9,567.3714	2.2133	0.0304	9,631.7754
Maximum	35.2032	46.3290	59.9337	0.1007	19.6663	1.9315	20.7533	10.1050	1.8168	11.1050	0.0000	9,567.3714	9,567.3714	2.2133	0.0304	9,631.7754

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	35.2032	46.3290	59.9337	0.1007	8.8550	1.9315	9.9419	4.5486	1.8168	5.5486	0.0000	9,567.3714	9,567.3714	2.2133	0.0304	9,631.7754
Maximum	35.2032	46.3290	59.9337	0.1007	8.8550	1.9315	9.9419	4.5486	1.8168	5.5486	0.0000	9,567.3714	9,567.3714	2.2133	0.0304	9,631.7754

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.97	0.00	52.09	54.99	0.00	50.03	0.00	0.00	0.00	0.00	0.00	0.00

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.2336	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334
Energy	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Mobile	0.4965	0.2500	1.5084	1.5000e-003	0.1163	1.8100e-003	0.1181	0.0311	1.6800e-003	0.0327		153.2373	153.2373	0.0278	0.0185	159.4485
Total	3.8042	0.9236	2.0888	5.5400e-003	0.1163	0.0531	0.1694	0.0311	0.0529	0.0840		961.4556	961.4556	0.0434	0.0333	972.4715

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.2336	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329
Energy	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Mobile	0.4965	0.2500	1.5084	1.5000e-003	0.1163	1.8100e-003	0.1181	0.0311	1.6800e-003	0.0327		153.2373	153.2373	0.0278	0.0185	159.4485
Total	3.8042	0.9236	2.0886	5.5400e-003	0.1163	0.0531	0.1694	0.0311	0.0529	0.0840		961.4552	961.4552	0.0434	0.0333	972.4711

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2025	7/14/2025	5	10	
2	Grading	Grading	7/15/2025	8/11/2025	5	20	
3	Paving	Paving	8/12/2025	9/8/2025	5	20	
4	Building Construction	Building Construction	9/9/2025	12/4/2025	5	63	Reduced to match applicant-provided schedule
5	Architectural Coating	Architectural Coating	12/5/2025	12/31/2025	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 210,015; Non-Residential Outdoor: 70,005; Striped Parking Area: 7,318 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	3	8.50	231	0.29
Building Construction	Forklifts	11	8.00	89	0.20
Building Construction	Generator Sets	4	7.30	84	0.74
Building Construction	Tractors/Loaders/Backhoes	11	7.00	97	0.37
Building Construction	Welders	4	7.30	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	12.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	4.00	12.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Building Construction	33	119.00	46.00	66.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	2.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023		3,689.1037	3,689.1037	1.1931		3,718.9320

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6200e-003	0.0294	0.0221	6.0000e-005	7.8000e-004	6.0000e-005	8.4000e-004	2.2000e-004	6.0000e-005	2.8000e-004		6.2870	6.2870	9.0000e-005	9.9000e-004	6.5838
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0307	8.9400e-003	0.0979	1.0000e-004	8.5200e-003	1.2000e-004	8.6400e-003	2.2800e-003	1.1000e-004	2.3900e-003		10.4843	10.4843	1.8700e-003	1.1100e-003	10.8614
Total	0.0324	0.0383	0.1200	1.6000e-004	9.3000e-003	1.8000e-004	9.4800e-003	2.5000e-003	1.7000e-004	2.6700e-003		16.7713	16.7713	1.9600e-003	2.1000e-003	17.4452

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	8.8457	1.0868	9.9324	4.5461	0.9999	5.5460	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6200e-003	0.0294	0.0221	6.0000e-005	7.8000e-004	6.0000e-005	8.4000e-004	2.2000e-004	6.0000e-005	2.8000e-004		6.2870	6.2870	9.0000e-005	9.9000e-004	6.5838
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0307	8.9400e-003	0.0979	1.0000e-004	8.5200e-003	1.2000e-004	8.6400e-003	2.2800e-003	1.1000e-004	2.3900e-003		10.4843	10.4843	1.8700e-003	1.1100e-003	10.8614
Total	0.0324	0.0383	0.1200	1.6000e-004	9.3000e-003	1.8000e-004	9.4800e-003	2.5000e-003	1.7000e-004	2.6700e-003		16.7713	16.7713	1.9600e-003	2.1000e-003	17.4452

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.705 2	2,873.705 2	0.9294		2,896.940 5
Total	1.5227	15.3148	14.5402	0.0297	7.0826	0.6236	7.7062	3.4247	0.5737	3.9984		2,873.705 2	2,873.705 2	0.9294		2,896.940 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.0000e-004	0.0126	9.4600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.6944	2.6944	4.0000e-005	4.2000e-004	2.8216
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	7.4500e-003	0.0816	9.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.7369	8.7369	1.5600e-003	9.2000e-004	9.0512
Total	0.0263	0.0201	0.0911	1.2000e-004	7.4300e-003	1.3000e-004	7.5600e-003	1.9900e-003	1.2000e-004	2.1100e-003		11.4313	11.4313	1.6000e-003	1.3400e-003	11.8728

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5
Total	1.5227	15.3148	14.5402	0.0297	3.1872	0.6236	3.8107	1.5411	0.5737	2.1148	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.0000e-004	0.0126	9.4600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.6944	2.6944	4.0000e-005	4.2000e-004	2.8216
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	7.4500e-003	0.0816	9.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.7369	8.7369	1.5600e-003	9.2000e-004	9.0512
Total	0.0263	0.0201	0.0911	1.2000e-004	7.4300e-003	1.3000e-004	7.5600e-003	1.9900e-003	1.2000e-004	2.1100e-003		11.4313	11.4313	1.6000e-003	1.3400e-003	11.8728

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.4 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.3668					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2820	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.0000e-004	0.0126	9.4600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.6944	2.6944	4.0000e-005	4.2000e-004	2.8216
Vendor	2.6800e-003	0.0569	0.0363	1.2000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.1000e-004	8.0000e-004		12.6173	12.6173	1.6000e-004	1.9500e-003	13.2011
Worker	0.0256	7.4500e-003	0.0816	9.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.7369	8.7369	1.5600e-003	9.2000e-004	9.0512
Total	0.0290	0.0769	0.1274	2.4000e-004	9.7900e-003	2.5000e-004	0.0100	2.6800e-003	2.3000e-004	2.9100e-003		24.0486	24.0486	1.7600e-003	3.2900e-003	25.0739

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.4 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.3668					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2820	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.0000e-004	0.0126	9.4600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.6944	2.6944	4.0000e-005	4.2000e-004	2.8216
Vendor	2.6800e-003	0.0569	0.0363	1.2000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.1000e-004	8.0000e-004		12.6173	12.6173	1.6000e-004	1.9500e-003	13.2011
Worker	0.0256	7.4500e-003	0.0816	9.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.7369	8.7369	1.5600e-003	9.2000e-004	9.0512
Total	0.0290	0.0769	0.1274	2.4000e-004	9.7900e-003	2.5000e-004	0.0100	2.6800e-003	2.3000e-004	2.9100e-003		24.0486	24.0486	1.7600e-003	3.2900e-003	25.0739

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148		9,348.255 2	9,348.255 2	2.1990		9,403.230 2
Total	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148		9,348.255 2	9,348.255 2	2.1990		9,403.230 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2100e-003	0.0220	0.0165	4.0000e-005	5.8000e-004	5.0000e-005	6.3000e-004	1.6000e-004	5.0000e-005	2.1000e-004		4.7046	4.7046	6.0000e-005	7.4000e-004	4.9266
Vendor	0.0308	0.6540	0.4173	1.3700e-003	0.0271	1.3400e-003	0.0285	7.9300e-003	1.2900e-003	9.2200e-003		145.0990	145.0990	1.8600e-003	0.0224	151.8126
Worker	0.2032	0.0591	0.6475	6.9000e-004	0.0563	7.7000e-004	0.0571	0.0151	7.1000e-004	0.0158		69.3126	69.3126	0.0124	7.3300e-003	71.8059
Total	0.2352	0.7351	1.0813	2.1000e-003	0.0840	2.1600e-003	0.0862	0.0232	2.0500e-003	0.0252		219.1162	219.1162	0.0143	0.0304	228.5452

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148	0.0000	9,348.255 2	9,348.255 2	2.1990		9,403.230 2
Total	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148	0.0000	9,348.255 2	9,348.255 2	2.1990		9,403.230 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2100e-003	0.0220	0.0165	4.0000e-005	5.8000e-004	5.0000e-005	6.3000e-004	1.6000e-004	5.0000e-005	2.1000e-004		4.7046	4.7046	6.0000e-005	7.4000e-004	4.9266
Vendor	0.0308	0.6540	0.4173	1.3700e-003	0.0271	1.3400e-003	0.0285	7.9300e-003	1.2900e-003	9.2200e-003		145.0990	145.0990	1.8600e-003	0.0224	151.8126
Worker	0.2032	0.0591	0.6475	6.9000e-004	0.0563	7.7000e-004	0.0571	0.0151	7.1000e-004	0.0158		69.3126	69.3126	0.0124	7.3300e-003	71.8059
Total	0.2352	0.7351	1.0813	2.1000e-003	0.0840	2.1600e-003	0.0862	0.0232	2.0500e-003	0.0252		219.1162	219.1162	0.0143	0.0304	228.5452

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.9912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	35.1621	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2000e-004	2.1000e-003	1.5800e-003	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005		0.4491	0.4491	1.0000e-005	7.0000e-005	0.4703
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0410	0.0119	0.1306	1.4000e-004	0.0114	1.6000e-004	0.0115	3.0400e-003	1.4000e-004	3.1900e-003		13.9790	13.9790	2.5000e-003	1.4800e-003	14.4819
Total	0.0411	0.0140	0.1322	1.4000e-004	0.0114	1.6000e-004	0.0116	3.0600e-003	1.4000e-004	3.2100e-003		14.4281	14.4281	2.5100e-003	1.5500e-003	14.9521

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.9912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	35.1621	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2000e-004	2.1000e-003	1.5800e-003	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005		0.4491	0.4491	1.0000e-005	7.0000e-005	0.4703
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0410	0.0119	0.1306	1.4000e-004	0.0114	1.6000e-004	0.0115	3.0400e-003	1.4000e-004	3.1900e-003		13.9790	13.9790	2.5000e-003	1.4800e-003	14.4819
Total	0.0411	0.0140	0.1322	1.4000e-004	0.0114	1.6000e-004	0.0116	3.0600e-003	1.4000e-004	3.2100e-003		14.4281	14.4281	2.5100e-003	1.5500e-003	14.9521

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4965	0.2500	1.5084	1.5000e-003	0.1163	1.8100e-003	0.1181	0.0311	1.6800e-003	0.0327		153.2373	153.2373	0.0278	0.0185	159.4485
Unmitigated	0.4965	0.2500	1.5084	1.5000e-003	0.1163	1.8100e-003	0.1181	0.0311	1.6800e-003	0.0327		153.2373	153.2373	0.0278	0.0185	159.4485

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	208.60	247.80	210.00	47,605	47,605
Total	208.60	247.80	210.00	47,605	47,605

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.61	0.61	0.61	59.00	0.00	41.00	100	0	0

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467
Parking Lot	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467
Unrefrigerated Warehouse-No Rail	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
NaturalGas Unmitigated	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	6869.59	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Total		0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	6.86959	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Total		0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2336	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329
Unmitigated	3.2336	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3400e-003	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334
Total	3.2336	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3200e-003	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329
Total	3.2336	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

Golden State RV Storage - Phase 2 Construction (On-site Emissions)

Stanislaus County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	140.00	1000sqft	3.21	140,000.00	0
Parking Lot	2.80	Acre	2.80	121,968.00	0
City Park	0.49	Acre	0.49	21,344.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unmitigated Construction and Operations - Phase 2
 Anticipated construction start date: July 2025

Land Use - Phase 2
 RV parking spaces within an enclosed building totaling ~140,000 square feet
 Phase 2 acreage: 6.5 acres

Construction Phase - Phase 2 construction: 07/01/2025 - 12/31/2025
 No demolition

Off-road Equipment - Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Construction trip lengths adjusted for localized screening to 0.61 mile (on-site trip length + 0.25 mile)

Grading - Cut/fill to balance on site

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

Vehicle Trips - Adjusted trip length to 0.61 mile for localized screening analysis.
 ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).
 City park land use included to represent landscaping only and would not generate additional trips.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	63.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	11.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	11.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	UsageHours	7.00	8.50
tblOffRoadEquipment	UsageHours	8.00	7.30
tblOffRoadEquipment	UsageHours	8.00	7.30
tblTripsAndVMT	HaulingTripLength	20.00	0.61

