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

Date:	**August 21, 2026**
To:	**Distribution List (See Attachment A)**
From:	**Marcus Ruddicks, Assistant Planner Planning and Community Development**
Subject:	**USE PERMIT APPLICATION NO. PLN2024-0070- HICKMAN COMMUNITY CHURCH**
Comment Period:	**August 21, 2026 – September 24, 2026**
Respond By:	**September 24, 2026**
Public Hearing Date:	**Not yet scheduled. A separate notice will be sent to you when a hearing is scheduled.**

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:	**Hickman Community Church**
Project Location:	**854 I Street, between Lake Road and 4th Street, in the Community of Hickman.**
APN's:	**019-047-012 and 019-047-013**
Williamson Act Contract:	**N/A**

General Plan: 019-047-012: Agriculture
019-047-013: Low Density Residential

Community Plan: 019-047-012: Agriculture
019-047-013: Residential

Current Zoning: 019-047-012: General Agriculture (A-2-10)
019-047-013: Rural Residential (R-A)

Project Description: Request to expand an existing church by 42,469± square feet to allow for the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, and to install a new monument sign, in six phases. The project site consists of two parcels, a 1.29± acre parcel in the Rural Residential (R-A) zoning district and a 7.62± acre parcel in the General Agriculture (A-2-10) zoning district.

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

USE PERMIT APPLICATION NO. PLN2024-0070- HICKMAN COMMUNITY CHURCH

Attachment A

Distribution List

	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 DEPT OF SOCIAL SERVICES		STAN CO ERC
	CA DEPT OF HEALTH CARE SERVICES	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: WATERFORD		STAN CO PARKS & RECREATION
	COMMUNITY SERVICES/SANITARY DIST	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO PUBLIC WORKS - SURVEY
	COUNTY OF:		STAN CO RISK MANAGEMENT
X	DER - GROUNDWATER RESOURCES DIVISION	X	STAN CO SHERIFF
X	DISPOSAL DIST: TURLOCK SCAVENGER 3	X	STAN CO SUPERVISOR DIST 2: CHIESA
X	FIRE PROTECTION DIST: STAN CON	X	STAN COUNTY COUNSEL
X	GSA: WEST TURLOCK SUBBASIN		StanCOG
	HOSPITAL DIST:	X	STANISLAUS FIRE PREVENTION BUREAU
X	IRRIGATION DIST: TURLOCK	X	STANISLAUS LAFCO
X	MOSQUITO DIST: TURLOCK	X	STATE OF CA SWRCB – DIV OF DRINKING WATER DIST. 10
X	STANISLAUS COUNTY EMERGENCY MEDICAL SERVICES	X	SURROUNDING LAND OWNERS
X	MUNICIPAL ADVISORY COUNCIL: HICKMAN		INTERESTED PARTIES
X	PACIFIC GAS & ELECTRIC	X	TELEPHONE COMPANY: AT&T
	POSTMASTER:		TRIBAL CONTACTS

			(CA Government Code §65352.3)
	RAILROAD:		US ARMY CORPS OF ENGINEERS
X	SAN JOAQUIN VALLEY APCD	X	US FISH & WILDLIFE
X	SCHOOL DIST 1: HICKMAN COMMUNITY CHARTER		US MILITARY (SB 1462)
X	SCHOOL DIST 2: HUGHSON UNIFIED		USDA NRCS
	WORKFORCE DEVELOPMENT		WATER DIST:
X	STAN CO AG COMMISSIONER		

STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM

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

FROM: _____

SUBJECT: **USE PERMIT APPLICATION NO. PLN2024-0070- HICKMAN COMMUNITY CHURCH**

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

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1010 10TH Street, Suite 3400, Modesto, CA 95354
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CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2025

1.	**Project title:**	Use Permit Application No. PLN2024-0070 - Hickman Community Church
2.	**Lead agency name and address:**	Stanislaus County 1010 10th Street, Suite 3400 Modesto, CA 95354
3.	**Contact person and phone number:**	Marcus Ruddicks, Assistant Planner (209) 525-6330
4.	**Project location:**	854 I Street, between Lake Road and 4th Street, in the Community of Hickman (APNs: 019-047-012 and 019-047-013)
5.	**Project sponsor's name and address:**	Hickman Community Church 854 I Street Hickman, CA 95323
6.	**General Plan designation:**	019-047-012: Agriculture 019-047-013: Low Density Residential
7.	**Community Plan designation:**	019-047-012: N/A 019-047-013: Residential
8.	**Zoning:**	019-047-012: General Agriculture (A-2-10) 019-047-013: Rural Residential (R-A)

9. Description of project:

Request to expand an existing church by 42,469± square feet, to allow for the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, and to install a new monument sign, in six phases. The project also proposes to hold special events and conferences, to demolish 7,491± square feet of existing structures, to improve the existing basketball court, and to renovate an existing commercial kitchen. The project site consists of two parcels, a 1.29± acre parcel in the Rural Residential (R-A) zoning district and a 7.62± acre parcel in the General Agriculture (A-2-10) zoning district.

Use Permit No. UP2000-10 approved the development of up to 46,245 square feet of structures and 5.43 acres of outdoor improvements (such as athletic fields, an amphitheater, drainage basins, and open space areas) on the project site. Subsequent staff approval permits have downscaled the approved development to 4.26 acres of outdoor improvements and 36,717± square feet of structures including five classroom buildings, a 10,000± square-foot replacement sanctuary building, a 4,400± square-foot multipurpose building, two storage buildings, a basketball

court, and a playground. Ultimately, the site has been improved with 28,865± square feet of existing buildings including five classroom buildings, an 1,831± square-foot sanctuary building, a 4,195± square-foot multipurpose building, two storage buildings, a basketball court, a playground, multiple shade structures, and a tent for outdoor services.

7,491± square feet of these structures are set to be demolished in Phases Two through Six. Two of the storage buildings, the monument sign, and the kitchen renovations (approximately 2,140± square feet of construction) will be constructed on Assessor's Parcel Number (APN) 019-047-013, and the remaining 40,329± square feet of the proposed improvements will occur on APN 019-047-012. As a result of project approval, existing structures such as: three existing modular classroom buildings, two unpermitted canopies, and an existing storage building, will be demolished. After expansion, the church will be developed with a total of 71,334± square feet of improvements. Phase One will consist of renovating an existing commercial kitchen; permitting a previously unpermitted modular classroom building and existing lights at the basketball court; and constructing a new monument sign, one of the two-story, 4,800± square-foot classroom buildings and two 300± square-foot entry canopies, to an existing 4,195± square-foot multipurpose building on APN 019-047-012. Phase Two will consist of demolishing two existing entry canopies and constructing 32 additional parking stalls and two restrooms, 300± square feet each, on APN 019-047-012. Phase Three will consist of demolishing the 4,000± square-foot tent used for large service events and constructing a new parking lot in place of the existing baseball field, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, and a two-story, 3,800± square-foot classroom building on APN 019-047-012. Phase Four will consist of constructing a two-story, 19,020± square-foot classroom building, a 700± square-foot kitchen, and a 2,000± square-foot storage building on APN 019-047-012, as well as demolishing two modular classroom buildings on APN 019-047-012 and one modular classroom building on APN 019-047-013. Phase Five will consist of constructing a two-story, 5,600± square-foot classroom building on APN 019-047-012. Phase Six will consist of demolishing an existing storage building on APN 019-047-012; constructing an 1,000± square-foot picnic canopy and 440± square-foot storage building on APN 019-047-012; and constructing a 1,700± square-foot storage building on APN 019-047-013.

The Church's existing hours of service of Sunday through Saturday from 8:00 a.m. to 10:00 p.m. with the exceptions of Easter, Christmas, and New Years (when the Church is permitted to operate from sunrise to 1:30 a.m.) will remain the same. On-site activities consist of Sunday morning and evening church services, Sunday morning Bible study classes, and Wednesday evening Bible study classes for adults. The church also hosts three two-day conferences per year with 100 to 300 attendees, four to six weddings and funerals per year, and monthly large service events in the spring and summer. Occasional baptisms and other large services with typically 350 to 380 attendees take place outdoors in place of regular Sunday morning service using a tent in one of the existing parking lots. A portable PA system is used for amplified sound inside the tent as part of these events, which were not permitted by previous land use entitlements. The applicant has proposed to keep the tent set up on-site year-round. Additionally, the Church has proposed approximately three to five outdoor social events per year for members of the church, which would typically occur on Fridays or Saturdays between the hours of approximately 6:00 to 7:30 p.m. with expected attendance of 50 to 100 people. The PA system will not be used as part of these outdoor social events. The number of attendees for church services are anticipated to be expanded up to a total of 600 parishioners from the previously approved 400, as a result of the proposed sanctuary building being constructed. Additionally, it is anticipated the number of Sunday school and adult education students will increase to 200 and 240, respectively. Use of the

facility is and will continue to be for members of the church and will not be available to the general public.

The site is served by a private septic system and receives public water from the City of Waterford. The project site has an existing paved parking lot with 191 stalls. Two new parking lots are proposed to be developed as part of Phases Two and Three, bringing total available parking on-site to 417 stalls. The site has existing light poles within the parking area and landscaped planters along the parking areas. In addition to the proposed monument sign, the site has an existing five-foot by six-foot illuminated wall sign attached to a classroom building. The site is currently enclosed with existing seven-foot-tall chain-link perimeter fencing.

This use permit application was submitted in response to an active Code Enforcement case for unpermitted installation of two modular classroom buildings and construction of canopy structures on-site (No. CE 24-0038).

10.	**Surrounding land uses and setting:**	Single-family dwellings and the Community of Hickman in all directions; Irrigated cropland to the north and east; City of Waterford to the north; and Hickman Community Charter school to the south
11.	**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**	Stanislaus County Department of Public Works San Joaquin Valley Air Pollution Control District
12.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:**	In accordance with SB 18, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment. The Muwekma Ohlone Tribe of the San Francisco (S.F.) Bay Area has requested consultation in accordance with AB 52 for all projects located west of the San Joaquin River. This project is not located in that area; accordingly, this project is not being sent to the Muwekma Ohlone S.F. Bay Area tribe.
13.	**Attachments:**	I. Acoustical Analysis by WJV Acoustics, dated July 22, 2025 II. Transportation Impact Analysis by Barrios Transportation Consulting, Dated April 30, 2026, as revised August 6, 2026

III. Revised Air Quality and Greenhouse Gas Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring by Yorke Engineering, dated May 29, 2026

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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 **August 21, 2026**
Prepared by Marcus Ruddicks, Assistant Planner Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

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, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock 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 is currently improved with 28,865± square feet of existing buildings including five classroom buildings (two of which were previously unpermitted), an 1,831± square-foot sanctuary building, a 4,295± square-foot multipurpose building, two storage buildings, a basketball court, a playground, and multiple previously unpermitted canopies (including one used for large service events). The request includes the construction of four two-story classroom buildings, a replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, new twenty-five-foot-tall lighting fixtures at the existing basketball court, a new monument sign, and renovations to an existing catering kitchen. The request also includes the demolition of three existing modular classroom buildings, two unpermitted canopies, and an existing storage building. The project site has an existing paved parking lot with 191 stalls. Two new parking lots are proposed to be developed as part of Phases Two and Three, bringing total available parking on-site to 417 stalls. The site has existing light poles within the parking area and landscaped planters along the parking areas. Landscaping is also proposed along the new parking areas. In addition to the proposed monument sign, the site has an existing five-foot by six-foot illuminated wall sign attached to a classroom building. The site is currently enclosed with existing seven-foot-tall chain-link fencing.

The only scenic designation in the County is along Interstate 5, which is not near the project site. The site itself is not considered to be a scenic resource or unique scenic vista. Single-family dwellings and the Community of Hickman are located in all directions. Irrigated cropland is located to the north and east. The City of Waterford is located to the north, and the Hickman Community Charter school is located to the south. Structures within the surrounding area consist primarily of metal agricultural buildings, and residential and accessory structures with stucco, metal, and wood facades. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation[1].

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 Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			**X**	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			**X**	

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			**X**	

Discussion: The project site consists of two parcels, a 1.29± acre parcel in the Rural Residential (R-A) zoning district and a 7.62± acre parcel in the General Agriculture (A-2-10) zoning district. The project is a request to expand an existing church by 42,469± square feet to allow for the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, and to install a new monument sign, in six phases. The project also proposes to hold special events and conferences, to demolish 7,491± square feet of existing structures, to improve the existing basketball court, and to renovate an existing commercial kitchen. Churches require a Use Permit in the R-A zoning district and a Tier Three Use Permit in the A-2 zoning district.

Approximately 1.83± acres at the eastern portion of the project site, on APN 019-047-012, are classified as “Vacant or Disturbed Land” by the California Department of Conservation’s Farmland Mapping and Monitoring Program. The remaining 7.08± acres of the project site are classified as “Urban and Built-Up Land.” The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that approximately 100 percent of the project site is comprised of Snelling sandy loam, 0 to 3 percent slopes (SnA), which has a California Revised Storie Index Rating of 93. The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. The 93 Index rating equates to Grade 1 soils which are considered to be excellent soil to be used for irrigated agriculture.

Stanislaus County considers land that meets at least one of the following requirements to be prime farmland under the Uniform Rules: parcels comprised of Class 1 or Class 2 soils; parcels comprised of Grade 1 or Grade 2 soils; irrigated pastureland which supports livestock used for the production of food and fiber; and land used for unprocessed agricultural plant production with an annual gross value of not less than eight hundred dollars per-acre. Although the project site does meet the definition of prime farmland under the County’s Uniform Rules, the site is already developed with structures associated with the existing church and is not designated as 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. The parcels are not currently improved with production agriculture and have not been farmed for several years. The proposed project will not permanently convert any prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use.