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripLength	20.00	0.61
tbITripsAndVMT	HaulingTripNumber	0.00	14.00
tbITripsAndVMT	HaulingTripNumber	0.00	12.00
tbITripsAndVMT	HaulingTripNumber	0.00	12.00
tbITripsAndVMT	HaulingTripNumber	0.00	66.00
tbITripsAndVMT	HaulingTripNumber	0.00	2.00
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripLength	7.30	0.61
tbITripsAndVMT	VendorTripNumber	0.00	4.00
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbITripsAndVMT	WorkerTripLength	10.80	0.61
tbIVehicleTrips	CC_TL	7.30	0.61
tbIVehicleTrips	CNW_TL	7.30	0.61
tbIVehicleTrips	CW_TL	9.50	0.61
tbIVehicleTrips	DV_TP	5.00	0.00
tbIVehicleTrips	PB_TP	3.00	0.00
tbIVehicleTrips	PR_TP	92.00	100.00
tbIVehicleTrips	ST_TR	1.96	0.00
tbIVehicleTrips	ST_TR	1.74	1.77
tbIVehicleTrips	SU_TR	2.19	0.00

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	35.1908	46.3864	60.1427	0.1007	19.6663	1.9315	20.7533	10.1050	1.8168	11.1050	0.0000	9,563.674 3	9,563.674 3	2.2175	0.0317	9,628.557 0
Maximum	35.1908	46.3864	60.1427	0.1007	19.6663	1.9315	20.7533	10.1050	1.8168	11.1050	0.0000	9,563.674 3	9,563.674 3	2.2175	0.0317	9,628.557 0

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	35.1908	46.3864	60.1427	0.1007	8.8550	1.9315	9.9419	4.5486	1.8168	5.5486	0.0000	9,563.674 3	9,563.674 3	2.2175	0.0317	9,628.557 0
Maximum	35.1908	46.3864	60.1427	0.1007	8.8550	1.9315	9.9419	4.5486	1.8168	5.5486	0.0000	9,563.674 3	9,563.674 3	2.2175	0.0317	9,628.557 0

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.97	0.00	52.09	54.99	0.00	50.03	0.00	0.00	0.00	0.00	0.00	0.00

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.2336	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334
Energy	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Mobile	0.3359	0.2815	1.9267	1.4200e-003	0.1163	1.8200e-003	0.1182	0.0311	1.6900e-003	0.0327		145.1456	145.1456	0.0364	0.0204	152.1301
Total	3.6436	0.9551	2.5070	5.4600e-003	0.1163	0.0531	0.1694	0.0311	0.0529	0.0840		953.3639	953.3639	0.0519	0.0352	965.1531

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.2336	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329
Energy	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Mobile	0.3359	0.2815	1.9267	1.4200e-003	0.1163	1.8200e-003	0.1182	0.0311	1.6900e-003	0.0327		145.1456	145.1456	0.0364	0.0204	152.1301
Total	3.6436	0.9551	2.5068	5.4600e-003	0.1163	0.0531	0.1694	0.0311	0.0529	0.0840		953.3634	953.3634	0.0519	0.0352	965.1526

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2025	7/14/2025	5	10	
2	Grading	Grading	7/15/2025	8/11/2025	5	20	
3	Paving	Paving	8/12/2025	9/8/2025	5	20	
4	Building Construction	Building Construction	9/9/2025	12/4/2025	5	63	Reduced to match applicant-provided schedule
5	Architectural Coating	Architectural Coating	12/5/2025	12/31/2025	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 210,015; Non-Residential Outdoor: 70,005; Striped Parking Area: 7,318 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	3	8.50	231	0.29
Building Construction	Forklifts	11	8.00	89	0.20
Building Construction	Generator Sets	4	7.30	84	0.74
Building Construction	Tractors/Loaders/Backhoes	11	7.00	97	0.37
Building Construction	Welders	4	7.30	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	12.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	4.00	12.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Building Construction	33	119.00	46.00	66.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	2.00	0.61	0.61	0.61	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023		3,689.1037	3,689.1037	1.1931		3,718.9320

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4100e-003	0.0318	0.0228	6.0000e-005	7.8000e-004	7.0000e-005	8.4000e-004	2.2000e-004	6.0000e-005	2.8000e-004		6.3910	6.3910	8.0000e-005	1.0000e-003	6.6924
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0214	0.0106	0.1262	1.0000e-004	8.5200e-003	1.2000e-004	8.6400e-003	2.2800e-003	1.1000e-004	2.3900e-003		9.6504	9.6504	2.5200e-003	1.2500e-003	10.0864
Total	0.0229	0.0424	0.1490	1.6000e-004	9.3000e-003	1.9000e-004	9.4800e-003	2.5000e-003	1.7000e-004	2.6700e-003		16.0414	16.0414	2.6000e-003	2.2500e-003	16.7788

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	8.8457	1.0868	9.9324	4.5461	0.9999	5.5460	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4100e-003	0.0318	0.0228	6.0000e-005	7.8000e-004	7.0000e-005	8.4000e-004	2.2000e-004	6.0000e-005	2.8000e-004		6.3910	6.3910	8.0000e-005	1.0000e-003	6.6924
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0214	0.0106	0.1262	1.0000e-004	8.5200e-003	1.2000e-004	8.6400e-003	2.2800e-003	1.1000e-004	2.3900e-003		9.6504	9.6504	2.5200e-003	1.2500e-003	10.0864
Total	0.0229	0.0424	0.1490	1.6000e-004	9.3000e-003	1.9000e-004	9.4800e-003	2.5000e-003	1.7000e-004	2.6700e-003		16.0414	16.0414	2.6000e-003	2.2500e-003	16.7788

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.705 2	2,873.705 2	0.9294		2,896.940 5
Total	1.5227	15.3148	14.5402	0.0297	7.0826	0.6236	7.7062	3.4247	0.5737	3.9984		2,873.705 2	2,873.705 2	0.9294		2,896.940 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.1000e-004	0.0136	9.7600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.7390	2.7390	3.0000e-005	4.3000e-004	2.8682
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	8.8700e-003	0.1052	8.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.0420	8.0420	2.1000e-003	1.0400e-003	8.4053
Total	0.0185	0.0225	0.1150	1.1000e-004	7.4300e-003	1.3000e-004	7.5600e-003	1.9900e-003	1.2000e-004	2.1100e-003		10.7810	10.7810	2.1300e-003	1.4700e-003	11.2735

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5
Total	1.5227	15.3148	14.5402	0.0297	3.1872	0.6236	3.8107	1.5411	0.5737	2.1148	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.1000e-004	0.0136	9.7600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.7390	2.7390	3.0000e-005	4.3000e-004	2.8682
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	8.8700e-003	0.1052	8.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.0420	8.0420	2.1000e-003	1.0400e-003	8.4053
Total	0.0185	0.0225	0.1150	1.1000e-004	7.4300e-003	1.3000e-004	7.5600e-003	1.9900e-003	1.2000e-004	2.1100e-003		10.7810	10.7810	2.1300e-003	1.4700e-003	11.2735

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.4 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.3668					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2820	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.1000e-004	0.0136	9.7600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.7390	2.7390	3.0000e-005	4.3000e-004	2.8682
Vendor	2.3900e-003	0.0607	0.0382	1.2000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.2000e-004	8.0000e-004		12.7684	12.7684	1.5000e-004	1.9700e-003	13.3597
Worker	0.0179	8.8700e-003	0.1052	8.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.0420	8.0420	2.1000e-003	1.0400e-003	8.4053
Total	0.0209	0.0832	0.1531	2.3000e-004	9.7900e-003	2.5000e-004	0.0100	2.6800e-003	2.4000e-004	2.9100e-003		23.5494	23.5494	2.2800e-003	3.4400e-003	24.6332

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.4 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.3668					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2820	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.1000e-004	0.0136	9.7600e-003	3.0000e-005	3.3000e-004	3.0000e-005	3.6000e-004	9.0000e-005	3.0000e-005	1.2000e-004		2.7390	2.7390	3.0000e-005	4.3000e-004	2.8682
Vendor	2.3900e-003	0.0607	0.0382	1.2000e-004	2.3600e-003	1.2000e-004	2.4800e-003	6.9000e-004	1.2000e-004	8.0000e-004		12.7684	12.7684	1.5000e-004	1.9700e-003	13.3597
Worker	0.0179	8.8700e-003	0.1052	8.0000e-005	7.1000e-003	1.0000e-004	7.2000e-003	1.9000e-003	9.0000e-005	1.9900e-003		8.0420	8.0420	2.1000e-003	1.0400e-003	8.4053
Total	0.0209	0.0832	0.1531	2.3000e-004	9.7900e-003	2.5000e-004	0.0100	2.6800e-003	2.4000e-004	2.9100e-003		23.5494	23.5494	2.2800e-003	3.4400e-003	24.6332

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148		9,348.255 2	9,348.255 2	2.1990		9,403.230 2
Total	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148		9,348.255 2	9,348.255 2	2.1990		9,403.230 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0600e-003	0.0238	0.0170	5.0000e-005	5.8000e-004	5.0000e-005	6.3000e-004	1.6000e-004	5.0000e-005	2.1000e-004		4.7824	4.7824	6.0000e-005	7.5000e-004	5.0079
Vendor	0.0275	0.6984	0.4388	1.3900e-003	0.0271	1.3800e-003	0.0285	7.9300e-003	1.3200e-003	9.2500e-003		146.8369	146.8369	1.7500e-003	0.0227	153.6369
Worker	0.1418	0.0704	0.8345	6.3000e-004	0.0563	7.7000e-004	0.0571	0.0151	7.1000e-004	0.0158		63.7997	63.7997	0.0167	8.2700e-003	66.6820
Total	0.1703	0.7925	1.2903	2.0700e-003	0.0840	2.2000e-003	0.0863	0.0232	2.0800e-003	0.0253		215.4190	215.4190	0.0185	0.0317	225.3268

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148	0.0000	9,348.255 2	9,348.255 2	2.1990		9,403.230 2
Total	4.9992	45.5939	58.8524	0.0986		1.9293	1.9293		1.8148	1.8148	0.0000	9,348.255 2	9,348.255 2	2.1990		9,403.230 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0600e-003	0.0238	0.0170	5.0000e-005	5.8000e-004	5.0000e-005	6.3000e-004	1.6000e-004	5.0000e-005	2.1000e-004		4.7824	4.7824	6.0000e-005	7.5000e-004	5.0079
Vendor	0.0275	0.6984	0.4388	1.3900e-003	0.0271	1.3800e-003	0.0285	7.9300e-003	1.3200e-003	9.2500e-003		146.8369	146.8369	1.7500e-003	0.0227	153.6369
Worker	0.1418	0.0704	0.8345	6.3000e-004	0.0563	7.7000e-004	0.0571	0.0151	7.1000e-004	0.0158		63.7997	63.7997	0.0167	8.2700e-003	66.6820
Total	0.1703	0.7925	1.2903	2.0700e-003	0.0840	2.2000e-003	0.0863	0.0232	2.0800e-003	0.0253		215.4190	215.4190	0.0185	0.0317	225.3268

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.9912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	35.1621	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0000e-004	2.2700e-003	1.6300e-003	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005		0.4565	0.4565	1.0000e-005	7.0000e-005	0.4780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0286	0.0142	0.1683	1.3000e-004	0.0114	1.6000e-004	0.0115	3.0400e-003	1.4000e-004	3.1900e-003		12.8672	12.8672	3.3600e-003	1.6700e-003	13.4485
Total	0.0287	0.0165	0.1699	1.3000e-004	0.0114	1.6000e-004	0.0116	3.0600e-003	1.4000e-004	3.2100e-003		13.3237	13.3237	3.3700e-003	1.7400e-003	13.9265

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.9912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	35.1621	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0000e-004	2.2700e-003	1.6300e-003	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005		0.4565	0.4565	1.0000e-005	7.0000e-005	0.4780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0286	0.0142	0.1683	1.3000e-004	0.0114	1.6000e-004	0.0115	3.0400e-003	1.4000e-004	3.1900e-003		12.8672	12.8672	3.3600e-003	1.6700e-003	13.4485
Total	0.0287	0.0165	0.1699	1.3000e-004	0.0114	1.6000e-004	0.0116	3.0600e-003	1.4000e-004	3.2100e-003		13.3237	13.3237	3.3700e-003	1.7400e-003	13.9265

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3359	0.2815	1.9267	1.4200e-003	0.1163	1.8200e-003	0.1182	0.0311	1.6900e-003	0.0327		145.1456	145.1456	0.0364	0.0204	152.1301
Unmitigated	0.3359	0.2815	1.9267	1.4200e-003	0.1163	1.8200e-003	0.1182	0.0311	1.6900e-003	0.0327		145.1456	145.1456	0.0364	0.0204	152.1301

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	208.60	247.80	210.00	47,605	47,605
Total	208.60	247.80	210.00	47,605	47,605

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.61	0.61	0.61	59.00	0.00	41.00	100	0	0

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467
Parking Lot	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467
Unrefrigerated Warehouse-No Rail	0.537660	0.051976	0.166166	0.147800	0.029228	0.007382	0.013483	0.016522	0.000814	0.000300	0.023884	0.001318	0.003467

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
NaturalGas Unmitigated	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	6869.59	0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Total		0.0741	0.6735	0.5657	4.0400e-003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	6.86959	0.0741	0.6735	0.5657	4.0400e- 003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896
Total		0.0741	0.6735	0.5657	4.0400e- 003		0.0512	0.0512		0.0512	0.0512		808.1870	808.1870	0.0155	0.0148	812.9896

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2336	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329
Unmitigated	3.2336	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3400e-003	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334
Total	3.2336	1.3000e-004	0.0146	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0314	0.0314	8.0000e-005		0.0334

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3200e-003	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329
Total	3.2336	1.3000e-004	0.0144	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	8.0000e-005		0.0329

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 2 Construction (On-site Emissions) - Stanislaus County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations

Stanislaus County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	210.00	1000sqft	4.82	210,000.00	0
Parking Lot	4.41	Acre	4.41	192,099.60	0
City Park	0.77	Acre	0.77	33,541.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Screening Analysis - On-site Emissions
 Phases 1 + 2 in the earliest operational year (2023)

Land Use - Full buildout (Phases 1 + 2)

Construction Phase - Operational run only (zeroed out construction parameters)

Off-road Equipment - Zeroed out construction equipment

Off-road Equipment -

Trips and VMT - Zeroed out construction equipment

Grading -

Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings
 Operational run only

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).