The surrounding area is comprised of single-family dwellings in all directions, irrigated cropland to the north and east, the City of Waterford to the north, and the Hickman Community Charter District campus to the south.

The project site itself is not enrolled in a Williamson Act Contract; however, the nearest parcels enrolled in a Williamson Act Contract are a 214.8± acre farmed parcel located approximately 50± to the north of the project site across Lake Road and a 44.76± acre farmed parcel located approximately 180± feet to the east across the Turlock Irrigation District (TID) Main Canal. Non-contracted production agriculture exists to the north and east of the project site.

Buffer and Setback Guidelines are applicable to new or expanding uses approved in or adjacent to the General Agriculture (A-2-10) zoning district and are required to be designed to physically avoid conflicts between agricultural and non-agricultural uses. General Plan Amendment No. 2011-01 – Revised Agricultural Buffers was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. Landscaping, drainage facilities, parking lots, and similar low-people intensive uses are permitted within the setback area. The project site is bordered by the TID Main Canal to the east and County-maintained Lake Road to the north, which limits the closest encroachment of commercial agricultural uses adjoining the property. The portions of the campus adjoining the canal right-of-way will be used for parking, a drainage basin, and a small storage building. The nearest proposed occupied structure, a classroom building, will be approximately 430 feet way from the east boundary of the canal right-of-way. The site is enclosed with existing seven-foot-tall chain-link perimeter fencing, and existing screen landscaping separates the project site from APN 019-047-003 to the north. The project was referred to the Stanislaus County Agricultural Commissioner's Office, and no response has been received to date.

The project site is located in the service area for the Turlock Irrigation District (TID) for irrigation water. The project was referred to TID, who responded on April 18, 2025 with comments on the project requiring an existing irrigation pipeline that runs east-to-west along the project site be removed and relocated to current District standards and specifications, an irrigation easement be dedicated to the District and the benefit of the Improvement District members for this relocated pipeline, that the District shall review and approve all maps and plans for the project, and that development shall follow District requirements for projects adjacent to a canal, such as the installation of a block wall. Additionally, TID requires that work on irrigation facilities can only be performed during the non-irrigation season, which typically runs from November 1 through March 1. These comments will be added to the project as conditions of approval.

Based on this information, staff believes that the proposed project will not conflict with any agriculturally zoned land or Williamson Act Contracted land, nor will the project result in the conversion of prime farmland, unique farmland, or farmland of statewide importance. No forest lands or timberland exist in Stanislaus County. Therefore, this project will have no impact to forest land or timberland.

Mitigation: None.

References: Application information; Referral response received from Turlock Irrigation District (TID), dated April 18, 2025; Natural Resources Conservation Service Soil Survey; Stanislaus Soil Survey (1957); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; Stanislaus County General Plan and Support Documentation[1].

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 Incorporated	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 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, impact air quality. The church will operate Sunday through Saturday from 8:00 a.m. to 10:00 p.m., except Easter, Christmas, and New

Years celebrations allowed from sunrise to 1:30 a.m. Primary activities on-site consist of Sunday morning and evening church services, Sunday morning Bible study classes, and Wednesday evening Bible study classes for adults. Four permanent employees of the church work Monday through Friday, 9:00 a.m. to 5:00 p.m.

The Air District provided a project referral response on April 24, 2025 requesting that a Health Risk Assessment (HRA) and an Ambient Air Quality Analysis (AAQA) be completed by the applicant and submitted to the District for review. Additionally, an Air Impact Assessment (AIA) application for the project was submitted to the District and deemed complete on August 28, 2025.

An Air Quality and Greenhouse Gas (GHG) Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring by Yorke Engineering, dated August 14, 2025, was completed for the project and submitted to the Air District on August 25, 2025. The analysis found that the construction and operational phases of the proposed project would not exceed any of the District's air quality thresholds for criteria pollutant emissions. Additionally, the analysis found that the project would not be a significant source of Toxic Air Contaminants or exceed the thresholds for carcinogenic risk, or acute or chronic hazard indices. Ultimately, the analysis found the project as a whole would not conflict with or obstruct any applicable air quality plans, impact sensitive receptors, or result in cumulatively considerable increases of criteria pollutants. The Air District reviewed the analysis and responded on October 21, 2025, stating that the project is not expected to have a significant health impact on nearby sensitive receptors. The analysis was later revised to incorporate project-specific operational trip rates from a subsequent Traffic Impact Analysis (TIA) prepared by Barrios Transportation Consulting, dated April 30, 2026, with impacts to air quality and GHG impacts of the proposed Project still being shown to be less than significant. The updated analysis, dated May 29, 2026, was submitted to the Air District on June 1, 2026. The Air District reviewed the updated analysis and responded with no additional comments on June 8, 2026. The project will be subject to all applicable District rules and regulations. Additionally, a condition of approval will be added to the project to ensure consultation with the Air District takes place prior to issuance of any grading, encroachment, or building permit.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. While the daily increase in vehicle trips is expected to be 431 on Sunday and 200 on Wednesday for regular Bible study classes based on the church's proposed congregation expansion from 250 to 600 people and the 301 observed trips on Sunday and 142 observed trips on Wednesday in the Traffic Impact Analysis (TIA) prepared by Barrios Transportation Consulting, dated April 30, 2026, the average daily increase in vehicle trips is 91, which is below this threshold. Traffic was analyzed during study periods of 5:30 p.m. to 8:30 p.m. on Wednesday and 8:00 a.m. to 1:00 p.m. on Sunday, based on the anticipated peak traffic times for the project for regular weekly service and Bible study classes. As this is below the threshold of significance for vehicle trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

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.

Construction activities associated with the proposed project would consist primarily of the demolition of existing canopies and classroom and storage buildings on-site and construction of four two-story classroom buildings, a replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, new lighting fixtures at the existing basketball court, a new monument sign, and renovations to an existing catering kitchen, with all activities proposed to be completed over six phases. These activities would not require any substantial use of heavy-duty construction equipment and would require little or no demolition or grading as the site is already developed and considered to be topographically flat. Consequently, emissions would be minimal. Furthermore, all construction activities would occur in compliance with all SJVAPCD regulations; therefore, construction emissions would be less than significant without mitigation.

As the project must comply with District regulations, the project's emissions would be less than significant for all criteria pollutants, would not be inconsistent with any applicable air quality attainment plans, and would result in less than significant impacts to air quality.

Mitigation: None.

References: Referral response received from San Joaquin Valley Air Pollution Control District, dated April 24, 2025; Transportation Impact Analysis by Barrios Transportation Consulting, Dated April 30, 2026, as revised August 6, 2026; Revised Air Quality and Greenhouse Gas Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring by Yorke Engineering, dated May 29, 2026; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County Zoning Ordinance (Title 21); Application information; Stanislaus County General Plan and Support Documentation[1].

IV. BIOLOGICAL RESOURCES. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California			**X**	

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

Discussion: It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There is no known sensitive or protected species or natural community located on the site. The project is located within the Montpelier Quad of the California Natural Diversity Database.

Based on results from the California Natural Diversity Database (CNDDB), there are three animal species (excluding fish and mollusk species for which there is no feasible or potential habitat on the project site due to the lack of hydrological features) which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Montpelier California Natural Diversity Database Quad. These species include tricolored blackbird, California tiger salamander- central California DPS, and western spadefoot. Of these species, only the California tiger salamander- central California DPS has been spotted within a three-mile radius of the project site, but the species has been presumed extant in the area since 1988.

An early consultation was referred to the California Department of Fish and Wildlife, and no response was received. The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors are considered to be less than significant.

Mitigation: None.

References: California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; California Natural Diversity Database, Planning and Community Development GIS, accessed July 21, 2026; Stanislaus County General Plan and Support Documentation[1].

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			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: It does not appear this project will result in significant impacts to any archaeological or cultural resources. The majority of the project site is already developed. Conditions of approval will be placed on the project, requiring that any future construction activities shall be halted, if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

VI. ENERGY. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to			X	

wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Discussion: The California Environmental Quality Act (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 also referred to the San Joaquin Valley Air Pollution Control District (SJVAPCD), who provided a project referral response on April 24, 2025 requesting that a Health Risk Assessment (HRA) and an Ambient Air Quality Analysis (AAQA) be completed by the applicant and submitted to the District for review. Additionally, the applicant submitted an Air Impact Analysis (AIA) application for the project which was deemed complete by the District on August 28, 2025.

As discussed in Section III – *Air Quality,* a revised Air Quality and Greenhouse Gas (GHG) Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring by Yorke Engineering, dated May 29, 2026, was submitted to the Air District on June 1, 2026. The analysis found that the construction and operational phases of the proposed project would not exceed any of the District's air quality thresholds for criteria pollutant emissions, and GHG impacts of the project would be less than significant. The Air District reviewed the updated analysis and responded with no additional comments on June 8, 2026.

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. As discussed in Section III – *Air Quality*, activities related to the project would not significantly increase VMT due to the number of vehicle trips not exceeding a total of 110 vehicle trips per-day. While the daily increase in vehicle trips is expected to be 431 on Sunday and 200 on Wednesday for regular Bible study classes based on the Traffic Impact Analysis (TIA) prepared by Barrios Transportation Consulting, dated April 30, 2026, the average daily increase in vehicle trips is 91, which is below this threshold.

The project was referred to Turlock Irrigation District (TID), which serves the project site and surrounding area for electrical service. TID responded on April 18, 2025 with no comments related to electrical utilities.

It does not appear that this project will result in significant impacts to the wasteful, inefficient, or unnecessary consumption of energy resources. Accordingly, the potential impacts to Energy are considered to be less than significant.

Mitigation: None.

References: Referral response received from Turlock Irrigation District (TID), dated April 18, 2025; Referral response received from San Joaquin Valley Air Pollution Control District, dated April 24, 2025; Transportation Impact Analysis by Barrios Transportation Consulting, Dated April 30, 2026, as revised August 6, 2026; Revised Air Quality and Greenhouse Gas Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring by Yorke Engineering, dated May 29, 2026; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Governor's Office of Planning and Research Technical Advisory, December 2018; Application information.

VII. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			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 Snelling sandy loam, 0 to 3 percent slopes (SnA). 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.

Any structures resulting from this project will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. Any earth moving is subject to Public Works Standards and Specifications, which consider the potential for erosion and run-off prior to permit approval. Likewise, any addition or expansion of a septic tank or alternative wastewater disposal system 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. A referral response received from the Environmental Health Division of DER stated that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate, that no dispersal systems or replacement areas shall be covered by an impermeable surface, that on-site wastewater treatment system (OWTS) shall be by individual Primary and Secondary wastewater treatment units operated under conditions and guidelines established by Measure X, and that prior to issuance of any grading or building permit, the applicant shall be required to submit a site plan that includes the location, layout, and design of all existing and/or proposed on-site wastewater treatment systems (OWTS), their future 100% expansion (replacement) areas, and all water wells. An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as landscaping and improvements not being permitted within the ultimate Stanislaus County right-of-way; no parking, loading, or unloading of vehicles being permitted in the County right-of-way; irrevocable offers of dedication being required; and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

The project site is not located near an active fault or within a high earthquake zone. Landslides are not likely due to the flat terrain of the area. Impacts to geology and soils are anticipated to be less than significant.

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated April 23, 2025; Referral response from the Stanislaus County Department of Public Works dated September 11, 2025; Stanislaus County General Plan and Support Documentation[1].

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

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 short-term emissions of GHGs during construction, primarily composed of CO2, CH4, and N2O, would be the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF6) are typically associated with specific industrial sources and are not expected to be emitted by future construction at this project site. As described in Section III - *Air Quality*, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO2 from future construction would be less than significant. Any future construction resulting from the project would be required to meet mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures, of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11) which includes minimum statewide standards to significantly reduce GHG emissions from new construction. Future construction activities associated with this project would be considered less than significant as they are temporary in nature and subject to meeting San Joaquin Valley Air Pollution Control District (SJVAPCD) standards for emissions.

Direct emissions of GHGs from the operation of the proposed project are primarily due to passenger vehicle trips to and from the site for regular Sunday morning and evening church services, Sunday morning Bible study classes, and Wednesday evening Bible study classes for adults. As required by California Environmental Quality Act (CEQA) Guidelines section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. As discussed in Section III – *Air Quality*, activities related to the project would not significantly increase VMT due to the number of vehicle trips not exceeding a total of 110 vehicle trips per-day. While the daily increase in vehicle trips is expected to be 431 on Sunday and 200 on Wednesday for regular Bible study classes based on the Traffic Impact Analysis (TIA) prepared by Barrios Transportation Consulting, dated April 30, 2026, the average daily increase in vehicle trips is 91, which is below this threshold.

As discussed in Section III – *Air Quality,* a referral response from the San Joaquin Valley Air Pollution Control District (SJVAPCD) indicated that the District required a Health Risk Assessment (HRA) and an Ambient Air Quality Analysis (AAQA) be completed by the applicant and submitted to the District for review. Additionally, an Air Impact Assessment (AIA) application for the project was submitted and deemed complete by the District on August 28, 2025.

A revised Air Quality and Greenhouse Gas (GHG) Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring by Yorke Engineering, dated May 29, 2026, was submitted to the Air District on June 1, 2026. The analysis found that the construction and operational phases of the proposed project would not exceed any of the District's air quality thresholds for criteria pollutant emissions, and GHG impacts of the project would be less than significant. The Air District reviewed the updated analysis and responded with no additional comments on June 8, 2026.

Based on project details and the conditions of approval to be placed on the project requiring that the applicant be in compliance with the District's rules and regulations, GHG emissions are considered to be less than significant for the project.