Trip length for localized analysis: 0.61 mile (0.36 on-site + 0.25 off-site)

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	37.00	0.00
tblVehicleTrips	CC_TL	7.30	0.61
tblVehicleTrips	CNW_TL	7.30	0.61
tblVehicleTrips	CW_TL	9.50	0.61
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8547	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502
Energy	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Mobile	0.8852	0.4312	2.5813	2.4900e-003	0.1746	3.0800e-003	0.1777	0.0466	2.8600e-003	0.0495		253.3128	253.3128	0.0516	0.0317	264.0350
Total	5.8510	1.4417	3.4519	8.5500e-003	0.1746	0.0799	0.2546	0.0466	0.0797	0.1264		1,465.6403	1,465.6403	0.0750	0.0539	1,483.5695

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8546	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495
Energy	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Mobile	0.8852	0.4312	2.5813	2.4900e-003	0.1746	3.0800e-003	0.1777	0.0466	2.8600e-003	0.0495		253.3128	253.3128	0.0516	0.0317	264.0350
Total	5.8509	1.4417	3.4516	8.5500e-003	0.1746	0.0799	0.2546	0.0466	0.0797	0.1264		1,465.6397	1,465.6397	0.0750	0.0539	1,483.5688

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/1/2022	11/1/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 315,015; Non-Residential Outdoor: 105,005; Striped Parking Area: 11,526 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,053.5309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1,053.5309	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

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

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

3.2 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,053.5309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	1,053.5309	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

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

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8852	0.4312	2.5813	2.4900e-003	0.1746	3.0800e-003	0.1777	0.0466	2.8600e-003	0.0495		253.3128	253.3128	0.0516	0.0317	264.0350
Unmitigated	0.8852	0.4312	2.5813	2.4900e-003	0.1746	3.0800e-003	0.1777	0.0466	2.8600e-003	0.0495		253.3128	253.3128	0.0516	0.0317	264.0350

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	312.90	371.70	315.00	71,408	71,408
Total	312.90	371.70	315.00	71,408	71,408

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.61	0.61	0.61	59.00	0.00	41.00	100	0	0

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
NaturalGas Unmitigated	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10304.4	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Total		0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10.3044	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Total		0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.8546	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495
Unmitigated	4.8547	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5640					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502
Total	4.8547	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5640					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-003	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495
Total	4.8546	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

**Golden State RV Storage - Phase 1 + Phase 2 On-site Operations
Stanislaus County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	210.00	1000sqft	4.82	210,000.00	0
Parking Lot	4.41	Acre	4.41	192,099.60	0
City Park	0.77	Acre	0.77	33,541.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Screening Analysis - On-site Emissions
 Phases 1 + 2 in the earliest operational year (2023)
 Land Use - Full buildout (Phases 1 + 2)
 Construction Phase - Operational run only (zeroed out construction parameters)
 Off-road Equipment - Zeroed out construction equipment
 Off-road Equipment -
 Trips and VMT - Zeroed out construction equipment
 Grading -
 Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings
 Operational run only

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).

Trip length for localized analysis: 0.61 mile (0.36 on-site + 0.25 off-site)

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	37.00	0.00
tblVehicleTrips	CC_TL	7.30	0.61
tblVehicleTrips	CNW_TL	7.30	0.61
tblVehicleTrips	CW_TL	9.50	0.61
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1,053.5309	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8547	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502
Energy	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Mobile	0.6148	0.4881	3.2852	2.3500e-003	0.1746	3.0900e-003	0.1777	0.0466	2.8700e-003	0.0495		239.8003	239.8003	0.0679	0.0349	251.9079
Total	5.5806	1.4986	4.1557	8.4100e-003	0.1746	0.0800	0.2546	0.0466	0.0797	0.1264		1,452.1278	1,452.1278	0.0913	0.0572	1,471.4425

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8546	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495
Energy	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Mobile	0.6148	0.4881	3.2852	2.3500e-003	0.1746	3.0900e-003	0.1777	0.0466	2.8700e-003	0.0495		239.8003	239.8003	0.0679	0.0349	251.9079
Total	5.5806	1.4986	4.1555	8.4100e-003	0.1746	0.0800	0.2546	0.0466	0.0797	0.1264		1,452.1271	1,452.1271	0.0913	0.0572	1,471.4418

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/1/2022	11/1/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 315,015; Non-Residential Outdoor: 105,005; Striped Parking Area: 11,526 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,053.5309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1,053.5309	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

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

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

3.2 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,053.5309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	1,053.5309	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

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

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6148	0.4881	3.2852	2.3500e-003	0.1746	3.0900e-003	0.1777	0.0466	2.8700e-003	0.0495		239.8003	239.8003	0.0679	0.0349	251.9079
Unmitigated	0.6148	0.4881	3.2852	2.3500e-003	0.1746	3.0900e-003	0.1777	0.0466	2.8700e-003	0.0495		239.8003	239.8003	0.0679	0.0349	251.9079

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	312.90	371.70	315.00	71,408	71,408
Total	312.90	371.70	315.00	71,408	71,408

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.61	0.61	0.61	59.00	0.00	41.00	100	0	0

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
NaturalGas Unmitigated	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10304.4	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Total		0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10.3044	0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844
Total		0.1111	1.0102	0.8486	6.0600e-003		0.0768	0.0768		0.0768	0.0768		1,212.2804	1,212.2804	0.0232	0.0222	1,219.4844

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.8546	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495
Unmitigated	4.8547	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5640					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502
Total	4.8547	2.0000e-004	0.0220	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.2000e-004		0.0502

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5640					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-003	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495
Total	4.8546	2.0000e-004	0.0217	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0464	0.0464	1.2000e-004		0.0495

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 1 + Phase 2 On-site Operations - Stanislaus County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

Equipment Type	Number
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11.0 Vegetation

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations)

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	210.00	1000sqft	4.82	210,000.00	0
Parking Lot	4.41	Acre	4.41	192,099.60	0
City Park	0.77	Acre	0.77	33,541.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2005
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Full buildout operations 2023 BAU Scenario
 PG&E CO2 Intensity Factors for 2005
 Land Use - Full buildout (Phases 1 + 2)
 Construction Phase - Operational run only (zeroed out construction parameters)
 Off-road Equipment - Zeroed out construction equipment
 Off-road Equipment -
 Trips and VMT - Zeroed out construction trips
 Grading -
 Architectural Coating -
 Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).
 City park land use included to represent landscaping only and would not generate additional trips.

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Fleet Mix - 2023 BAU Scenario - 2023 operational fleet mix applied

Energy Use - BAU scenario

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.01	0.02
tblFleetMix	HHD	0.01	0.02
tblFleetMix	HHD	0.01	0.02
tblFleetMix	LDA	0.46	0.52
tblFleetMix	LDA	0.46	0.52
tblFleetMix	LDA	0.46	0.52
tblFleetMix	LDT1	0.08	0.05
tblFleetMix	LDT1	0.08	0.05
tblFleetMix	LDT1	0.08	0.05
tblFleetMix	LDT2	0.16	0.17
tblFleetMix	LDT2	0.16	0.17
tblFleetMix	LDT2	0.16	0.17
tblFleetMix	LHD1	0.05	0.03
tblFleetMix	LHD1	0.05	0.03
tblFleetMix	LHD1	0.05	0.03

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

tblFleetMix	LHD2	7.1910e-003	8.1480e-003
tblFleetMix	LHD2	7.1910e-003	8.1480e-003
tblFleetMix	LHD2	7.1910e-003	8.1480e-003
tblFleetMix	MCY	0.02	0.03
tblFleetMix	MCY	0.02	0.03
tblFleetMix	MCY	0.02	0.03
tblFleetMix	MDV	0.18	0.16
tblFleetMix	MDV	0.18	0.16
tblFleetMix	MDV	0.18	0.16
tblFleetMix	MH	0.01	4.0720e-003
tblFleetMix	MH	0.01	4.0720e-003
tblFleetMix	MH	0.01	4.0720e-003
tblFleetMix	MHD	0.02	0.01
tblFleetMix	MHD	0.02	0.01
tblFleetMix	MHD	0.02	0.01
tblFleetMix	OBUS	7.2000e-004	8.6000e-004
tblFleetMix	OBUS	7.2000e-004	8.6000e-004
tblFleetMix	OBUS	7.2000e-004	8.6000e-004
tblFleetMix	SBUS	7.0600e-004	1.4010e-003
tblFleetMix	SBUS	7.0600e-004	1.4010e-003
tblFleetMix	SBUS	7.0600e-004	1.4010e-003
tblFleetMix	UBUS	1.7300e-004	3.0500e-004
tblFleetMix	UBUS	1.7300e-004	3.0500e-004
tblFleetMix	UBUS	1.7300e-004	3.0500e-004
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	641.35
tblTripsAndVMT	WorkerTripNumber	37.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

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

		Highest	
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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Energy	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	899.3955	899.3955	0.0394	8.1900e-003	902.8207
Mobile	0.5770	1.4580	6.7136	9.7000e-003	0.3517	0.0283	0.3800	0.0941	0.0268	0.1210	0.0000	439.4403	439.4403	0.0631	0.0506	456.0829
Waste						0.0000	0.0000		0.0000	0.0000	40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water						0.0000	0.0000		0.0000	0.0000	15.4066	77.3774	92.7841	1.5864	0.0379	143.7222
Total	1.6792	1.6540	6.8807	0.0109	0.3517	0.0432	0.3949	0.0941	0.0417	0.1359	55.4913	1,416.2171	1,471.7084	4.0579	0.0966	1,601.9380

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Energy	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	899.3955	899.3955	0.0394	8.1900e-003	902.8207
Mobile	0.5770	1.4580	6.7136	9.7000e-003	0.3517	0.0283	0.3800	0.0941	0.0268	0.1210	0.0000	439.4403	439.4403	0.0631	0.0506	456.0829
Waste						0.0000	0.0000		0.0000	0.0000	40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water						0.0000	0.0000		0.0000	0.0000	15.4066	77.3774	92.7841	1.5864	0.0379	143.7222
Total	1.6792	1.6540	6.8807	0.0109	0.3517	0.0432	0.3949	0.0941	0.0417	0.1359	55.4913	1,416.2171	1,471.7084	4.0579	0.0966	1,601.9380

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/1/2022	11/1/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 315,015; Non-Residential Outdoor: 105,005; Striped Parking Area: 11,526 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5002					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.5002	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

3.2 Architectural Coating - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5002					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.5002	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

3.2 Architectural Coating - 2022

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5770	1.4580	6.7136	9.7000e-003	0.3517	0.0283	0.3800	0.0941	0.0268	0.1210	0.0000	439.4403	439.4403	0.0631	0.0506	456.0829
Unmitigated	0.5770	1.4580	6.7136	9.7000e-003	0.3517	0.0283	0.3800	0.0941	0.0268	0.1210	0.0000	439.4403	439.4403	0.0631	0.0506	456.0829

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	312.90	371.70	315.00	938,915	938,915
Total	312.90	371.70	315.00	938,915	938,915

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
Parking Lot	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