Mitigation: None.

References: Referral response received from San Joaquin Valley Air Pollution Control District, dated April 24, 2025; Transportation Impact Analysis by Barrios Transportation Consulting, dated April 30, 2026, as revised August 6, 2026; Revised Air Quality and Greenhouse Gas Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring by Yorke Engineering, dated May 29, 2026; Stanislaus County General Plan and Support Documentation[1].

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			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 is not anticipated to 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 County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. The Hazardous Materials Division of DER provided a referral response on April 23, 2025 with no comments on the project. The project was also referred to the Environmental Health Division of DER, who provided a referral response stating that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate, that no dispersal systems or replacement areas shall be covered by an impermeable surface, that on-site wastewater treatment system (OWTS) shall be by individual Primary and Secondary wastewater treatment units operated under conditions and guidelines established by Measure X, and that prior to issuance of any grading or building permit, the applicant shall be required to submit a site plan that

includes the location, layout, and design of all existing and/or proposed on-site wastewater treatment systems (OWTS), their future 100% expansion (replacement) areas, and all water wells.

Pesticide exposure is a risk in areas located in the vicinity of agriculture. Sources of exposure include contaminated groundwater from 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 nearest properties in production agriculture with records of pesticide use are a 214.8± acre farmed parcel located approximately 50± to the north of the project site across Lake Road and a 44.76± acre farmed parcel located approximately 180± feet to the east across the Turlock Irrigation District (TID) Main Canal. The project was referred to the Stanislaus County Agricultural Commissioner, who regulates pesticide use, and no comments have been received to date related to pesticide use in the area. As discussed in Section II – *Agricultural and Forest Resources*, General Plan Amendment No. 2011-01 – Revised Agricultural Buffers was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. Landscaping, drainage facilities, parking lots, and similar low people intensive uses are permitted within the setback area. The project site is bordered by the TID Main Canal to the east and County-maintained Lake Road to the north, which limits the closest encroachment of commercial agricultural uses adjoining the property. The portions of the campus adjoining the canal right-of-way will be used for parking, a drainage basin, and a small storage building. The nearest proposed occupied structure, a classroom building, will be approximately 430 feet way from the east boundary of the canal right-of-way. The site is enclosed with existing seven-foot-tall chain-link perimeter fencing, and existing screen landscaping separates the project site from APN 019-047-003 to the north.

The project site is not listed on the EnviroStor database managed by the CA Department of Toxic Substances Control (DTSC) or within the vicinity of any airport. The project was referred to the DTSC, who provided a referral response on April 9, 2025 recommended surveys be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk if buildings or other structures are to be demolished and for all imported soil and fill material to be tested to ensure any contaminants of concern meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.

The site is located in a Local Responsibility Area (LRA) for fire protection and is served by the Stanislaus Consolidated Fire Protection District. The project was referred to the Stanislaus Consolidated Fire Protection District, and no comments have been received to date. The project was referred to the Stanislaus County Fire Prevention Bureau, and no comments have been received to date.

The project site is not within the vicinity of any airstrip, airport land use plan area, or wildlands. No significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

Mitigation: None.

References: Application Materials; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated April 23, 2025; Referral response received from the Department of Toxic Substances Control, dated April 9, 2025. Department of Toxic

Substances Control's Data Management System (EnviroStor); Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation[1].

X. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in 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: Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which

includes areas determined to be outside the 0.2% annual chance floodplains. All flood zone requirements will be addressed by the Building Permits Division during the building permit process. The project proposes to handle stormwater drainage via a new drainage basin on the eastern side of the parcel. An early consultation referral response received from the Department of Public Works requires that grading and drainage plan be submitted which designs all storm drainage facilities using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

The site is currently served by a private septic system and receives public water from the City of Waterford. A referral response received from the Environmental Health Division of DER stated that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate, that no dispersal systems or replacement areas shall be covered by an impermeable surface, that on-site wastewater treatment system (OWTS) shall be by individual Primary and Secondary wastewater treatment units operated under conditions and guidelines established by Measure X, and that prior to issuance of any grading or building permit, the applicant shall be required to submit a site plan that includes the location, layout, and design of all existing and/or proposed on-site wastewater treatment systems (OWTS), their future 100% expansion (replacement) areas, and all water wells. The project was referred to City of Waterford, and no response has been received to date.

The project was referred to the Department of Environmental Resources (DER)'s Groundwater Resources Division, who responded on April 22, 2025 requesting that the proposed development project be referred to the Stanislaus and Tuolumne Rivers Groundwater Basin Association Groundwater Sustainability Agency GSA for review and comment. The project was referred to the West Turlock Subbasin GSA, and no comments have been received to date.

The project site is located in the service area for the Turlock Irrigation District (TID) for irrigation water. The project was referred to TID, who responded on April 18, 2025 with comments on the project requiring an existing irrigation pipeline that runs east-to-west along the project site be removed and relocated to current District standards and specifications, an irrigation easement be dedicated to the District and the benefit of the Improvement District members for this relocated pipeline, that the District shall review and approve all maps and plans for the project, and that development shall follow District requirements for projects adjacent to a canal, such as the installation of a block wall. Additionally, TID requires that work on irrigation facilities can only be performed during the non-irrigation season, which typically runs from November 1 through March 1. These comments will be added to the project as conditions of approval.

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 information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated April 23, 2025; Referral response from the Department of Environmental Resources (DER) Groundwater Resources Division, dated April 22, 2025; Referral response from the Stanislaus County Department of Public Works dated September 11, 2025; Stanislaus County General Plan and Support Documentation[1].

XI. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			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: The project site consists of two parcels. APN 019-047-012 is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned General Agriculture (A-2-10). APN 019-047-013 is designated Low Density Residential by the Stanislaus County General Plan land use diagrams and zoned Rural Residential (R-A).

The project is a request to expand an existing church by 42,469± square feet, to allow for the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, and to install a new monument sign, in six phases. The project also proposes to hold special events and conferences, to demolish 7,491± square feet of existing structures, to improve the existing basketball court, and to renovate an existing commercial kitchen. The project site consists of two parcels, a 1.29± acre parcel in the Rural Residential (R-A) zoning district and a 7.62± acre parcel in the General Agriculture (A-2-10) zoning district. The site is currently improved with 28,865± square feet of existing buildings including five classroom buildings (two of which were previously unpermitted), an 1,831± square-foot sanctuary building, a 4,195± square-foot multipurpose building, two storage buildings, a basketball court, a playground, and multiple previously unpermitted canopies (including one used for large service events). The current request includes the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, improvements to the existing basketball court, a new monument sign, and renovations to an existing catering kitchen.

Churches are allowed in the R-A zoning district provided a use permit is first obtained per Section 21.24.030 of the Stanislaus County Zoning Ordinance. Use permits may be allowed when the Planning Commission finds that:

- The establishment, maintenance and operation of the proposed use or building applied for is consistent with the General Plan and will not, under the circumstances of the particular case, be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the use, and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

The proposed use is considered a Tier Three use, which are not directly related to agriculture but may be necessary to serve the A-2 district or may be difficult to locate in an urban area. As allowed under Section 21.020.030(C) of the Stanislaus County Zoning Ordinance, Tier Three uses may be allowed when the Planning Commission finds that:

1. The use as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity; and

2. The parcel on which such use is requested is not located in one of the County's "most productive agricultural areas," as that term is used in the agricultural element of the general plan; or the character of the use that is requested is such that the land may reasonably be returned to agricultural use in the future.

Based on the specific features and design of this project, it does not appear this project will impact the long-term productive agricultural capability of surrounding contracted lands in the A-2 zoning district. There is no indication this project will result in the removal of adjacent contracted land from agricultural use. With the application of conditions of approval, there is no indication that, under the circumstances of this particular case, the proposed operation will be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use or that it will be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

As discussed in Section II – *Agricultural and Forest Resources*, General Plan Amendment No. 2011-01 – Revised Agricultural Buffers was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. Landscaping, drainage facilities, parking lots, and similar low people intensive uses are permitted within the setback area. The project site is bordered by the TID Main Canal to the east and County-maintained Lake Road to the north, which limits the closest encroachment of commercial agricultural uses adjoining the property. The portions of the campus adjoining the canal right-of-way will be used for parking, a drainage basin, and a small storage building. The nearest proposed occupied structure, a classroom building, will be approximately 430 feet away from the east boundary of the canal right-of-way. The site is enclosed with existing seven-foot-tall chain-link perimeter fencing, and existing screen landscaping separates the project site from APN 019-047-003 to the north.

The project site is not located within the Local Agency Formation Commission (LAFCO) - adopted Sphere of Influence (SOI) or adopted General Plan area of any incorporated cities in Stanislaus County.

The project will not physically divide an established community nor conflict with any habitat conservation plans. This project is not known to conflict with any adopted land use plan, policy, or regulation of any agency with jurisdiction over the project. No significant impacts associated with land use and planning are anticipated to occur as a result of the proposed project.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1].

XIII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		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			X	

expose people residing or working in the project area to excessive noise levels?				

Discussion: The Stanislaus County General Plan identifies noise levels up to 70 dB Ldn (or CNEL) as the normally acceptable level of noise for schools, libraries, museums, hospitals, personal care, meeting halls, and churches. The General Plan identifies noise levels for residential or other noise-sensitive land uses of up to 55 hourly Leq, dBA and 75 Lmax, dBA from 7:00 a.m. to 10:00 p.m. and 45 hourly Leq, dBA and 65 Lmax, dBA from 10:00 p.m. to 7:00 a.m. Pure tone noises, such as music, shall be reduced by five dBA; however, when ambient noise levels exceed the standards, the standards shall be increased to the ambient noise levels. The project site's existing hours of use, which are not proposed to change as a result of this request, are Sunday through Saturday from 8:00 a.m. to 10:00 p.m., except Easter, Christmas, and New Years celebrations, which are allowed from sunrise to 1:30 a.m.

An Acoustical Analysis by WJV Acoustics, dated July 22, 2025, was completed for the project to account for potential noise impacts from the occasional baptisms and other large services with typically 350 to 380 attendees conducted by the church that take place outdoors in place of regular Sunday morning service using a tent in one of the existing parking lots. The outdoor services would typically occur once a month during the spring and summer on Sundays between the hours of 10:30 a.m. to noon. A portable PA system is used for amplified speech and music as part of these events. Additionally, the Church has proposed approximately three to five outdoor social events per year for members of the church, which would typically occur on Fridays or Saturdays between the hours of approximately 6:00 to 7:30 p.m. with expected attendance of 50 to 100 people. The PA system will not be used as part of these outdoor social events. The analysis measured ambient noise levels and project-related noise levels at three locations on the project site near the closest sensitive receptors (dwellings on adjacent parcels to the north, west, and south). The analysis indicated that ambient noise levels at all three locations were below the Leq levels identified in the General Plan, and ambient noise levels were below Lmax levels at two of the three locations, with ambient measurements at location ST-3 (which is adjacent to APN 019-047-014) being 71 dBA. Measurements taken at the same locations while amplified music was played inside the tent used for large events were below the Lmax and Leq levels identified in the General Plan. Mitigation measures proposed in the analysis include limiting operation and all amplified speech and music concluding by 10:00 p.m. (which would be consistent with the church's existing operating hours) and locating the speakers of the PA system in the northern portion of the large service tent while orienting them to face toward the south to keep operational noise levels consistent with the analysis and limit potential impacts to sensitive receptors.

The nearest sensitive noise receptors are dwellings located on adjacent parcels to the north, west, and south of the project site (APNs 019-047-003, 019-047-005, and 019-047-014). Noise impacts associated with on-site activities are not expected to impact this receptor with mitigation measures in place. The site itself is impacted by the noise generated from traffic on Lake Road and I Street and farming operations in the surrounding area. Noise impacts associated with on-site activities will include regular church activities such as indoor services and Bible study on Wednesday evenings and Sunday mornings and evenings, as well as proposed occasional outdoor service events and conferences. Such uses should be under the threshold established by the General Plan's Noise Element and Chapter 10.46 of the County Code – Noise Control. On-site grading and construction resulting from this project may result in a temporary increase in the area's ambient noise levels;

however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise.

The site is not located within an airport land use plan. Noise impacts associated with the proposed project are considered to be less than significant with mitigation measures in place.

Mitigation:

1. **Use of amplified speech and music shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m. Use of amplified speech or music outdoors shall not be permitted outside the large service tent.**

2. **The speaker system shall be located within the northern portion of the tent canopy area, based on the location of the tent shown on the site plan circulated with the Initial Study for the project, and shall be oriented toward the south when in operation.**

3. **Noise levels associated with all on-site activities shall comply with all applicable Stanislaus County noise standards. If a documented noise complaint is received by the County, such complaint shall be investigated to determine if the allowable noise standards were exceeded. A documented noise complaint shall be considered one of the following: multiple complaints received during a 24-hour period from more than one property owner and/or resident of the surrounding area; or, receipt of noise measurements showing exceeded noise standards from a noise consultant determined by the County Planning Director to be qualified; or receipt of results from noise monitoring equipment calibrated by a noise consultant determined by the County Planning Director to be qualified and showing exceeded noise standards.**

   Upon receipt of a documented noise complaint, the County may require additional noise analysis to be conducted, at the operator's/property owner's cost, to determine if noise standards may have been exceeded. No amplified speech or music events shall be held until the Planning Director has determined that the noise complaint has been resolved.

   Any additional noise analysis required to be conducted, including review, acceptance, development of recommended sound controls, and/or inspection associated with noise mitigation, shall be conducted by a qualified noise consultant, whose contract shall be procured either by the County Planning Department or by the operator/property owner. A deposit based on actual cost, including weighted labor rates for staff time, to cover the costs of the noise analysis shall be made with the Planning Department, by the operator/property owner, prior to any work being conducted. Should the operator/property owner choose to procure their own noise consultant, they shall be responsible to pay the County's costs to hire a third party to review the noise analysis if determined necessary. Upon receiving written notice from the County of the need for additional noise analysis or third-party review, the operator/property owner shall submit a deposit, in the amount determined necessary by the County, within 30-days of the deposit amount being identified by the County. The property owner/operator shall implement any additional sound control measures required to reduce noise to allowable

levels within 30 days of the County having accepted the analysis as adequate. Additional time to implement County-approved sound control measures may be approved at the discretion of the Planning Director upon written request outlining the need for additional time and the interim steps to be taken to address the noise issues.

References: Acoustical Analysis by WJV Acoustics, dated July 22, 2025; Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The site is not included in the vacant sites inventory for the 2023 Stanislaus County Housing Element, which covers the sixth 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.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1].

XV. PUBLIC SERVICES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause			X	

significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			**X**	
Police protection?			**X**	
Schools?			**X**	
Parks?			**X**	
Other public facilities?			**X**	

Discussion: This project was circulated to all applicable school, fire, police, irrigation, and public works departments and districts during the early consultation referral period and no concerns were identified with regard to public services including Stanislaus Consolidated Fire Protection District, the Stanislaus County Sheriff's Office, the Hickman Community Charter and Hughson Unified School Districts, Stanislaus County Public Works Department, and Turlock Irrigation District (TID). Of these agencies, only Public Works and TID responded with comments. The referral response received from Public Works contained standard requirements that will be applied to the project as conditions of approval, such as landscaping and improvements not being permitted within the ultimate Stanislaus County right-of-way; no parking, loading, or unloading of vehicles being permitted in the County right-of-way; irrevocable offers of dedication being required; and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. The referral response from TID contained comments requiring an existing irrigation pipeline that runs east-to-west along the project site be removed and relocated to current District standards and specifications, an irrigation easement be dedicated to the District and the benefit of the Improvement District members for this relocated pipeline, that the District shall review and approve all maps and plans for the project, and that development shall follow District requirements for projects adjacent to a canal, such as the installation of a block wall. Additionally, TID requires that work on irrigation facilities can only be performed during the non-irrigation season, which typically runs from November 1 through March 1. These comments will be added to the project as conditions of approval. TID also provides electrical service to the site and had no comments related to electric utilities.

The County has adopted Public Facilities Fees, as well as School and Fire Facility Fees on behalf of the appropriate districts, to address impacts to public services. Construction associated with this project shall be subject to all adopted public facility fees, which will be required to be paid at the time of building permit issuance.

This project was circulated to all applicable school, fire, police, irrigation, and public works departments and districts during the early consultation referral period and no concerns were identified with regard to public services.

Mitigation: None.

References: Application information; Referral response received from Turlock Irrigation District (TID), dated April 18, 2025; Referral response from the Stanislaus County Department of Public Works dated September 11, 2025; Stanislaus County General Plan and Support Documentation[1].

XVI. RECREATION.	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion: This project will not increase demands for recreational facilities, as such impacts typically are associated with residential development. Any construction will require payment of public facility fees, which includes fees for parks.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The project is a request to expand an existing church by 42,469± square feet, to allow for the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, and to install a new monument sign, in six phases. The project also proposes to hold special events and conferences, to demolish 7,491± square feet of existing structures, to improve the existing basketball court, and to renovate an existing commercial kitchen. The project site consists of two parcels, a 1.29± acre parcel in the Rural Residential (R-A) zoning district and a 7.62± acre parcel in the General Agriculture (A-2-10) zoning district. The site is currently improved with 28,865± square feet of existing buildings including five classroom buildings (two of which were previously unpermitted), an 1,831± square-foot sanctuary building, a 4,195± square-foot multipurpose building, two storage buildings, a basketball court, a playground, and multiple previously unpermitted canopies (including one used for large service events). The current request includes the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, improvements to the existing basketball court, a new monument sign, and renovations to an existing catering kitchen.

The project will not change the site's existing hours of use of Sunday through Saturday from 8:00 a.m. to 10:00 p.m., except Easter, Christmas, and New Years celebrations allowed from sunrise to 1:30 a.m. Activities on-site consist of Sunday morning and evening church services, Sunday morning Bible study classes, and Wednesday evening Bible study classes for adults. The church also hosts three two-day conferences per year, four to six weddings and funerals per year, and monthly large service events in the spring and summer. Occasional baptisms and other large services with typically 350 to 380 attendees take place outdoors in place of regular Sunday morning service using a tent in one of the existing parking lots. The project site has existing access onto County-maintained I Street and a reciprocal access easement with the Hickman Community Charter District located to the south (APN 019-048-001). The applicant has also proposed a new access driveway onto County-maintained Lake Road.

This project was referred to the Department of Public Works and the California Department of Transportation (Caltrans). No response has been received from Caltrans to date. A referral response received from Public Works required that a comprehensive Traffic Impact Analysis (TIA) identifying the transportation impacts generated by the project be generated by a licensed traffic engineer. A TIA prepared by Barrios Transportation Consulting, dated April 30, 2026, was completed for the project and submitted to Public Works on April 30, 2026. The study area of the TIA included the intersections of Hickman Road and Lake Road, I Street and Lake Road, Hickman Road and 6th Street, Montpelier Road and 6th Street, as well as a proposed access point from the project site onto Lake Road. Traffic was analyzed during study periods of 5:30 p.m. to 8:30 p.m. on Wednesday and 8:00 a.m. to 1:00 p.m. on Sunday, based on the anticipated peak traffic times for the project for regular weekly service and Bible study classes. A total of 169 vehicle trips to the site and 138 vehicle trips from the site (for a total of 307 trips) were observed during the Sunday study period, and 85 trips to the site and 57 trips from the site (for a total of 142 trips) were observed during the Wednesday study period. As described in Section 3.2 of the TIA, trip generation rates can be calculated by dividing the total number of trips by the church's existing number of seats (250) to determine the number of trips per seat. Based on calculated trip generation rates using this method and the proposed expansion of the church's congregation from 250 to 600, 431 net new trips are anticipated on Sunday mornings, and 200 net new trips are anticipated on Wednesday evenings. Because Lake Road is classified as a major collector street in the General Plan Circulation Element, the analysis

recommended that a STOP (R1-1) sign be installed at the proposed driveway onto Lake Road to ensure that traffic leaving the site would be required to stop and yield to traffic on Lake Road to minimize potential safety related transportation impacts from the project. The analysis also recommended that the proposed driveway be designed to intersect with Lake Road as close to 90 degrees as practicable to ensure that adequate site distance is provided at the intersection, consistent with County standards. These recommendations will be added as mitigation measures for the project. Public Works reviewed the TIA and did not have any additional comments. The TIA was later revised on August 6, 2026 with an edit to the title of Chapter 6, which was retitled from Vehicular Site Access to Vehicular Site Access and Recommendations.

The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (a), defines VMT as the amount and distance of automobile travel attributable to a project. A technical advisory on evaluating transportation impacts in CEQA published by the Governor's Office of Planning and Research (OPR) in December of 2018 clarified the definition of automobiles as referring to on-road passenger vehicles, specifically cars and light trucks. According to the same OPR technical advisory, many local agencies have developed a screening threshold of VMT to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or General Plan, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less than significant transportation impact. While the daily increase in vehicle trips is expected to be 431 on Sunday and 200 on Wednesday for regular Bible study classes, the average daily increase in vehicle trips is 91, which is below this threshold. As this is below the District's threshold of significance for vehicle trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

The proposed project is not anticipated to conflict with any transportation program, plan, ordinance or policy. Transportation impacts associated with the project are considered to be less than significant.

Mitigation:

1. **A stop sign (R1-1) shall be installed at the proposed driveway from the project site onto Lake Road for traffic exiting the project site.**

2. **The driveway providing access to Lake Road from the project site shall be designed to intersect Lake Road at an angle as close to 90 degrees as practicable.**

References: Application information; Referral response from the Stanislaus County Department of Public Works dated September 11, 2025; Transportation Impact Analysis by Barrios Transportation Consulting, dated April 30, 2026, as revised August 6, 2026 Stanislaus County General Plan and Support Documentation[1].

XVIII. TRIBAL CULTURAL RESOURCES.	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:			**X**	
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			**X**	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			**X**	

Discussion: It does not appear that this project will result in significant impacts to any archaeological or cultural resources. In accordance with SB 18, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment. The Muwekma Ohlone Tribe of the San Franscisco (S.F.) Bay Area has requested consultation in accordance with AB 52 for all projects located west of the San Joaquin River. This project is not located in that area. Accordingly, this project is not being sent to the Muwekma Ohlone S.F. Bay Area Tribe. If any resources are found during construction, construction activities would halt until a qualified survey takes place and the appropriate authorities are notified. A condition of approval regarding the discovery of cultural resources during any future construction process will be added to the project.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion: Limitations on providing services have not been identified. The site is currently served by a private septic system and receives public water from the City of Waterford. A referral response received from the Department of Environmental Resources (DER)'s Environmental Health Division stated that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate, that no dispersal systems or replacement areas shall be covered by an impermeable surface, that on-site wastewater treatment system (OWTS) shall be by individual Primary and Secondary wastewater treatment units operated under conditions and guidelines established by Measure X, and that prior to issuance of any grading or building permit, the applicant

shall be required to submit a site plan that includes the location, layout, and design of all existing and/or proposed on-site wastewater treatment systems (OWTS), their future 100% expansion (replacement) areas, and all water wells. The project was referred to City of Waterford, and no response has been received to date.

An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as landscaping and improvements not being permitted within the ultimate Stanislaus County right-of-way; no parking, loading, or unloading of vehicles being permitted in the County right-of-way; irrevocable offers of dedication being required; and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

The project site is served by the Turlock Irrigation District (TID) for electrical service. The project was referred to TID, who responded on April 18, 2025 with no comments related to electric utilities.

Impacts to utilities and service systems are considered to be less than significant.

Mitigation: None.

References: Application Information; Referral response received from Turlock Irrigation District (TID), dated April 18, 2025; Referral response from the Central Valley Regional Water Quality Control Board (CVRWQCB) dated April 22, 2025; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated April 23, 2025; Referral response from the Department of Environmental Resources (DER) Groundwater Resources Division, dated April 22, 2025; Referral response from the Stanislaus County Department of Public Works dated September 11, 2025; Stanislaus County General Plan and Support Documentation[1].

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 Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that			**X**	

may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**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 County-maintained I Street and Lake Road.

The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Stanislaus Consolidated Fire Protection District. The project was referred to the Stanislaus Consolidated Fire Protection District, and no comments have been received to date. The project was referred to the Stanislaus County Fire Prevention Bureau, and no comments have been received to date.

Future construction associated will be subject to building permits and will be reviewed by the County's Building Permits Division and Fire Prevention Bureau to ensure all State of California Building and Fire Code requirements are met prior to construction.

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1].

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**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			**X**	

rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			**X**	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			**X**	

Discussion: The project is a request to expand an existing church by 42,469± square feet, to allow for the construction of four two-story classroom buildings, a 9,700± square-foot replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, and to install a new monument sign, in six phases. The project also proposes to hold special events and conferences, to demolish 7,491± square feet of existing structures, to improve the existing basketball court, and to renovate an existing commercial kitchen. The project site consists of two parcels, a 1.29± acre parcel in the Rural Residential (R-A) zoning district and a 7.62± acre parcel in the General Agriculture (A-2-10) zoning district. The site is currently improved with 28,865± square feet of existing buildings including five classroom buildings, an 1,831± square-foot sanctuary building, a 4,195± square-foot multipurpose building, two storage buildings, a basketball court, a playground, multiple shade structures, and a tent for outdoor services. The current request includes the construction of four two-story classroom buildings, a replacement sanctuary building with 600-seat capacity, a kitchen, two restrooms, three storage buildings, a picnic canopy, new twenty-five-foot-tall lighting fixtures at the existing basketball court, a new monument sign, and renovations to an existing catering kitchen. As a result of project approval, existing structures such as: three existing modular classroom buildings, two unpermitted canopies, and an existing storage building, will be demolished. After expansion, the church will be developed with a total of 71,334± square feet of improvements.

Based on the specific features and design of this project, it does not appear this project will impact the long-term productive agricultural capability of surrounding contracted lands in the A-2 zoning district. There is no indication this project will result in the removal of adjacent contracted land from agricultural use. With the application of conditions of approval, there is no indication that, under the circumstances of this particular case, the proposed operation will be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use or that it will be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

The land surrounding the project site is zoned A-2 and R-A and is subject to the permitted uses of these zoning districts and the Hickman Community Plan. Any use requiring land use entitlements would be subject to further environmental review, application of conditions of approval and necessary mitigation, and discretionary vote by the decision-making body, either the Planning Commission or Board of Supervisors.

The project site is not located within the Local Agency Formation Commission (LAFCO) - adopted Sphere of Influence (SOI) or adopted General Plan area of any incorporated cities in Stanislaus County.

Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.

Mitigation: None.

References: Initial Study; Stanislaus County General Plan and Support Documentation[1].

[1]Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. ***Housing Element*** adopted on December 9, 2025.