Unrefrigerated Warehouse-No Rail	0.515394	0.052058	0.166327	0.163679	0.033750	0.008148	0.012972	0.015736	0.000860	0.000305	0.025297	0.001401	0.004072
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5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	686.1378	686.1378	0.0353	4.2800e-003	688.2956
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	686.1378	686.1378	0.0353	4.2800e-003	688.2956
NaturalGas Mitigated	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251
NaturalGas Unmitigated	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.9963e+006	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251
Total		0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.9963e+006	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251
Total		0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	168279	48.9544	2.5200e-003	3.1000e-004	49.1083
Unrefrigerated Warehouse-No Rail	2.1903e+006	637.1834	0.0328	3.9700e-003	639.1873
Total		686.1378	0.0353	4.2800e-003	688.2956

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	168279	48.9544	2.5200e-003	3.1000e-004	49.1083
Unrefrigerated Warehouse-No Rail	2.1903e+006	637.1834	0.0328	3.9700e-003	639.1873
Total		686.1378	0.0353	4.2800e-003	688.2956

6.0 Area Detail

6.1 Mitigation Measures Area

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Unmitigated	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2474					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Total	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2474					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Total	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	92.7841	1.5864	0.0379	143.7222
Unmitigated	92.7841	1.5864	0.0379	143.7222

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.917441	0.9341	5.0000e-005	1.0000e-005	0.9371
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	48.5625 / 0	91.8499	1.5863	0.0378	142.7851
Total		92.7841	1.5864	0.0379	143.7222

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.917441	0.9341	5.0000e-005	1.0000e-005	0.9371
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	48.5625 / 0	91.8499	1.5863	0.0378	142.7851
Total		92.7841	1.5864	0.0379	143.7222

8.0 Waste Detail

8.1 Mitigation Measures Waste

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	40.0846	2.3689	0.0000	99.3080
Unmitigated	40.0846	2.3689	0.0000	99.3080

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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Golden State RV Storage - Phase 1 + Phase 2 Operations (2023 BAU Operations) - Stanislaus County, Annual

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

11.0 Vegetation

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations)

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	210.00	1000sqft	4.82	210,000.00	0
Parking Lot	4.41	Acre	4.41	192,099.60	0
City Park	0.77	Acre	0.77	33,541.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2005
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Full buildout operations 2030 BAU Scenario
 PG&E CO2 Intensity Factors for 2005
 Land Use - Full buildout (Phases 1 + 2)
 Construction Phase - Operational run only (zeroed out construction parameters)
 Off-road Equipment - Zeroed out construction equipment
 Off-road Equipment -
 Trips and VMT - Zeroed out construction trips
 Grading -
 Architectural Coating -
 Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).
 City park land use included to represent landscaping only and would not generate additional trips.

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Fleet Mix - 2030 BAU Scenario - 2030 operational fleet mix applied

Energy Use - BAU scenario - using historical data

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.01	0.02
tblFleetMix	HHD	0.01	0.02
tblFleetMix	HHD	0.01	0.02
tblFleetMix	LDA	0.46	0.56
tblFleetMix	LDA	0.46	0.56
tblFleetMix	LDA	0.46	0.56
tblFleetMix	LDT1	0.08	0.05
tblFleetMix	LDT1	0.08	0.05
tblFleetMix	LDT1	0.08	0.05
tblFleetMix	LDT2	0.16	0.17
tblFleetMix	LDT2	0.16	0.17
tblFleetMix	LDT2	0.16	0.17
tblFleetMix	LHD1	0.05	0.02
tblFleetMix	LHD1	0.05	0.02
tblFleetMix	LHD1	0.05	0.02

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

tblFleetMix	LHD2	7.1910e-003	6.5200e-003
tblFleetMix	LHD2	7.1910e-003	6.5200e-003
tblFleetMix	LHD2	7.1910e-003	6.5200e-003
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MDV	0.18	0.13
tblFleetMix	MDV	0.18	0.13
tblFleetMix	MDV	0.18	0.13
tblFleetMix	MH	0.01	2.8500e-003
tblFleetMix	MH	0.01	2.8500e-003
tblFleetMix	MH	0.01	2.8500e-003
tblFleetMix	MHD	0.02	0.01
tblFleetMix	MHD	0.02	0.01
tblFleetMix	MHD	0.02	0.01
tblFleetMix	OBUS	7.2000e-004	7.5900e-004
tblFleetMix	OBUS	7.2000e-004	7.5900e-004
tblFleetMix	OBUS	7.2000e-004	7.5900e-004
tblFleetMix	SBUS	7.0600e-004	1.1850e-003
tblFleetMix	SBUS	7.0600e-004	1.1850e-003
tblFleetMix	SBUS	7.0600e-004	1.1850e-003
tblFleetMix	UBUS	1.7300e-004	2.9100e-004
tblFleetMix	UBUS	1.7300e-004	2.9100e-004
tblFleetMix	UBUS	1.7300e-004	2.9100e-004
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	641.35
tblTripsAndVMT	WorkerTripNumber	37.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

2.0 Emissions Summary

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	1.5002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

		Highest	
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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Energy	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	899.3955	899.3955	0.0394	8.1900e-003	902.8207
Mobile	0.5683	1.4316	6.5880	9.4900e-003	0.3512	0.0290	0.3801	0.0939	0.0275	0.1214	0.0000	429.8291	429.8291	0.0620	0.0500	446.2710
Waste						0.0000	0.0000		0.0000	0.0000	40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water						0.0000	0.0000		0.0000	0.0000	15.4066	77.3774	92.7841	1.5864	0.0379	143.7222
Total	1.6705	1.6275	6.7550	0.0107	0.3512	0.0439	0.3950	0.0939	0.0424	0.1363	55.4913	1,406.6060	1,462.0972	4.0567	0.0960	1,592.1261

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Energy	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	899.3955	899.3955	0.0394	8.1900e-003	902.8207
Mobile	0.5683	1.4316	6.5880	9.4900e-003	0.3512	0.0290	0.3801	0.0939	0.0275	0.1214	0.0000	429.8291	429.8291	0.0620	0.0500	446.2710
Waste						0.0000	0.0000		0.0000	0.0000	40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water						0.0000	0.0000		0.0000	0.0000	15.4066	77.3774	92.7841	1.5864	0.0379	143.7222
Total	1.6705	1.6275	6.7550	0.0107	0.3512	0.0439	0.3950	0.0939	0.0424	0.1363	55.4913	1,406.6060	1,462.0972	4.0567	0.0960	1,592.1261

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/1/2022	11/1/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 315,015; Non-Residential Outdoor: 105,005; Striped Parking Area: 11,526 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5002					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.5002	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

3.2 Architectural Coating - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5002					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.5002	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

3.2 Architectural Coating - 2022

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5683	1.4316	6.5880	9.4900e-003	0.3512	0.0290	0.3801	0.0939	0.0275	0.1214	0.0000	429.8291	429.8291	0.0620	0.0500	446.2710
Unmitigated	0.5683	1.4316	6.5880	9.4900e-003	0.3512	0.0290	0.3801	0.0939	0.0275	0.1214	0.0000	429.8291	429.8291	0.0620	0.0500	446.2710

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	312.90	371.70	315.00	938,915	938,915
Total	312.90	371.70	315.00	938,915	938,915

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.559879	0.052386	0.166881	0.132216	0.024600	0.006520	0.013649	0.016653	0.000759	0.000291	0.022130	0.001185	0.002850
Parking Lot	0.559879	0.052386	0.166881	0.132216	0.024600	0.006520	0.013649	0.016653	0.000759	0.000291	0.022130	0.001185	0.002850

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

Unrefrigerated Warehouse-No Rail	0.559879	0.052386	0.166881	0.132216	0.024600	0.006520	0.013649	0.016653	0.000759	0.000291	0.022130	0.001185	0.002850
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5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	686.1378	686.1378	0.0353	4.2800e-003	688.2956
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	686.1378	686.1378	0.0353	4.2800e-003	688.2956
NaturalGas Mitigated	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251
NaturalGas Unmitigated	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.9963e+006	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251
Total		0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251

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

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.9963e+006	0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251
Total		0.0216	0.1959	0.1646	1.1800e-003		0.0149	0.0149		0.0149	0.0149	0.0000	213.2578	213.2578	4.0900e-003	3.9100e-003	214.5251

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	168279	48.9544	2.5200e-003	3.1000e-004	49.1083
Unrefrigerated Warehouse-No Rail	2.1903e+006	637.1834	0.0328	3.9700e-003	639.1873
Total		686.1378	0.0353	4.2800e-003	688.2956

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	168279	48.9544	2.5200e-003	3.1000e-004	49.1083
Unrefrigerated Warehouse-No Rail	2.1903e+006	637.1834	0.0328	3.9700e-003	639.1873
Total		686.1378	0.0353	4.2800e-003	688.2956

6.0 Area Detail

6.1 Mitigation Measures Area

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Unmitigated	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2474					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Total	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2474					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003
Total	1.0806	3.0000e-005	2.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8400e-003	3.8400e-003	2.0000e-005	0.0000	4.2900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	92.7841	1.5864	0.0379	143.7222
Unmitigated	92.7841	1.5864	0.0379	143.7222

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.917441	0.9341	5.0000e-005	1.0000e-005	0.9371
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	48.5625 / 0	91.8499	1.5863	0.0378	142.7851
Total		92.7841	1.5864	0.0379	143.7222

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.917441	0.9341	5.0000e-005	1.0000e-005	0.9371
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	48.5625 / 0	91.8499	1.5863	0.0378	142.7851
Total		92.7841	1.5864	0.0379	143.7222

8.0 Waste Detail

8.1 Mitigation Measures Waste

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	40.0846	2.3689	0.0000	99.3080
Unmitigated	40.0846	2.3689	0.0000	99.3080

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

User Defined Equipment

Equipment Type	Number
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Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 BAU Operations) - Stanislaus County, Annual

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

11.0 Vegetation

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations)

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	210.00	1000sqft	4.82	210,000.00	0
Parking Lot	4.41	Acre	4.41	192,099.60	0
City Park	0.77	Acre	0.77	33,541.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	184	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 + Phase 2 operations (2030 Operational Year Scenario)
 2030 PG&E CO2 Intensity Factors
 Land Use - Full buildout (Phases 1 + 2)
 Construction Phase - Operational run only (zeroed out construction parameters)
 Off-road Equipment - Zeroed out construction equipment
 Off-road Equipment -
 Trips and VMT - Zeroed out construction equipment
 Grading -
 Architectural Coating - Compliance with SJVAPCD Rule 4601 - Architectural Coatings
 Operational run only

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

Vehicle Trips - ITE 11th Edition Trip Rates for the Mini Warehouse ITE Land Use (ITE Code 151).

City park land use included to represent landscaping only and would not generate additional trips.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Area Mitigation - SJVAPCD Rule 4601 Architectural Coatings

Outside outlets

Water Mitigation - Compliance with Green Building Code Standards and California Model Water Efficient Landscape Ordinance

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	20.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	203.98	184
tblTripsAndVMT	WorkerTripNumber	37.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	1.77
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	1.50
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	1.49

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.0900e-003
Energy											0.0000	368.9669	368.9669	0.0340	7.3400e-003	372.0041
Mobile											0.0000	274.7420	274.7420	0.0144	0.0141	279.2981
Waste											40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water											15.4066	22.1992	37.6058	1.5864	0.0379	88.5439
Total											55.4913	665.9120	721.4032	4.0038	0.0593	839.1581

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003
Energy											0.0000	368.9669	368.9669	0.0340	7.3400e-003	372.0041
Mobile											0.0000	274.7420	274.7420	0.0144	0.0141	279.2981
Waste											40.0846	0.0000	40.0846	2.3689	0.0000	99.3080
Water											12.3253	17.7594	30.0847	1.2691	0.0303	70.8351
Total											52.4099	661.4721	713.8820	3.6865	0.0517	821.4493

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.55	0.67	1.04	7.92	12.77	2.11

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	11/1/2022	11/1/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 315,015; Non-Residential Outdoor: 105,005; Striped Parking Area: 11,526 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

3.2 Architectural Coating - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

3.2 Architectural Coating - 2022

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	274.7420	274.7420	0.0144	0.0141	279.2981
Unmitigated											0.0000	274.7420	274.7420	0.0144	0.0141	279.2981

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	312.90	371.70	315.00	938,915	938,915
Total	312.90	371.70	315.00	938,915	938,915

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.559879	0.052386	0.166881	0.132216	0.024600	0.006520	0.013649	0.016653	0.000759	0.000291	0.022130	0.001185	0.002850
Parking Lot	0.559879	0.052386	0.166881	0.132216	0.024600	0.006520	0.013649	0.016653	0.000759	0.000291	0.022130	0.001185	0.002850