Stanislaus County

Planning and Community Development

Mitigation Monitoring and Reporting Program

Adapted from CEQA Guidelines sec. 15097 Final Text, October 26, 1998

August 21, 2026

1. Project title and location:	Use Permit Application No. PLN2024-0070- Hickman Community Church (SCH No. 2025040339) 854 I Street, between Lake Road and 4th Street, in the Community of Hickman (APNs 019-047-012 and 019-047-013)
2. Project Applicant name and address:	Hickman Community Church 854 I Street Hickman, CA 95323
3. Person Responsible for Implementing Mitigation Program (Applicant Representative):	Josh Taylor, Hickman Community Church
4. Contact person at County:	Marcus Ruddicks, Assistant Planner (209) 525-6330

MITIGATION MEASURES AND MONITORING PROGRAM:

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

XII. NOISE

No. 1 Mitigation Measure: Use of amplified speech and music shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m. Use of amplified speech or music outdoors shall not be permitted outside the large service tent.

Who Implements the Measure:	Applicant
When should the measure be implemented:	Prior to onset of any amplified speech or music event.
When should it be completed:	Ongoing

Who verifies compliance:	Stanislaus County Department of Planning and Community Development
Other Responsible Agencies:	Stanislaus County Sheriff's Department

No. 2 Mitigation Measure: The speaker system shall be located within the northern portion of the tent canopy area, based on the location of the tent shown on the site plan circulated with the Initial Study for the project, and shall be oriented toward the south when in operation.

Who Implements the Measure:	Applicant
When should the measure be implemented:	Prior to onset of any amplified speech or music event
When should it be completed:	Ongoing
Who verifies compliance:	Stanislaus County Department of Planning and Community Development
Other Responsible Agencies:	Stanislaus County Sheriff's Department

No. 3 Mitigation Measure: Noise levels associated with all on-site activities shall comply with all applicable Stanislaus County noise standards. If a documented noise complaint is received by the County, such complaint shall be investigated to determine if the allowable noise standards were exceeded. A documented noise complaint shall be considered one of the following: multiple complaints received during a 24-hour period from more than one property owner and/or resident of the surrounding area; or, receipt of noise measurements showing exceeded noise standards from a noise consultant determined by the County Planning Director to be qualified; or receipt of results from noise monitoring equipment calibrated by a noise consultant determined by the County Planning Director to be qualified and showing exceeded noise standards.

Upon receipt of a documented noise complaint, the County may require additional noise analysis to be conducted, at the operator's/property owner's cost, to determine if noise standards may have been exceeded. No amplified speech or music events shall be held until the Planning Director has determined that the noise complaint has been resolved.

Any additional noise analysis required to be conducted, including review, acceptance, development of recommended sound controls, and/or inspection associated with noise mitigation, shall be conducted by a qualified noise consultant, whose contract shall be

procured either by the County Planning Department or by the operator/property owner. A deposit based on actual cost, including weighted labor rates for staff time, to cover the costs of the noise analysis shall be made with the Planning Department, by the operator/property owner, prior to any work being conducted. Should the operator/property owner choose to procure their own noise consultant, they shall be responsible to pay the County's costs to hire a third party to review the noise analysis if determined necessary. Upon receiving written notice from the County of the need for additional noise analysis or third-party review, the operator/property owner shall submit a deposit, in the amount determined necessary by the County, within 30-days of the deposit amount being identified by the County. The property owner/operator shall implement any additional sound control measures required to reduce noise to allowable levels within 30 days of the County having accepted the analysis as adequate. Additional time to implement County-approved sound control measures may be approved at the discretion of the Planning Director upon written request outlining the need for additional time and the interim steps to be taken to address the noise issues.

Who Implements the Measure:	Applicant
When should the measure be implemented:	Ongoing
When should it be completed:	Ongoing
Who verifies compliance:	Stanislaus County Department of Planning and Community Development
Other Responsible Agencies:	Stanislaus County Sheriff's Department

XVI. TRANSPORTATION/TRAFFIC

No. 4 Mitigation Measure: A stop sign (R1-1) shall be installed at the proposed driveway from the project site onto Lake Road for traffic exiting the project site.

Who Implements the Measure:	Applicant
When should the measure be implemented:	Prior to issuance of a building, grading, or encroachment permit for a driveway
When should it be completed:	Prior to final of a building, grading, or encroachment permit
Who verifies compliance:	Stanislaus County Department of Public Works

Other Responsible Agencies:	N/A

No. 5 Mitigation Measure: The driveway providing access to Lake Road from the project site shall be designed to intersect Lake Road at an angle as close to 90 degrees as practicable.

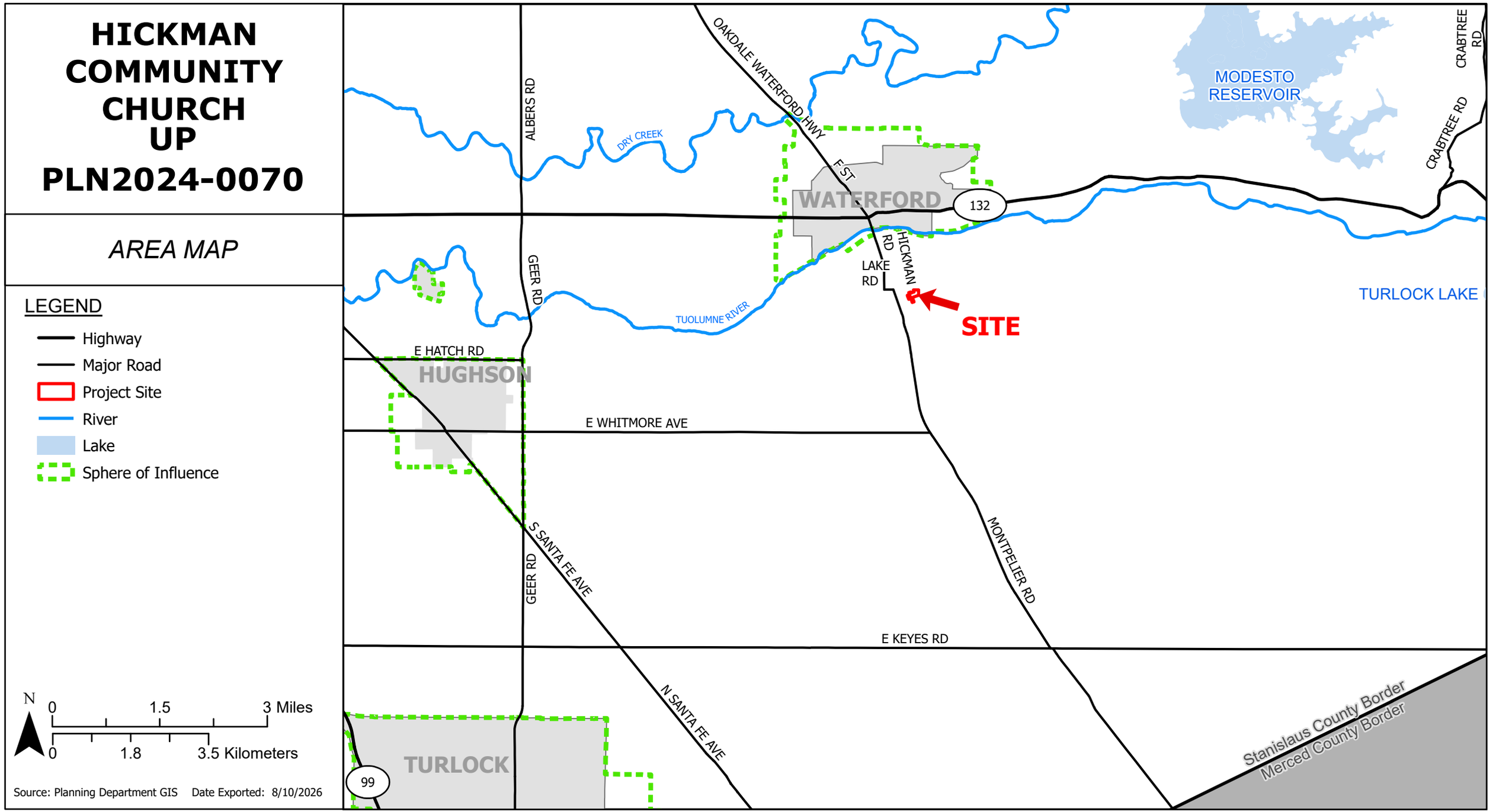
Who Implements the Measure:	Applicant
When should the measure be implemented:	Prior to issuance of a building, grading, or encroachment permit for a driveway
When should it be completed:	Prior to final of a building, grading, or encroachment permit for a driveway
Who verifies compliance:	Stanislaus County Department of Public Works
Other Responsible Agencies:	N/A

Signature on File **August 18, 2026**
Person Responsible for Implementing Mitigation Program — Date

HICKMAN COMMUNITY CHURCH UP

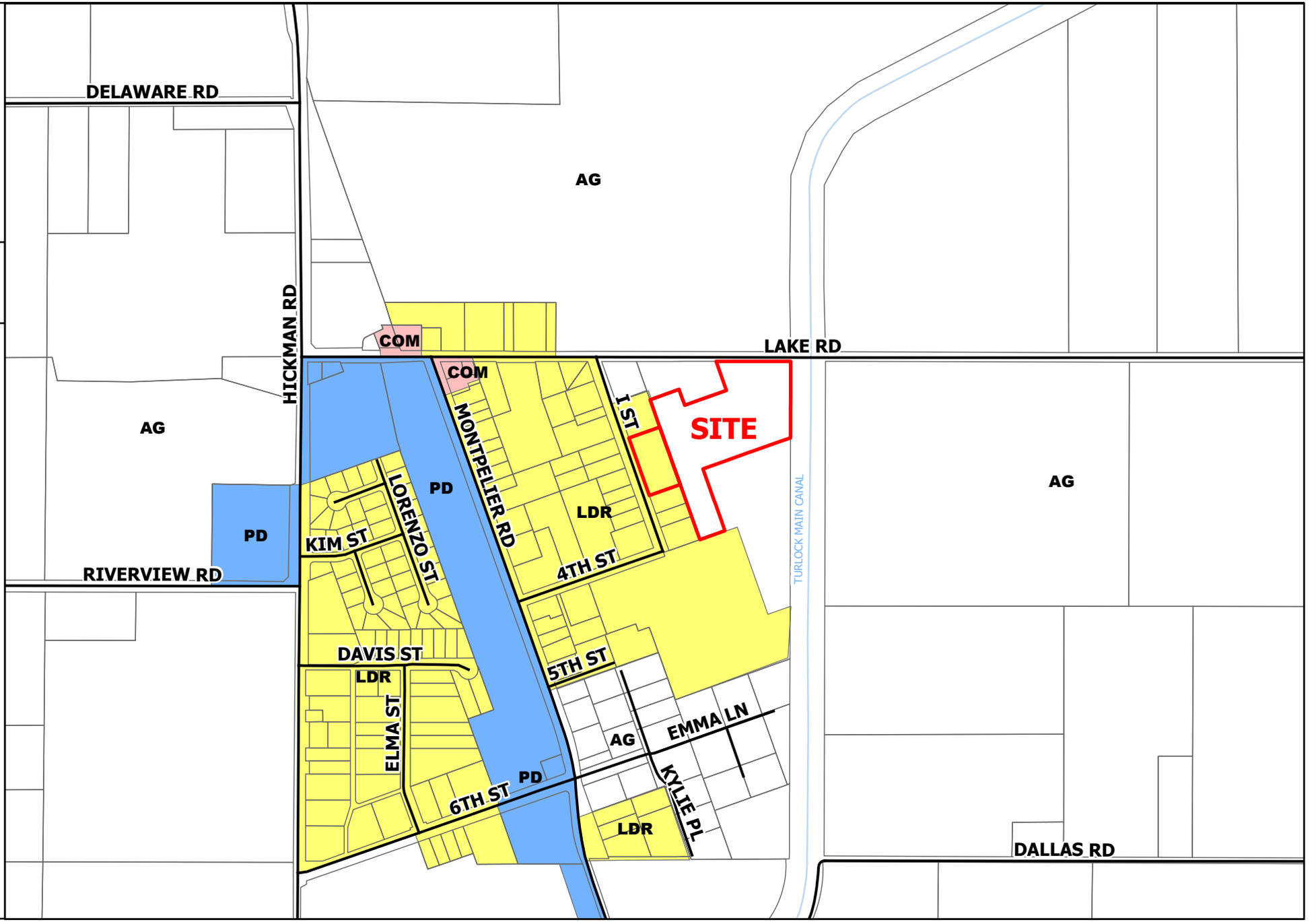
PLN2024-0070

AREA MAP



HICKMAN COMMUNITY CHURCH UP PLN2024-0070

GENERAL PLAN MAP



LEGEND

- Street
- Project Site
- Canal
- Parcel

General Plan

- Agriculture (AG)
- Commercial (COM)
- Planned Development (PD)
- Residential - Low Density (LDR)