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

Unrefrigerated Warehouse-No Rail	0.559879	0.052386	0.166881	0.132216	0.024600	0.006520	0.013649	0.016653	0.000759	0.000291	0.022130	0.001185	0.002850
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	168.2603	168.2603	0.0302	3.6600e-003	170.1047
Electricity Unmitigated											0.0000	168.2603	168.2603	0.0302	3.6600e-003	170.1047
NaturalGas Mitigated											0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993
NaturalGas Unmitigated											0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.7611e+006											0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993
Total												0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	3.7611e+006											0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993
Total												0.0000	200.7066	200.7066	3.8500e-003	3.6800e-003	201.8993

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2 MT/yr	CH4 MT/yr	N2O MT/yr	CO2e MT/yr
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	67234.9	5.6115	1.0100e-003	1.2000e-004	5.6730
Unrefrigerated Warehouse-No Rail	1.9488e+006	162.6488	0.0292	3.5400e-003	164.4317
Total		168.2603	0.0302	3.6600e-003	170.1047

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	67234.9	5.6115	1.0100e-003	1.2000e-004	5.6730
Unrefrigerated Warehouse-No Rail	1.9488e+006	162.6488	0.0292	3.5400e-003	164.4317
Total		168.2603	0.0302	3.6600e-003	170.1047

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003
Unmitigated											0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.0900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.0900e-003
Total											0.0000	3.8400e-003	3.8400e-003	1.0000e-005	0.0000	4.0900e-003

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003
Total											0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0400e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	30.0847	1.2691	0.0303	70.8351
Unmitigated	37.6058	1.5864	0.0379	88.5439

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.917441	0.2680	5.0000e-005	1.0000e-005	0.2709
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	48.5625 / 0	37.3378	1.5863	0.0378	88.2730
Total		37.6058	1.5864	0.0379	88.5439

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.733953	0.2144	4.0000e-005	0.0000	0.2168
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	38.85 / 0	29.8703	1.2691	0.0303	70.6184
Total		30.0847	1.2691	0.0303	70.8351

8.0 Waste Detail

8.1 Mitigation Measures Waste

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	40.0846	2.3689	0.0000	99.3080
Unmitigated	40.0846	2.3689	0.0000	99.3080

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	197.4	40.0704	2.3681	0.0000	99.2728
Total		40.0846	2.3689	0.0000	99.3080

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

Golden State RV Storage - Phase 1 + Phase 2 Operations (2030 Operations) - Stanislaus County, Annual

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

11.0 Vegetation

Golden State RV Storage Project Construction Assumptions

Construction Schedule

Construction Activity	Start Date	End Date	Days per Week	Construction Days
Phase 1				
Site Preparation	11/29/2022	12/5/2022	5	5
Grading	12/6/2022	12/15/2022	5	8
Paving	12/16/2022	1/10/2023	5	18
Building Construction	1/11/2023	6/8/2023	5	107
Architectural Coating	6/9/2023	6/30/2023	5	18
Phase 2				
Site Preparation	7/1/2025	7/14/2025	5	10
Grading	7/15/2025	8/11/2025	5	20
Paving	8/12/2025	9/8/2025	5	20
Building Construction	9/9/2025	12/4/2025	5	63
Architectural Coating	12/5/2025	12/31/2025	5	20

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1					
Site Preparation	Rubber Tired Dozers	3	8	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	1	8	158	0.38
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8	97	0.37
Paving	Cement and Mortar Mixers	2	6	9	0.56
Paving	Pavers	1	8	130	0.42
Paving	Paving Equipment	2	6	132	0.36
Paving	Rollers	2	6	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8	97	0.37
Building Construction	Cranes	2	7.5	231	0.29
Building Construction	Forklifts	6	8.6	89	0.20
Building Construction	Generator Sets	2	8.6	84	0.74
Building Construction	Tractors/Loaders/Backhoes	6	7.5	97	0.37
Building Construction	Welders	2	8.6	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48
Phase 2					
Site Preparation	Rubber Tired Dozers	3	8	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	1	8	158	0.38
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8	97	0.37
Paving	Pavers	2	8	130	0.42
Paving	Paving Equipment	2	8	132	0.36
Paving	Rollers	2	8	80	0.38
Building Construction	Cranes	3	8.5	231	0.29
Building Construction	Forklifts	11	8	89	0.20
Building Construction	Generator Sets	4	7.3	84	0.74
Building Construction	Tractors/Loaders/Backhoes	11	7	97	0.37
Building Construction	Welders	4	7.3	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48

Construction Trips and VMT

Construction Activity	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Phase 1						
Site Preparation	18	0	14	10.8	7.3	20
Grading	15	0	62	10.8	7.3	20
Paving	20	4	16	10.8	7.3	20
Building Construction	64	25	36	10.8	7.3	20
Architectural Coating	13	0	2	10.8	7.3	20
Phase 2						
Site Preparation	18	0	14	10.8	7.3	20
Grading	15	0	12	10.8	7.3	20
Paving	15	4	12	10.8	7.3	20
Building Construction	119	46	66	10.8	7.3	20
Architectural Coating	24	0	2	10.8	7.3	20

Calculations for Adjustments to Conserve Default HP Hours (Phase 1)

	Duration	
	CalEEMod Defaults	Revisions to Match Schedule
Building Construction	230	107

CalEEMod Defaults						Revisions					Cross-Check		
Building Construction						Building Construction							
Equipment	Amount	Usage Hours	Horsepower	Load Factor	HP Hours	Equipment	Amount	Usage Hours	Horsepower	Load Factor	HP Hours	Goal HP Hours	Difference
Cranes	1	7.0	231	0.29	107,854	Cranes	2	7.5	231	0.29	107,854	107,854	-
Forklifts	3	8.0	89	0.20	98,256	Forklifts	6	8.6	89	0.20	98,256	98,256	-
Generator Sets	1	8.0	84	0.74	114,374	Generator Sets	2	8.6	84	0.74	114,374	114,374	-
Tractors/Loaders/Backhoes	3	7.0	97	0.37	173,349	Tractors/Loaders/Backhoes	6	7.5	97	0.37	173,349	173,349	-
Welders	1	8.0	46	0.45	38,088	Welders	2	8.6	46	0.45	38,088	38,088	-
				Total	531,921					Total	531,921	531,921	-

Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

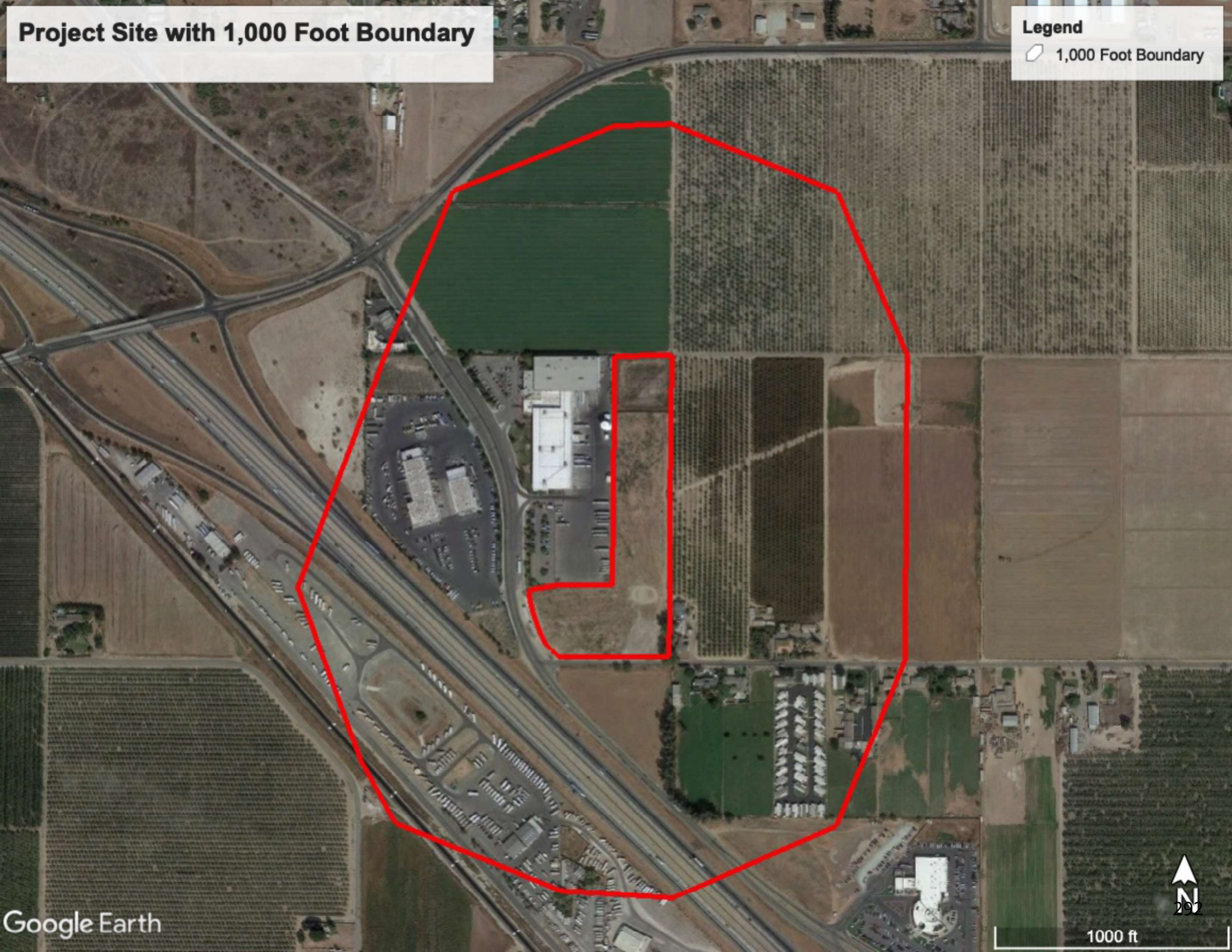
Calculations for Adjustments to Conserve Default HP Hours (Phase 2)

		Duration												
		CalEEMod	Revisions to Match											
		Defaults	Schedule											
Building Construction		230	63											
CalEEMod Defaults						Revisions						Cross-Check		
Building Construction						Building Construction								
Equipment	Amount	Usage Hours	Horsepower	Load Factor	HP Hours	Equipment	Amount	Usage Hours	Horsepower	Load Factor	HP Hours	Goal HP Hours	Difference	
Cranes	1	7.0	231	0.29	107,854	Cranes	3	8.5	231	0.29	107,854	107,854	-	
Forklifts	3	8.0	89	0.20	98,256	Forklifts	11	8.0	89	0.20	98,256	98,256	-	
Generator Sets	1	8.0	84	0.74	114,374	Generator Sets	4	7.3	84	0.74	114,374	114,374	-	
Tractors/Loaders/Backhoes	3	7.0	97	0.37	173,349	Tractors/Loaders/Backhoes	11	7.0	97	0.37	173,349	173,349	-	
Welders	1	8.0	46	0.45	38,088	Welders	4	7.3	46	0.45	38,088	38,088	-	
					Total						Total	531,921	531,921	-

Adjusted construction equipment usage to match CalEEMod default total building construction HP hours.

Project Site with 1,000 Foot Boundary

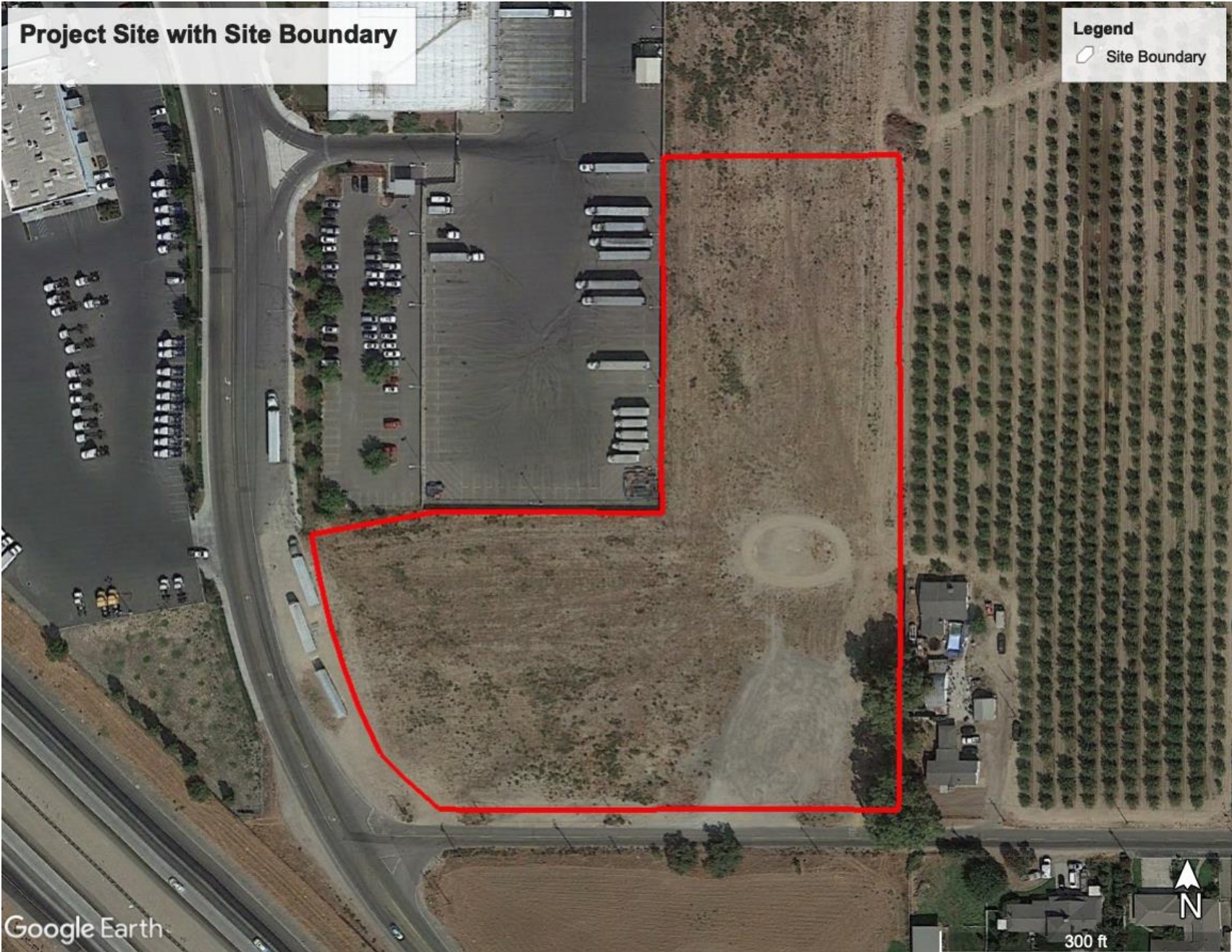
Legend
□ 1,000 Foot Boundary

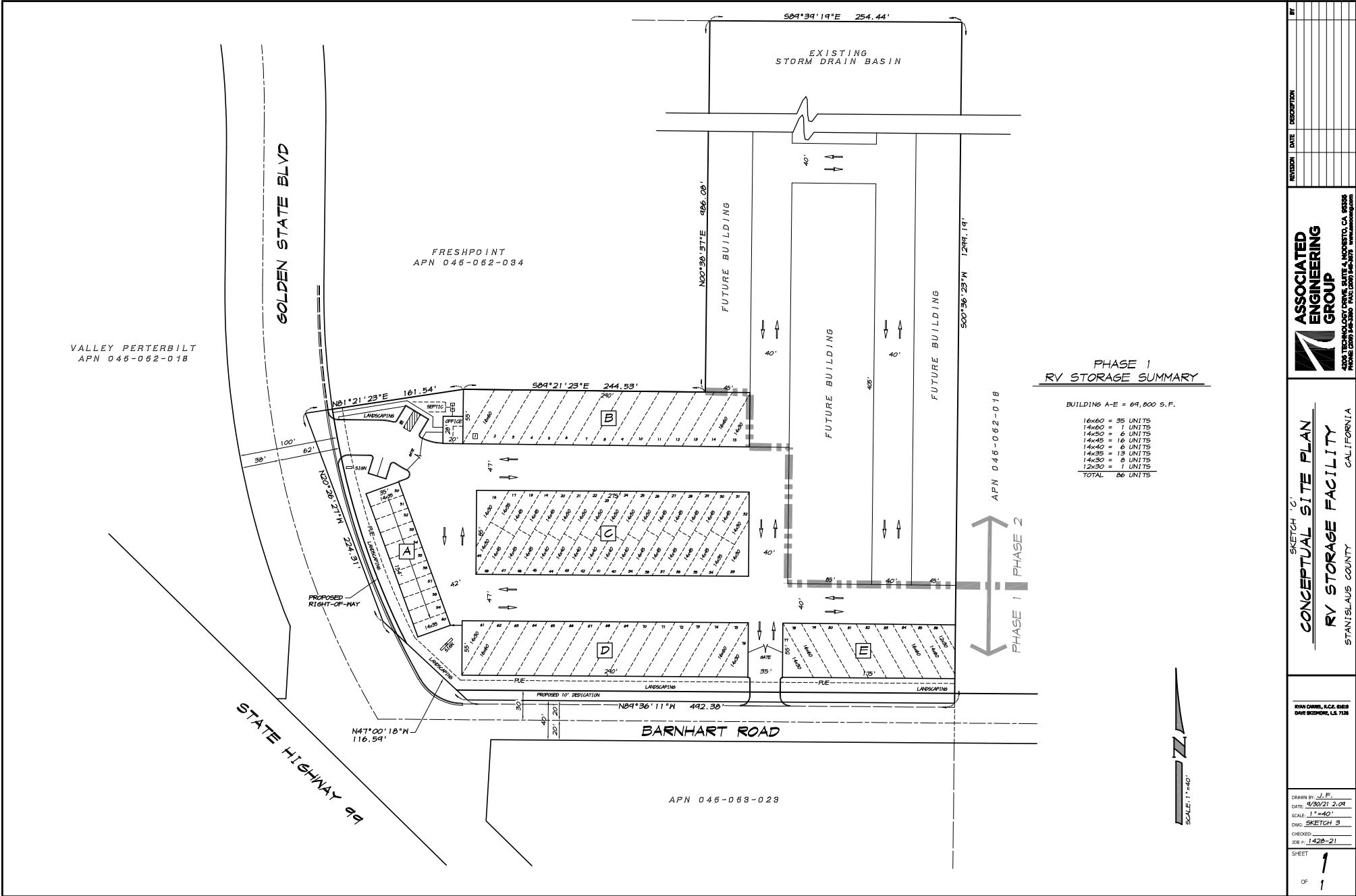


1000 ft



Area to be Developed (Phases 1 + 2)





**PHASE 1
RV STORAGE SUMMARY**

BUILDING A-E = 69,800 S.F.

16x60 = 35 UNITS
14x60 = 11 UNITS
14x50 = 6 UNITS
14x45 = 16 UNITS
14x40 = 6 UNITS
14x35 = 13 UNITS
14x30 = 8 UNITS
12x30 = 1 UNITS
TOTAL 86 UNITS

REVISION	DATE	DESCRIPTION

**ASSOCIATED
ENGINEERING
GROUP**

4200 TECHNOLOGY DRIVE, SUITE 4, NOODLETO, CA 95058
PHONE (209) 748-0300 FAX (209) 748-0301 www.aesgroup.com

SKETCH 'C'
**CONCEPTUAL SITE PLAN
RV STORAGE FACILITY**
STANISLAUS COUNTY CALIFORNIA

RVA ORNEL, R.C.Z. BIRD
DAVE BECHTOLD, L.S. 7138

DRAWN BY: J.J.F.
DATE: 8/20/21 2:04
SCALE: 1"=40'
DIV: SKETCH 3
CHECKED:
JOB #: 142B-21

SHEET
1
OF
1



ATTACHMENT B

Health Risk Screening

PRIORITIZATION AND HEALTH RISK SCREENING

Estimates of Diesel-fueled Vehicle Trips for Screening Analysis

	Weekday	Saturday	Sunday	Weighted Average										Total
Daily Trips	312.9	371.7	315.0	321.6										
Fleet Mix Percent (Fleet Mix)	LDA 0.53766	LDT1 0.051976	LDT2 0.166166	MDV 0.1478	LHD1 0.029228	LHD2 0.007382	MHD 0.013483	HHD 0.016522	OBUS 0.000814	UBUS 0.0003	MCY 0.023884	SBUS 0.001318	MH 0.003467	1
Average Daily Trips by Vehicle Type	172.911456	16.7154816	53.4389856	47.53248	9.3997248	2.3740512	4.3361328	5.3134752	0.2617824	0.09648	7.6810944	0.4238688	1.1149872	321.6
Maximum Daily Trips by Vehicle Type	199.848222	19.3194792	61.7639022	54.93726	10.8640476	2.7438894	5.0116311	6.1412274	0.3025638	0.11151	8.8776828	0.4899006	1.2886839	371.7

Golden State RV Storage Project—Health Risk Screening Analysis

Diesel Truck Trips

	Trucks Onsite	
	Max Daily	Avg Daily Trucks
Heavy Truck Trips	12.38	10.71

Truck Assumptions

Trucks Onsite per Day	10.71
Trucks Onsite per Year	3,909.8
Idling Events per Truck per day	2
Idling Time per Event (min.)	15
Idling Minutes/Year	117,293
Idling Hours/Year	1,955

	Truck Entering	Trucks Exiting	Total
Average Travel Distance Onsite (ft)	818	818	1,637

	Miles/Trip	Truck Trips/Year	Miles/Year
Offsite Miles Estimate	0.50	7,819.5	3,909.8

	Distance Onsite (ft) in and out	Distance to Receptor Meters	Direction to Receptor	Idling Emissions (lbs/year)	Running Emissions (lbs/yr)	Total Truck Emissions (lbs/year)	Grand Total (lbs/yr)	Average Lbs/Day	Max Lbs/Day*	Max lbs/Hr
Emissions	1,637	<100 M	All	0.23	0.28	0.52	0.52	0.00141	0.00424	0.00035

*Max daily assumed to be 3 times the daily average. Max hr based on 12 hrs/day

Running Emission Calculations

EMFAC 2017 Rates

Idling Emission Rate for Diesel g/day	0.28735
g/lb conversion factor	0.00220
HDT Onsite Running Emissions 5 mph g/mile	0.05312
HDT Running Emissions Onroad 5-25 mph	0.03310

EMFAC 2017 PM10 running emissions Aggregated Fleet Age in 2023

EMFAC 2017 Average Running Emissions

	PM10_RUNEX	PM10 RUNEX
	5-25 MPH	5 MPH
Weighted Averages (Based on Project Fleet)	0.0331	0.05312

			Miles/Year/ Truck		Emission (g/mi)	Emissions g/year	Emission lbs/year	Emissions lbs/hour
Onsite Running Emissions	Distance (Feet)	Distance (Miles)		Trucks/Day				
	1,636.80	0.31	113.2	10.711692	0.05312	64.38	0.14	3.2406E-05

		Miles/ Round Trip	Miles/Year/ Truck		Emissions Rate (g/mi)	Emissions g/year	Emission lbs/year	Emissions lbs/hour
Offsite Running Emissions	Distance (Feet)			Trucks/Day				
	2,640.00	0.50	182.50	10.7	0.03310	64.70	0.14	3.2566E-05

Total Running 0.28 0.00006

Total Emissions Lbs/Year

Onsite Running Emissions	0.1419
Offsite Running Emissions	0.1426
Idling Emissions	0.2312
Total from Trucks	0.5158
PM10 Exhaust from all Mobile Sources	0.6643
Grand Total	1.1801

(estimated using 365 * 0.00182 lbs/day from the LST run; see Winter output file)

Health Risk Prioritization Results (Receptor 0-100 M)

	Cancer Score	Chronic Score	Acute Score
Prioritization Score Truck Run and Idle	2.726	0.020	0.000

Idling Minutes/Day Per Truck	15
Max Trucks per Day	12.38
Number Idling Trucks per Day	12.38
Max Trucks per Day—HHDT	3.07
Max Trucks per Day—LHDT1	5.43
Max Trucks per Day—LHDT2	1.37
Max Trucks per Day—MHDT	2.51