N

0 550 1,100 US Feet

0 170 340 Meters

Source: Planning Department GIS Date Exported: 8/10/2026

HICKMAN COMMUNITY CHURCH UP PLN2024-0070

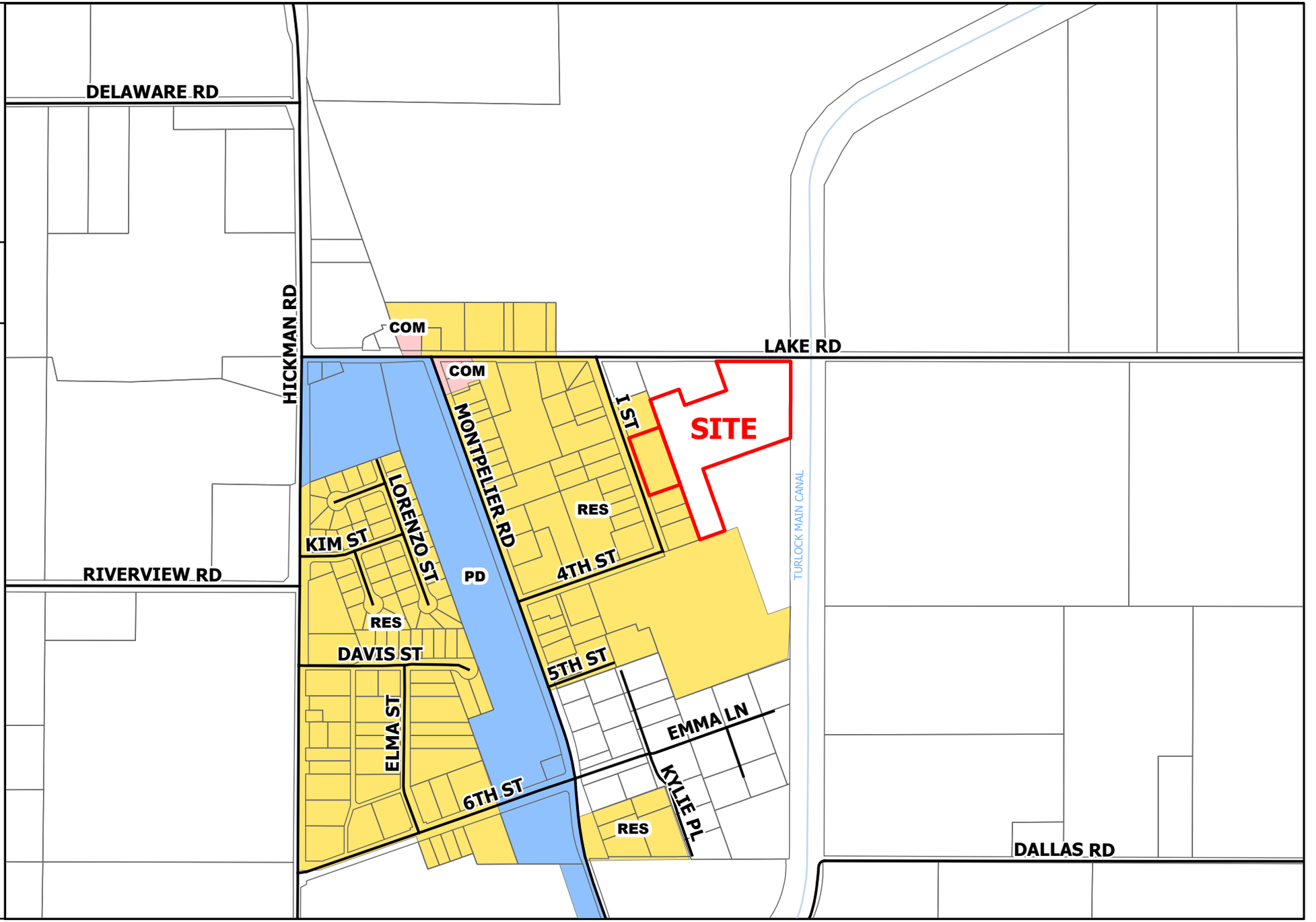
COMMUNITY PLAN MAP

LEGEND

- Street
- Project Site
- Canal
- Parcel

Community Plan

- COM
- PD
- RES



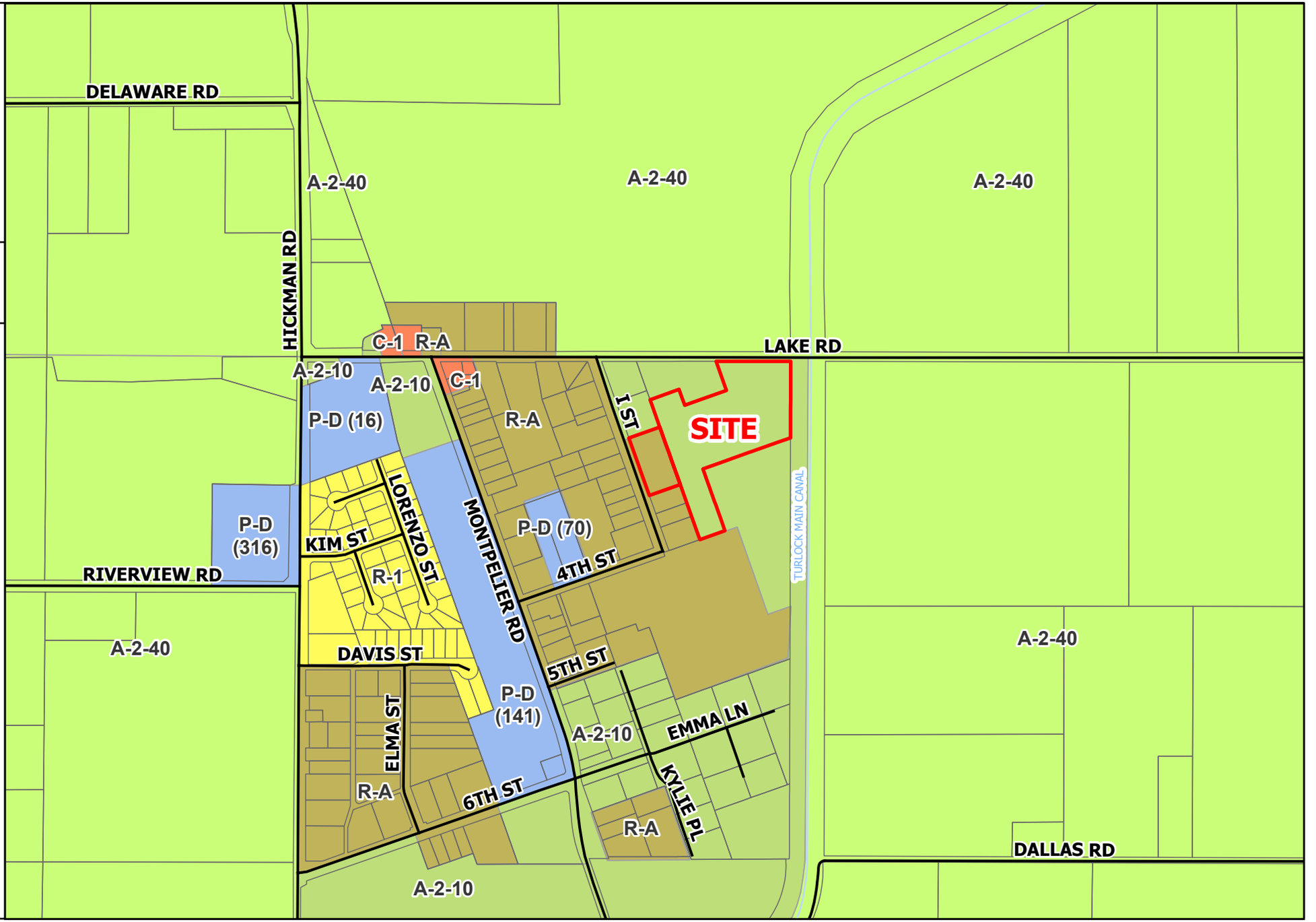
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0 170 340 Meters

Source: Planning Department GIS Date Exported: 8/10/2026

HICKMAN COMMUNITY CHURCH UP PLN2024-0070

ZONING MAP



LEGEND

- Street
- Project Site
- Canal
- Parcel

Zoning Designation

- General AG 10 Acre (A-2-10)
- General AG 40 Acre (A-2-40)
- Neighborhood Commercial (C-1)
- Planned Development (P-D)
- Rural Residential (R-A)
- Single Family Residential (R-1)

N

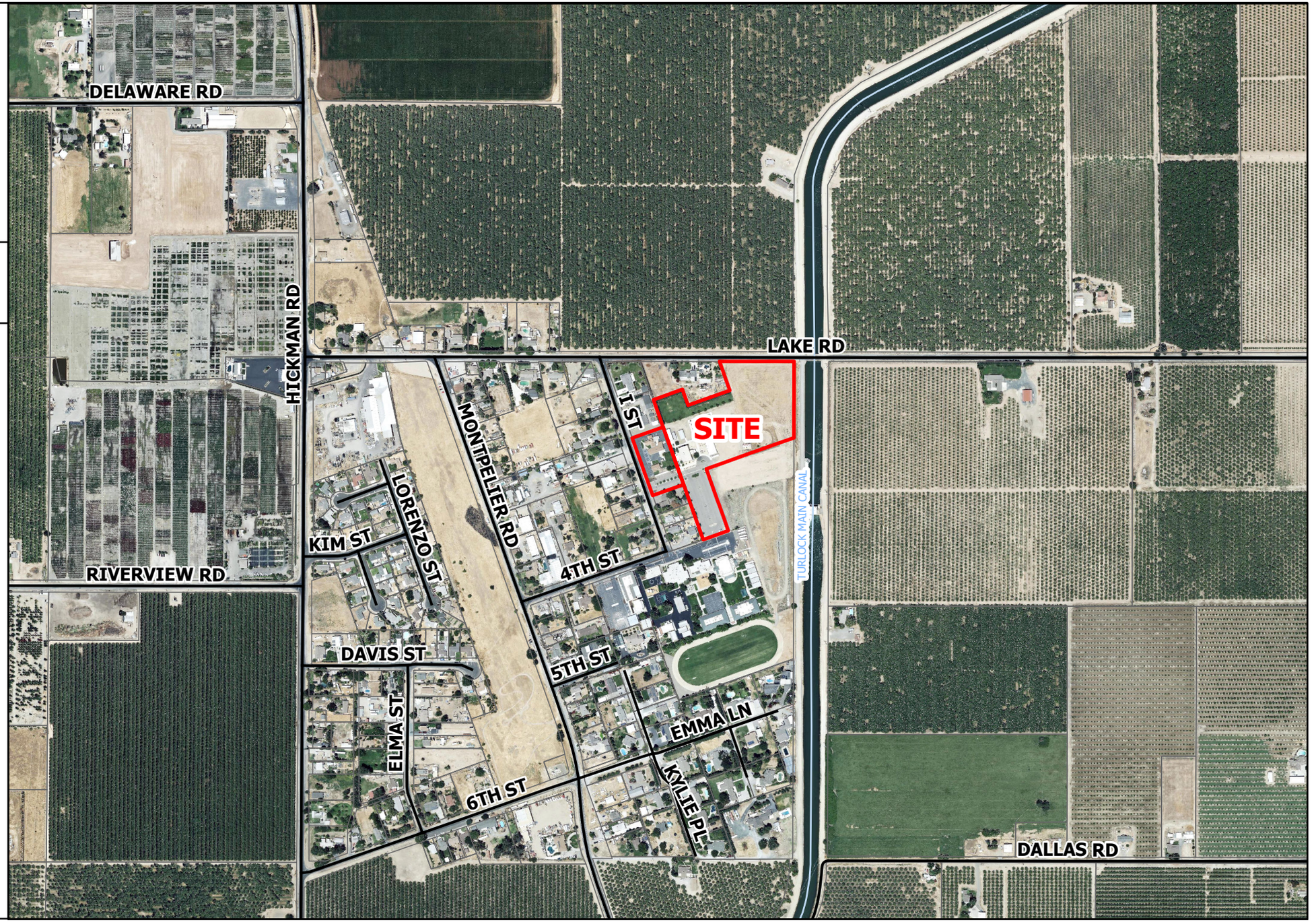
0 550 1,100 US Feet

0 170 340 Meters

Source: Planning Department GIS Date Exported: 8/10/2026

HICKMAN COMMUNITY CHURCH UP PLN2024-0070

2025 AERIAL AREA MAP



LEGEND

- Street
- Project Site
- Canal
- Parcel

N

0 550 1,100 US Feet

0 170 340 Meters

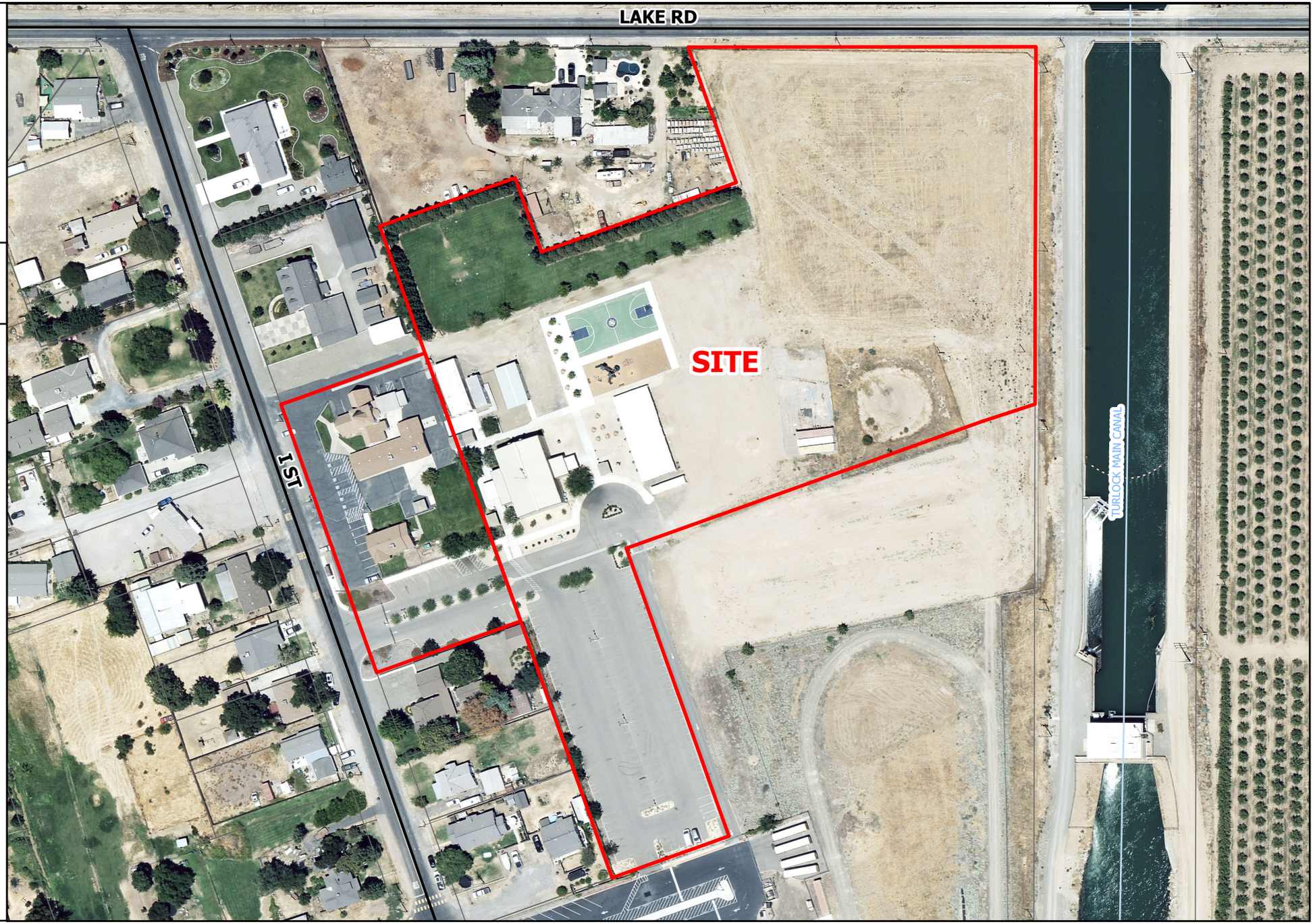
Source: Planning Department GIS Date Exported: 8/10/2026

HICKMAN COMMUNITY CHURCH UP PLN2024-0070

2025 AERIAL SITE MAP

LEGEND

- Street
- Project Site
- Canal
- Parcel



N

0 125 250 US Feet

0 38 75 Meters

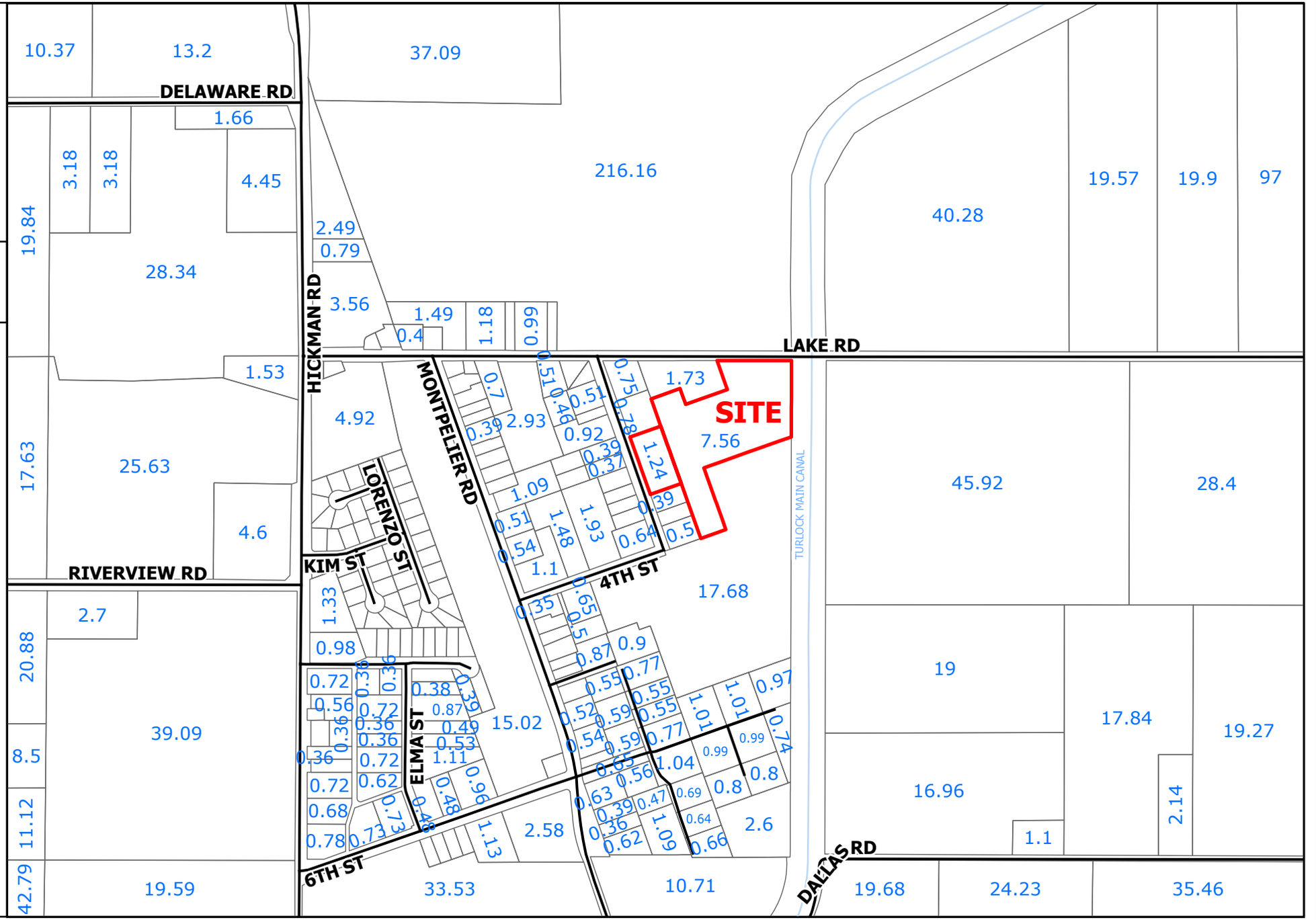
Source: Planning Department GIS Date Exported: 8/10/2026

HICKMAN COMMUNITY CHURCH UP PLN2024-0070

ACREAGE MAP

LEGEND

- Street
- Project Site
- Canal
- Parcel

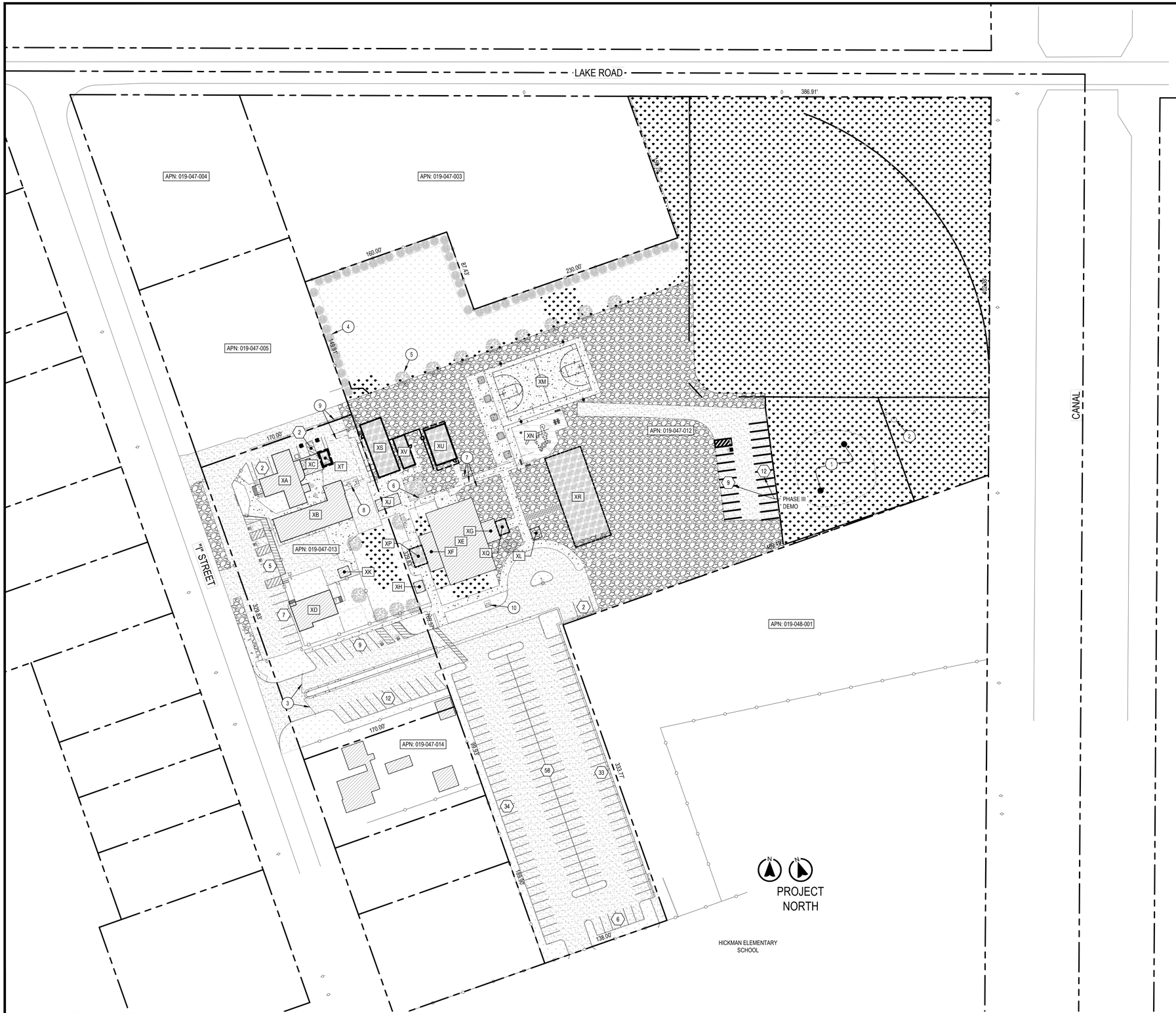


N

0 550 1,100 US Feet

0 170 340 Meters

Source: Planning Department GIS Date Exported: 8/10/2026



12 SP1.0 **EXISTING SITE PLAN**
1"=50'

BUILDING AREAS

MARK	DESCRIPTION	AREA (SF)	SPRINKLER	OCCUPANCY / CONSTRUCTION TYPE
XA	(E) CHURCH BUILDING (250 FIXED SEATS)	1,831	N	A3 / VB
XB	(E) CHURCH BUILDING (SUNDAY CLASSROOMS & KITCHEN)	2,456	N	B / VB
XC	(E) CANOPY	391	N	B / VB
XD	(E) CHURCH BUILDING (SUNDAY CLASSROOMS)	1,286	N	B / VB
XE	(E) MULTI-PURPOSE BUILDING (294 FIXED SEATS)	4,195	N	A3 / VB
XF	(E) ENTRY VESTIBULE	605	N	B / VB
XG	(E) ENTRY VESTIBULE	345	N	B / VB
XH	(E) CANOPY	120	N	U / VB
XJ	(E) CANOPY	303	N	U / VB
XK	(E) CANOPY	120	N	U / VB
XL	(E) CANOPY	120	N	U / VB
XM	(E) BASKETBALL COURT (PERMIT BLD2023-2002)	6,988	N	U / VB
XN	(E) PLAYGROUND (PERMIT BLD2023-2002)	2,614	N	U / VB
XP	(E) CANOPY (PHASE II DEMO)	287	N	U / VB
XQ	(E) CANOPY (PHASE II DEMO)	175	N	U / VB
XR	(E) CANOPY (PHASE III DEMO)	4,000	N	U / VB
XS	(E) MODULAR CLASSROOM BUILDING (PHASE IV DEMO)	1,442	N	B / VB
XT	(E) MODULAR CLASSROOM BUILDING (PHASE IV DEMO)	471	N	B / VB
XU	(E) MODULAR CLASSROOM BUILDING (PHASE IV DEMO)	966	N	B / VB
XV	(E) STORAGE BUILDING (PHASE VI DEMO)	150	N	U / VB
	TOTAL EXISTING TO REMAIN	11,772		
	TOTAL DEMO	7,491		

SITE LEGEND

- PROPERTY LINE
- CHAIN LINK FENCE - 7'
- EASEMENT
- ACCESSIBLE PARKING STALL (STANDARD / VAN)
- POWER POLE
- BUILDING AREA LABEL
- NUMBER OF PARKING SPACES IN BANK
- (E) BUILDING
- (N) BUILDING
- A/C PAVING
- CONCRETE
- GRAVEL
- FH FIRE HYDRANT
- LIGHT POLE
- LANDSCAPING

KEYNOTES

1. (E) STORM DRAINAGE BASIN TO BE EXPANDED IN PHASE III
2. (E) WELL TO REMAIN
3. (E) SWING GATE
4. (E) TREES TO REMAIN, TYP. UON
5. (E) TREE TO BE DEMOLISHED, TYP. OF (4)
6. (E) 3,000 GALLON SEPTIC TANK
7. (E) 100' LONG LEACH LINES, TYP. OF (3)
8. (E) 1,800 GALLON SEPTIC TANK
9. (E) LEACH LINES, TYP. OF (2), TOTAL LENGTH OF 200'
10. (E) TRANSFORMER

CLIENT:

HICKMAN COMMUNITY CHURCH
854 I STREET
HICKMAN, CA 95323

ENGINEER:

JUSTIN W. CAPP, Inc.
ENGINEERING + DESIGN
JUSTIN W. CAPP
CE #61393, SE #4813
1003 12th STREET, MODESTO, CA 95354
PO BOX 861, MODESTO, CA 95353
(209) 524-4774,
www.justinwcapp.com