Idling Emissions	Calendar Year	Season	Region	Vehicle Category	Fuel	Pollutant	g/vehicle/day	g/day	Max lbs/day
IDLEX	2023	Annual	STANISLAUS	HHDT	DSL	ROG	5.6201	17.26	0.038045
IDLEX	2023	Annual	STANISLAUS	LHDT1	DSL	ROG	0.1098	0.60	0.001314
IDLEX	2023	Annual	STANISLAUS	LHDT2	DSL	ROG	0.1098	0.15	0.000332
IDLEX	2023	Annual	STANISLAUS	MHDT	DSL	ROG	0.0716	0.18	0.000395
IDLEX	2023	Annual	STANISLAUS	HHDT	DSL	NOx	67.8232	208.26	0.459132
IDLEX	2023	Annual	STANISLAUS	LHDT1	DSL	NOx	2.3565	12.80	0.028220
IDLEX	2023	Annual	STANISLAUS	LHDT2	DSL	NOx	2.3010	3.16	0.006960
IDLEX	2023	Annual	STANISLAUS	MHDT	DSL	NOx	5.5163	13.82	0.030474
IDLEX	2023	Annual	STANISLAUS	HHDT	DSL	CO	82.6352	253.74	0.559402
IDLEX	2023	Annual	STANISLAUS	LHDT1	DSL	CO	0.9097	4.94	0.010895
IDLEX	2023	Annual	STANISLAUS	LHDT2	DSL	CO	0.9097	1.25	0.002752
IDLEX	2023	Annual	STANISLAUS	MHDT	DSL	CO	2.4994	6.26	0.013808
IDLEX	2023	Annual	STANISLAUS	HHDT	DSL	SO2	0.1283	0.39	0.000868
IDLEX	2023	Annual	STANISLAUS	LHDT1	DSL	SO2	0.0013	0.01	0.000016
IDLEX	2023	Annual	STANISLAUS	LHDT2	DSL	SO2	0.0021	0.00	0.000006
IDLEX	2023	Annual	STANISLAUS	MHDT	DSL	SO2	0.0079	0.02	0.000044
IDLEX	2023	Annual	STANISLAUS	HHDT	DSL	PM10	0.0283	0.09	0.000191
IDLEX	2023	Annual	STANISLAUS	LHDT1	DSL	PM10	0.0276	0.15	0.000331
IDLEX	2023	Annual	STANISLAUS	LHDT2	DSL	PM10	0.0276	0.04	0.000084
IDLEX	2023	Annual	STANISLAUS	MHDT	DSL	PM10	0.0050	0.01	0.000028
IDLEX	2023	Annual	STANISLAUS	HHDT	DSL	PM2.5	0.0271	0.08	0.000183
IDLEX	2023	Annual	STANISLAUS	LHDT1	DSL	PM2.5	0.0264	0.14	0.000316
IDLEX	2023	Annual	STANISLAUS	LHDT2	DSL	PM2.5	0.0264	0.04	0.000080
IDLEX	2023	Annual	STANISLAUS	MHDT	DSL	PM2.5	0.0048	0.01	0.000027

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: 1/05/2022

Records Search File#: 12023N

Project: Golden State Blvd. RV
Park, APN 045-052-031

David O. Romano
1034 12th Street
Modesto, CA 95354
209-521-9521 dave@newman-romano.com

Dear Mr. Romano:

We have conducted a records search as per your request for the above-referenced project area located on the Ceres 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 Determinations of Eligibility (ADOE)
Survey of Surveys (1989)
Caltrans State and Local Bridges Inventory
General Land Office Plats
Other pertinent historic data available at the CCaIC 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 or structures within the project area.
- The 1969 edition of the Ceres USGS quadrangle shows one building within the project area that would be 53 years in age (or older). We have no further information on file regarding this possible historic resource.

Prehistoric or historic resources within the immediate vicinity of the project area: None has been formally reported to the Information Center.

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 submitting the **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

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

Copy of invoice to ARBilling@csustan.edu

**MITIGATION MONITORING PLAN
KEYES COMMUNITY PLAN UPDATE**

Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
EIR Mitigation Measures				
4.1 Land Use				
Conversion of additional Prime Farmland to non-agricultural use	4.1-1 Replace Important Farmland at a 1:1 ratio with agricultural land of equal quality and protect the land for agricultural use through long-term land use restrictions, such as agricultural conservation easements.	Developers of new projects in the Community Plan area shall set aside in a long-term conservation or agricultural easement an equal amount of land equivalent to agricultural land proposed for conversion to non-agricultural use. The land shall be of equal quality of that being proposed for development, to the satisfaction of the County.	Planning Department; Agriculture Department	Prior to project approval.
Important Farmland would continue to be converted to non-agricultural uses	4.1-4 Implement Mitigation Measure 4.1-1.	See Mitigation Measure 4.1-1.		

¹ These mitigation measures are taken verbatim from the DEIR, except where revised by the Final EIR. Initial Study mitigation measures incorporated in the DEIR are not included in the Initial Study portion of this Mitigation Monitoring Program.


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**MITIGATION MONITORING PLAN
KEYES COMMUNITY PLAN UPDATE**

Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
4.2 Biological Resources				
Loss of wetlands and other waters of the U.S.	<p>4.2-1(a) Prior to approval of development projects in portions of the Community Plan Area that could support wetlands, the project proponent shall conduct a wetland analysis/delineation to determine whether jurisdiction wetlands or waters of the U.S. are present or absent in the proposed development area. If there are no wetlands or waters of the U.S. present no further mitigation is required. If wetlands or waters of the U. S. are present then;</p> <p>(b) Direct or indirect losses of wetlands shall be compensated by replacement, rehabilitation, contribution to a mitigation bank, or purchase of wetlands habitat at a ratio that ensures no net loss of wetlands. A wetlands mitigation monitoring program shall be submitted to the Corps and CDFG for review prior to permit approval.</p> <p>(c) The project applicant shall obtain applicable permit(s)/agreements(s) and implement all the terms and conditions required by the Corps, USFWS and the CDFG for impacts to wetlands.</p>	<p>Developers of new projects in the Community Plan area shall conduct a wetland analysis/delineation, in consultation with the US Army Corps of Engineers (Corps) to determine whether jurisdiction wetlands or waters of the U.S. are present in the proposed development area.</p> <p>If wetlands are present, loss of wetlands shall be compensated ensuring no net loss of wetlands. Prior to grading permit approval, a wetlands mitigation monitoring program shall be submitted to the Corps and CDFG for review.</p> <p>If wetlands are present, the project applicant shall obtain all applicable permits required by the Corps, USFWS, and CDFG.</p>	<p>Corps; Planning Department</p> <p>Corps; CDFG; Planning Department</p> <p>Corps; CDFG; USFWS</p>	<p>Prior to any construction or grading activity.</p> <p>Prior to any construction or grading activity.</p> <p>Prior to any construction or grading activity.</p>
Loss of potential habitat for the valley elderberry longhorn beetle (VELB).	<p>4.2-2(a) Prior to the approval of development projects in portions of the Community Plan Area that contain natural or artificial drainages, the project proponent shall conduct a project-specific survey for potential VELB habitat (elderberry shrubs).</p>	<p>The project proponent shall conduct a project-specific survey for elderberry shrubs in areas that could contain VELB habitat, consistent with USFWS guidelines.</p>	<p>USFWS</p>	<p>Prior to any construction or grading activity.</p>

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
	<p>(b) The project proponent shall avoid and protect all potential identified VELB habitat where feasible. Where avoidance is infeasible and elderberry shrubs are subject to removal or potential damage from the proposed development, the project proponent shall develop and implement a VELB mitigation plan in accordance with the most current USFWS mitigation guidelines for unavoidable take of VELB habitat, pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act. The mitigation plan shall provide for no net loss of VELB habitat and shall include, but might not be limited to, relocation of elderberry shrubs, planting of elderberry shrubs, and monitoring of relocated and planted elderberry shrubs.</p>	<p>If VELB habitat is present, the project proponent shall implement mitigation for the protection of elderberry shrubs, ensuring no net loss of habitat, consistent with USFWS mitigation guidelines.</p>	<p>USFWS</p>	<p>Prior to any construction or grading activity.</p>
<p>Take of Swainson's hawk individuals (eggs, nestlings or juveniles) and other raptors (birds-of-prey).</p>	<p>4.2-3(a)  Prior to approval of development in portions of the Community Plan Area that contain trees, the project proponent, in consultation with the DFG, shall conduct a pre-construction survey of trees in the proposed development area for raptor nests. The surveys shall occur during the raptor breeding-season (approximately March 1 through August 31). The survey shall be conducted by a qualified raptor biologist during the same calendar year that the proposed activity is planned.</p>	<p>The project proponent, in consultation with the DFG, shall conduct a pre-construction survey of trees in any proposed development area for raptor nests. The survey shall be conducted by a qualified raptor biologist during the same calendar year that the proposed activity is planned.</p>	<p>CDFG</p>	<p>In the breeding season prior to any construction or grading activity.</p>

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
	<p>(b) If an active raptor nest is identified within one half mile of the plan area then a buffer zone shall be implemented within a (0.5 or 0.10) mile radius (depending upon raptor species) of the nest tree or nest burrow, in the case of ground nesting burrowing owls.</p> <p>If an active Swainson's hawk nest is involved then no construction activities shall be initiated during the Swainson's hawk nesting period (IE., March 1 - August 1) within .25 mile without the approval by DFG. Construction shall be permitted at such time that juvenile Swainson's hawks are no longer dependant upon the nest tree.</p>	<p>A buffer zone around nest trees or burrows shall be implemented in consultation with CDFG.</p> <p>There shall be no construction activities initiated during the Swainson's hawk nesting period within .25 miles of an active Swainson's hawk nest without prior approval by CDFG.</p>	<p>CDFG</p> <p>CDFG</p>	<p>Prior to construction or grading activity.</p> <p>During construction or grading activity.</p>
Removal of native oak trees.	<p>4.2-4(a) All oak trees over four inches (dbh) on proposed development sites shall be preserved to the maximum extent practical. Final development plans shall depict all trees proposed for removal. Any trees that are removed shall be replaced at a two to one tree replacement ratio. Prior to issuance of a grading permit, the applicant shall submit a tree preservation plan to the Stanislaus County planning division for review and approval. The tree preservation plan shall include the location, number, species, and size of proposed replacement plantings. In addition, the plan shall include monitoring provisions for watering and landscaping to ensure survival and health of planted oak trees. During the monitoring period, dead trees shall be replaced.</p>	<p>Project proponents shall submit a tree preservation plan to the Stanislaus County planning division for review and approval that ensures that any oak trees over four inches (dbh) that are to be removed shall be replaced at a two to one tree replacement ratio. The plan shall include provisions for watering and landscaping and a monitoring period during which time dead trees shall be replaced</p>	<p>Planning Department; Agriculture Department</p>	<p>Prior to issuance of a grading permit.</p>

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
Cumulative loss and degradation of valley grassland and agricultural habitat supporting native plants and wildlife.	4.2-5 Implement Mitigation Measures 4.2-1 through 4.2-4.	See Mitigation Measures 4.2-1 through 4.2-4.		
4.3 Transportation and Circulation				
Roadway segments in the area could operate at unacceptable levels of service.	4.3-1 (a) Faith Home Road shall be widened to a four-lane major road between Keyes Road and Redwood Road. (b) Keyes Road shall be widened to a four-lane major road from Faith Home Road to State Route 99 southbound on- and off- ramps, and from Golden State Boulevard and State Route 99 northbound on- and off- ramps. (c) Golden State Boulevard shall be widened to a four-lane major road between Keyes Road and Taylor Road. (d) Washington Road shall be widened from a two-lane collector to an access-restricted two-lane, 60-foot wide collector south of the TID canal to Keyes Road at such time that widening is justified, as determined by the Director of Public Works.	The County shall establish a funding mechanism for required roadway improvements identified in the Community Plan. Individual projects within the Community Plan Area shall pay their fair share for roadway improvements based upon a project-specific traffic study. The County shall construct individual roadway projects.	Public Works Department and Board of Supervisors Developer Public Works Department	Prior to first approval of new development in the Plan Area. Prior to project approval. As warranted.

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
Circulation in the Community Plan Area and the surrounding roadways.	<p>4.3-2 (a) Faith Home Road shall be widened to six lanes between Keyes Road and Redwood Road.</p> <p>(b) Keyes Road shall be widened to six through lanes from Faith Home Road to Golden State Boulevard.</p> <p>(c) Washington Road shall be widened to an access-restricted, two-lane, 60-foot wide collector south of the TID canal to Keyes Road, at such time that widening is justified, as determined by the Director of Public Works.</p>	<p>The County shall establish a funding mechanism for required roadway improvements identified in the Community Plan.</p> <p>Individual projects within the Community Plan Area shall pay their fair share for roadway improvements based upon a project-specific traffic study.</p> <p>The County shall construct individual roadway projects.</p>	<p>Public Works Department and Board of Supervisors</p> <p>Developer</p> <p>Public Works Department</p>	<p>Prior to first approval of new development in the Plan Area.</p> <p>Prior to project approval</p> <p>As warranted.</p>
Reduced levels of service at area intersections to unacceptable levels	<p>4.3-3 (a) Keyes Road / SR 99 NB and SB Ramps</p> <p>Keyes Road shall be widened to six lanes from Faith Home Road to Golden State Boulevard. When a need for signalization is demonstrated through traffic signal warrants analysis, traffic signals shall be provided at the two ramp intersections. In addition to signalization, the following measures are necessary to operate the intersections at LOS C conditions or better during the PM peak hour:</p>	<p>The County shall establish a funding mechanism for required roadway improvements identified in the Community Plan.</p> <p>Individual projects within the Community Plan Area shall pay their fair share for roadway improvements based upon a project-specific traffic study.</p> <p>The County shall construct individual roadway projects.</p>	<p>Public Works Department and Board of Supervisors</p> <p>Developer</p> <p>Public Works Department</p>	<p>Prior to first approval of new development in the Plan Area.</p> <p>Prior to project approval.</p> <p>As warranted.</p>

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
	<p><u>SB Ramps</u> Provide dual left-turn lanes and a separate right-turn lane on the southbound approach.</p> <p>Provide dual westbound left-turn lanes on Keyes Road to southbound SR99.</p> <p>Provide three eastbound and three westbound through lanes.</p> <p>Provide a free eastbound right-turn lane from Keyes Road to southbound SR99.</p> <p><u>NB Ramps</u> Provide dual left-turn lanes and a separate right-turn lane on the northbound approach.</p> <p>Provide an eastbound left-turn lane from Keyes Road to northbound SR99.</p> <p>Provide three eastbound and three westbound through lanes.</p> <p>Provide a free westbound right-turn lane from Keyes Road to northbound SR99.</p>			

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
	<p>(b) Keyes Road / Golden State Boulevard Provide single westbound and dual eastbound left-turn lanes.</p> <p>Provide separate eastbound and westbound right-turn lanes.</p> <p>Provide two northbound and two southbound through lanes.</p> <p>Provide a separate right-turn lane on the northbound approach.</p> <p>Provide a separate southbound left-turn lane.</p> <p>Provide a free southbound right-turn lane.</p>			
4.4 Air Quality				
<p>Generation of CO, PM₁₀, NO_x and ROG emissions could exceed SJVUAPCD thresholds.</p>	<p>4.4-1(a) (Initial Study Mitigation Measure 7)</p> <p>To reduce PM₁₀ emissions associated with construction the following strategies shall be included as part in all construction contracts for future development.</p> <p>1. All clearing, grading, earth moving, or excavation activities shall cease when wind speeds are consistently equal to or greater than 20 mph.</p>	<p>The San Joaquin Valley Air Pollution Control District (SJVAPCD) shall confirm that all construction contracts in the Community Plan include emissions reduction strategies included in Mitigation Measure 4.4-1.</p>	<p>SJVAPCD</p>	<p>Prior to issuance of grading or building permits.</p> <p>Ongoing during construction.</p>

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
	<p>2. All excavated material, graded or otherwise disturbed shall be watered sufficiently to prevent excessive amounts of dust. Watering shall occur twice daily with complete coverage, preferably in late morning and after work is done for the day.</p> <p>3. All material transported and vehicle speeds shall be limited to 15 mph on unpaved roadways.</p> <p>4. Street sweeping and/or washing shall be undertaken to reduce dust emissions on paved roads, shoulders and access ways adjacent to the construction site. Wetting of the pavement shall occur either prior to or in conjunction with rotary sweeping.</p> <p>5. All internal combustion equipment shall be properly maintained and tuned according to manufacturer's specifications.</p> <p>6. Idling of all internal combustion equipment shall be limited to ten minutes at any given time.</p> <p>7. The use of building materials that do not require the use of paints/solvents shall be encouraged.</p> <p>(b) All diesel-fueled construction equipment shall implement the following measures:</p> <p>(i) Retard injection timing 2 degrees.</p>			

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
	<ul style="list-style-type: none"> (ii) Install high pressure injectors. (iii) Use reformulated diesel fuel. (iv) Limit diesel warm-up times (normally, a properly tuned diesel engine can be warmed up in 5 to 10 minutes). 			
<p>ROG, NO_x, CO, and PM₁₀ emissions generated by motor vehicles and on-site sources associated with project operation would exceed established thresholds.</p>	<p>4.4-2(a) (Initial Study Mitigation Measure 8)</p> <p>To ensure the SJVAPCD standards are achieved, all new development within the plan area shall implement the following measures:</p> <ol style="list-style-type: none"> 1. Lighting controls and energy-efficient lighting in buildings. 2. Light colored roof materials to reflect heat. 3. Provide low nitrogen oxide (NO_x) emitting and/or high efficiency water heaters. 4. If fireplaces are proposed, natural gas fireplaces or EPA-certified wood burning fireplaces/stoves should be installed in every unit that has a fireplace. 5. Include exterior electrical outlets on all residential units to encourage the use of electric powered yard maintenance equipment.. 	<p>The County and SJVAPCD shall require that all new development in the Community Plan includes design measures, included in Mitigation Measure 4.4-2(a) and (c), to reduce project emissions.</p>	<p>Planning Department; SJVAPCD</p>	<p>Prior to project approval.</p>

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
	<p>(b) (Initial Study Mitigation Measure 9)</p> <p>All new development shall prepare an analysis to determine if project emissions would exceed SJVAPCD standards. If the project is found to exceed these standards, mitigation shall be incorporated into the project to reduce the emissions to a level below District standards. If no mitigation is available to reduce emissions below the standards, the project applicant shall participate in the District's offset program, by purchasing new equipment or other measures that would reduce emissions in the district by an amount equivalent to the amount of project emissions in excess of District standards.</p> <p>(c) Increase insulation beyond Title 24 requirements.</p>	<p>All new development in the Community Plan shall prepare a project-specific air quality analysis. If development would exceed SJVAPCD standards after implementation of the measures in Mitigation Measure 4.4-2(a), the project applicant shall participate in the District's offset program, as described in Mitigation Measure 4.4-2(b).</p> <p>See Mitigation Measure 4.4-2(a).</p>	<p>Developer; SJVAPCD</p>	<p>Prior to project approval.</p>
<p>Ozone in the air basin.</p>	<p>4.4-3 Implement Mitigation Measures 4.4-1(a) and (b) and 4.4-2(a), (b), and (c).</p>	<p>See Mitigation Measures 4.4-1(a) and (b) and 4.4-2(a), (b), and (c).</p>		
FIS Mitigation Measures				
<p>Unstable soils</p>	<p>1 Design guidelines for individual projects shall include requirements for the preparation of site-specific geotechnical reports and shall require that project design incorporates additional or special construction technique and/or features, if any, to account for potentially unstable soil conditions.</p>	<p>The developer for any new project in the Community Plan shall prepare site-specific geotechnical reports and shall demonstrate that the project design incorporates techniques or features to account for potentially unstable soil conditions.</p>	<p>Public Works; Building Department; Department of Environmental Resources</p>	<p>Prior to issuance of grading permit.</p>

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
Soils are capable of supporting septic systems or will require connection to the Keyes CSD lines.	2. If the use of septic tanks is proposed for new development, a study shall be conducted by a qualified hydrologist to determine if the soil is capable of supporting a septic system. If the study determines that the soil is inadequate, the development shall be required to be annexed into the Keyes Community Service District for the provision of wastewater services.	The developer for any new project in the Community Plan shall conduct a study to determine if the soil is capable of supporting a septic system. If the soil is inadequate, the development shall be required to be annexed into the Keyes Community Service District.	Building Department; Department of Environmental Resources	Prior to project approval.
Adequate water would be available to serve future development prior to the approval of any development projects.	3. New development shall not be approved until it has demonstrated that adequate water supplies exist to serve the project.	The developer for any new project in the Community Plan shall provide to the City "will serve" letters from the appropriate water purveyor.	Department of Environmental Resources	Prior to project approval.
Discharge into surface waters.	4. During project construction, all new development shall implement appropriate stormwater runoff BMPs and design features to protect receiving water quality during construction and occupancy, consistent with Stanislaus County standards.	The developer of any new project in the Community Plan area shall incorporate design features to protect receiving water quality during construction and occupancy of the project. The contractor shall implement appropriate stormwater runoff BMPs during construction. The County shall inspect the project site to verify that stormwater runoff measures are being implemented	Public Works	During project construction.
Discharge into surface waters.	5. BMPs shall be incorporated into project design to reduce urban contaminant levels in stormwater runoff, consistent with Stanislaus County standards.	The developer of any new project in the Community Plan area shall incorporate BMPs into project design to reduce urban contaminant levels in stormwater runoff.	Public Works; Department of Environmental Resources	Prior to issuance of building permit.

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Significant or Potentially Significant Impact	Mitigation Measure	Implementation, Monitoring and Reporting Actions	Monitoring and Reporting Responsibilities	Implementation, Monitoring and Reporting Schedule
Change of absorption rates, drainage patterns and the rate and amount of surface runoff.	6. All new projects within the plan area shall demonstrate through a drainage study or hydrological report, in accordance with the Stanislaus County Public Works standards, that new development would not increase peak storm flows and that adequate capacity exists downstream to accommodate increased flood volume.	The developer of any new project in the Community Plan area shall prepare a drainage study or hydrological report, to demonstrate that new development would not increase peak storm flows and that adequate capacity exists downstream to accommodate increased flood volume.	Public Works; Department of Environmental Resources	Prior to project approval.
Odor	10. To address potential land use incompatibilities related to odor, new residential areas shall not be located immediately adjacent to odor producing land uses. If this is infeasible, adequate setbacks shall be provided as part of the project.	The County shall review new residential development to determine potential odor incompatibilities. If such potential exists, the County shall require adequate setbacks at the residential property to reduce odor impacts to acceptable levels.	Department of Environmental Resources; SJVAPCD	Prior to project approval.
Potential hazardous materials	11. Prior to development at locations suspected or known to have used hazardous materials, a Phase 1 Environmental Site Assessment shall be prepared in accordance with ASTM Standard to identify whether past or existing uses of the site have adversely affected soil or groundwater, or would otherwise pose a health hazard during site development. Results of the Phase 1 investigation shall be used to determine whether additional investigation or site management is needed.	A Phase 1 Environmental Site Assessment shall be prepared by the developer of any new project in the Community Plan area prior to development at locations suspected or known to have used hazardous materials. Based on results of the Phase 1 investigation, additional investigation or site management shall be required.	Planning Department; Department of Environmental Resources	Prior to grading or construction activities.
Potential hazardous materials	12. Construction contracts shall include a stop-work provision in the event previously unidentified contamination is discovered during construction so that appropriate actions can be taken to reduce potential human health and environmental hazards.	The developer of any new project in the Community Plan area shall include in all construction contracts a stop-work provision in the event unidentified contamination is discovered during construction.	Planning Department; Department of Environmental Resources	Prior to construction.

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Increase in noise levels.	13. New residential development located within areas subject to noise levels in excess of 60 L_{dn} shall demonstrate through an acoustical study that project design would reduce noise impacts to acceptable levels (per the County General Plan). Measures to reduce noise could include, sound-rated windows, sound walls, barriers, increased setbacks or other modifications to project design, or noise attenuation of proposed or existing buildings.	An acoustical study shall be prepared by the developer of any new project in the Community Plan area which demonstrates that project design would reduce noise impacts to acceptable levels in areas of new residential development subject to noise levels in excess of 60 L_{dn} .	Planning Department; Department of Environmental Resources	Prior to project approval.
Increase in noise levels.	14. New development shall implement the following measures during construction: a. Construction shall be allowed only during the day, during hours designated by the County. b. All construction equipment shall be fitted with properly functioning mufflers. c. Any noisy construction equipment shall be located away from sensitive receptors, and, if necessary, temporary noise barriers shall be constructed between noise sources and sensitive receptors.	All construction contracts shall include the measures identified in Mitigation Measure 14. The County shall inspect the project site to verify that noise reduction measures are implemented.	Planning Department Building Department	Prior to issuance of grading and construction permits. During construction.
Fire protection	15. All new development in the Community Plan Area shall be required to pay all applicable program fees, as defined by the Keyes Fire Protection District, which shall be used to prevent fire protection service from dropping below its current level. Fees may be used towards the purchase of new or replacement vehicles or substation space.	All new development in the Community Plan Area shall pay all applicable program fees, as defined by the Keyes Fire Protection District.	Planning Department; Keyes Fire Protection District	Prior to project approval.

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Light and glare	16. New multistory development in Highway Commercial, Industrial and Planned Industrial areas shall minimize the use of reflective surfaces and have those reflective surfaces which are used to be oriented in such a manner to reduce glare impacts along roadways.	The County shall review new multistory development in Highway Commercial, Industrial, and Planned Industrial areas to ensure that reflective surfaces would not result in glare along roadways.	Planning Department	Prior to project approval.
Light and glare	17. In Highway Commercial areas, cut-off luminaries, and/or shield, low-intensity lights shall be used to minimize the visibility of the lighting from nearby areas, and to prevent "spill over" of light onto adjacent residential properties.	New development in Highway Commercial areas shall include cut-off luminaries, and/or shield, low-intensity lights to prevent spillover.	Planning Department	Prior to project approval.
Park facilities	18. New development shall be required to contribute its fair share, as determined by the County of Stanislaus, toward provision of the parks proposed by this plan.	The developer of any new project in the Community Plan area shall to contribute its fair share toward provision of the parks proposed by the Community Plan.	Planning Department; Parks Department	Prior to project approval.

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