REVISION HISTORY:

No.	DATE	ISSUANCE
	05/05/22	PRELIMINARY SITE PLAN
	07/28/22	PRELIMINARY SITE PLAN #2
	08/02/22	PRELIMINARY SITE PLAN #3
	01/03/23	STAFF APPROVAL APPLICATION
	03/15/23	REVISED STAFF APPROVAL APPLICATION
	12/20/24	REVISED STAFF APPROVAL APPLICATION
	08/18/25	REVISED STAFF APPROVAL APPLICATION

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ENGINEER'S SEAL:

REGISTERED PROFESSIONAL ENGINEER — JUSTIN W. CAPP — NO. 4813 — STRUCTURAL — STATE OF CALIFORNIA

8/18/2025

KEY PLAN:

PROJECT NAME:

SITE IMPROVEMENTS

PROJECT ADDRESS:
APN: 019-047-012, 019-047-013
854 I STREET, HICKMAN, CA 95323

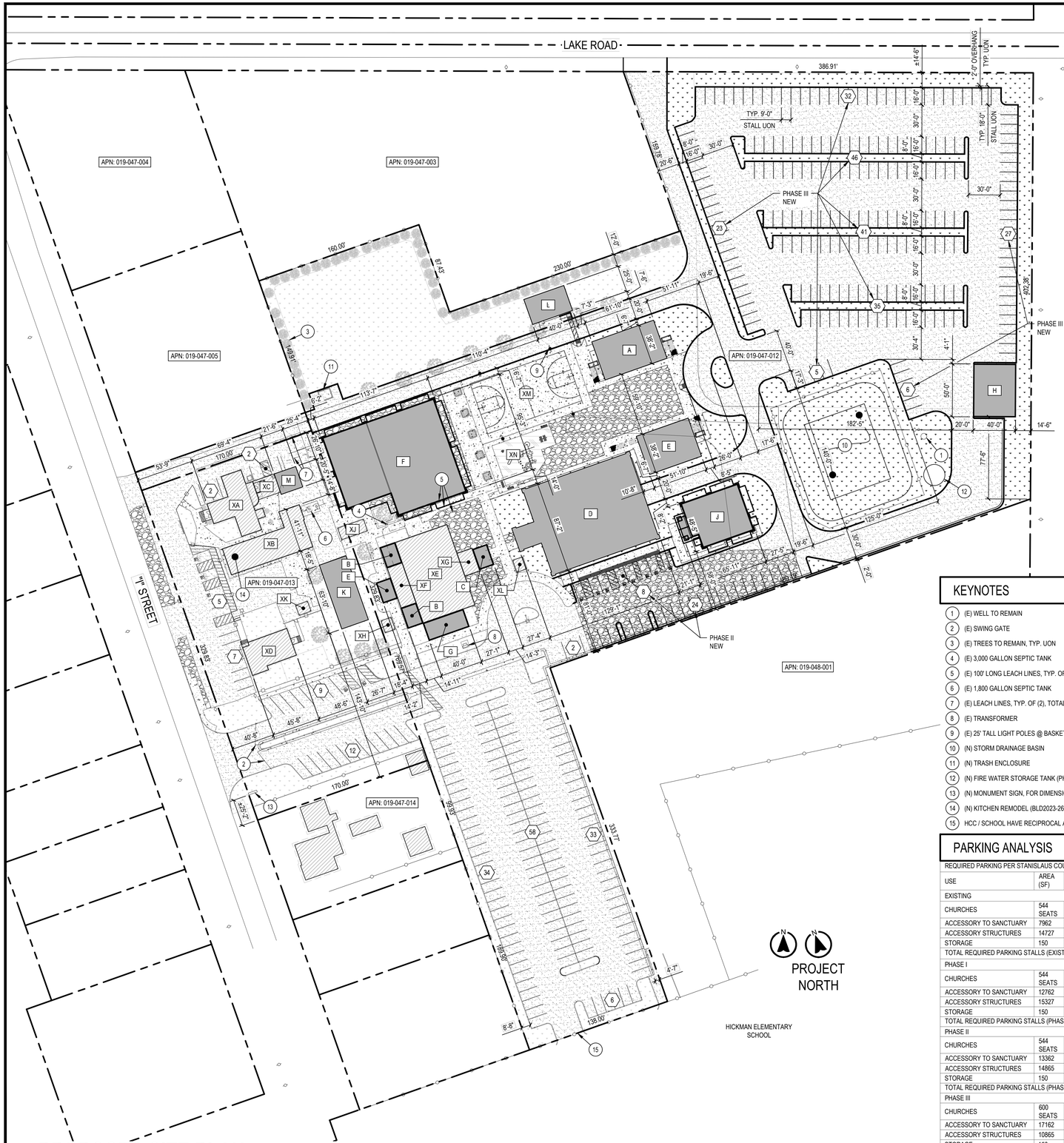
DRAWING TITLE:

EXISTING SITE PLAN

CAD FILE NAME:
22073_SP1 SERIES.DWG

DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	SP1.0
	DATE: 05/05/22	



KEYNOTES

1. (E) WELL TO REMAIN
2. (E) SWING GATE
3. (E) TREES TO REMAIN, TYP. UON
4. (E) 3,000 GALLON SEPTIC TANK
5. (E) 100' LONG LEACH LINES, TYP. OF (3)
6. (E) 1,800 GALLON SEPTIC TANK
7. (E) LEACH LINES, TYP. OF (2), TOTAL LENGTH OF 200'
8. (E) TRANSFORMER
9. (E) 25' TALL LIGHT POLES @ BASKETBALL COURT (BLD2023-2002, PLN2023-0144)
10. (N) STORM DRAINAGE BASIN
11. (N) TRASH ENCLOSURE
12. (N) FIRE WATER STORAGE TANK (PHASE III)
13. (N) MONUMENT SIGN, FOR DIMENSIONS & ELEVATIONS SEE 2 / SP2.0
14. (N) KITCHEN REMODEL (BLD2023-2608)
15. HCC / SCHOOL HAVE RECIPROCAL ACCESS AGREEMENT

PROJECT DATA

OWNER	HICKMAN COMMUNITY CHURCH 854 I STREET HICKMAN, CA 95323
APPLICANT	HICKMAN COMMUNITY CHURCH 854 I STREET HICKMAN, CA 95323 PHONE: (209) 874-1400 CONTACT: BOB FARINHA
PROJECT ADDRESS	854 I STREET HICKMAN, CA 95323
ASSESSOR PARCEL NUMBER (APN)	CHURCH CAMPUS SPANS (2) PARCELS: 019-047-012 & 019-047-013 PROJECT LOCATED ON APN: 019-047-012
SITE AREA	8.91 ACRES (387,882 SF)
EXISTING BUILDING AREA (SF)	19,263
PROPOSED BUILDING AREA (SF)	59,562
TOTAL BUILDING COVERAGE (SF)	71,334
LANDCAPING AREA (SF)	100,446
PAVING (SF)	228,190
LOT COVERAGE	77%
ZONING	GENERAL AG 10 ACRE (019-047-012) RURAL RESIDENTIAL (019-047-013)
JURISDICTION	STANISLAUS COUNTY

SITE LEGEND

- PROPERTY LINE
- CHAIN LINK FENCE - 7'
- EASEMENT
- ACCESSIBLE PARKING STALL (STANDARD / VAN)
- POWER POLE
- BUILDING AREA LABEL
- NUMBER OF PARKING SPACES IN BANK
- (E) BUILDING
- (N) BUILDING
- A/C PAVING
- CONCRETE
- GRAVEL
- FIRE HYDRANT
- LIGHT POLE
- LANDSCAPING

BUILDING AREAS

MARK	DESCRIPTION	AREA (SF)	SPRINKLER	OCCUPANCY / CONSTRUCTION TYPE
XA	(E) CHURCH BUILDING (250 FIXED SEATS)	1831	N	A3 / VB
XB	(E) CHURCH BUILDING (SUNDAY CLASSROOMS & KITCHEN)	2456	N	B / VB
XC	(E) CANOPY	391	N	B / VB
XD	(E) CHURCH BUILDING (SUNDAY CLASSROOMS)	1286	N	B / VB
XE	(E) MULTI-PURPOSE BUILDING (294 FIXED SEATS)	4195	N	A3 / VB
XF	(E) ENTRY VESTIBULE	605	N	B / VB
XG	(E) ENTRY VESTIBULE	345	N	B / VB
XH	(E) CANOPY	120	N	U / VB
XJ	(E) CANOPY	303	N	U / VB
XK	(E) CANOPY	120	N	U / VB
XL	(E) CANOPY	120	N	U / VB
XM	(E) BASKETBALL COURT (PERMIT BLD2023-2002)	6,988	N	U / VB
XN	(E) PLAYGROUND (PERMIT BLD2023-2002)	2,614	N	U / VB
PHASE I PROPOSED BUILDINGS				
A	CLASSROOM BUILDING (2-STORY)	2,600 (1ST FLR) + 2,200 (2ND FLR) = 4,800 (TOTAL BLDG)	N	B / VB
B	ENTRY CANOPY x 2	300 (EACH) x 2 = 600 (TOTAL)	N	U / VB
PHASE II PROPOSED BUILDINGS				
C	RESTROOMS x 2	300 (EACH) x 2 = 600 (TOTAL)	N	B / VB
PHASE III PROPOSED BUILDINGS				
D	REPLACEMENT SANCTUARY BUILDING (600 SEATS)	9,700	Y	A3 / VB
E	MEETING / CLASSROOM BUILDING (2-STORY)	2,200 (1ST FLR) + 1,600 (2ND FLR) = 3,800 (TOTAL BLDG)	Y	B / VB
PHASE IV PROPOSED BUILDINGS				
F	MEETING / CLASSROOM BUILDING (2-STORY)	9,510 (1ST FLR) + 9,510 (2ND FLR) = 19,020 (TOTAL BLDG)	Y	B / VB
G	KITCHEN	700	Y	B / VB
H	STORAGE BUILDING - 20' MAX. HEIGHT	2,000	N	U / VB
PHASE V PROPOSED BUILDINGS				
J	MEETING / CLASSROOM BUILDING (2-STORY)	2,800 (1ST FLR) + 2,800 (2ND FLR) = 5,600 (TOTAL BLDG)	Y	B / VB
PHASE VI PROPOSED BUILDINGS				
K	STORAGE BUILDING - 18' MAX. HEIGHT	1,700	N	U / VB
L	PICNIC CANOPY	1,000	N	U / VB
M	STORAGE BUILDING - 18' MAX. HEIGHT	440	N	U / VB
	TOTAL NEW	59,562		
	TOTAL SITE	71,334		

PARKING ANALYSIS

REQUIRED PARKING PER STANISLAUS COUNTY MUNICIPAL CODE §21.76

USE	AREA (SF)	FACTOR	STALLS REQ'D
EXISTING			
CHURCHES	544 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	181
ACCESSORY TO SANCTUARY	7962	ZERO (INCLUDED IN SANCTUARY)	0
ACCESSORY STRUCTURES	14727	ZERO (UNOCCUPIED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARKING STALLS (EXISTING) =			181
PHASE I			
CHURCHES	544 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	181
ACCESSORY TO SANCTUARY	12762	ZERO (INCLUDED IN SANCTUARY)	0
ACCESSORY STRUCTURES	15327	ZERO (UNOCCUPIED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARKING STALLS (PHASE I) =			181
PHASE II			
CHURCHES	544 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	181
ACCESSORY TO SANCTUARY	13362	ZERO (INCLUDED IN SANCTUARY)	0
ACCESSORY STRUCTURES	14865	ZERO (UNOCCUPIED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARKING STALLS (PHASE II) =			181
PHASE III			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	17162	ZERO (INCLUDED IN SANCTUARY)	0
ACCESSORY STRUCTURES	10865	ZERO (UNOCCUPIED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARKING STALLS (PHASE III) =			200
PHASE IV			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	33303	ZERO (INCLUDED IN SANCTUARY)	0
ACCESSORY STRUCTURES	10865	ZERO (UNOCCUPIED STRUCTURES)	0
STORAGE	2150	1 SPACE PER 500 SF	4
KITCHEN	700	1 SPACE PER 200 SF	4
TOTAL REQUIRED PARKING STALLS (PHASE IV) =			208
PHASE V			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	38903	ZERO (INCLUDED IN SANCTUARY)	0
ACCESSORY STRUCTURES	10865	ZERO (UNOCCUPIED STRUCTURES)	0
STORAGE	2150	1 SPACE PER 500 SF	4
KITCHEN	700	1 SPACE PER 200 SF	4
TOTAL REQUIRED PARKING STALLS (PHASE V) =			208
PHASE VI			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	38903	ZERO (INCLUDED IN SANCTUARY)	0
ACCESSORY STRUCTURES	11865	ZERO (UNOCCUPIED STRUCTURES)	0
STORAGE	4140	1 SPACE PER 500 SF	8
KITCHEN	700	1 SPACE PER 200 SF	4
TOTAL REQUIRED PARKING STALLS (PHASE VI) =			212

PROVIDED PARKING		
DESCRIPTION		STALLS PROVIDED
EXISTING		
STANDARD (9x19)		182
ACCESSIBLE	STANDARD	3
	VAN	5
	TOTAL	190
PHASE I		
STANDARD (9x19)		183
ACCESSIBLE	STANDARD	3
	VAN	5
	TOTAL	191
PHASE II		
STANDARD (9x19)		207
ACCESSIBLE	STANDARD	9
	VAN	7
	TOTAL	223
PHASE III, IV, V, & VI		
STANDARD (9x19)		402
ACCESSIBLE	STANDARD	9
	VAN	6
	TOTAL	417

12 / SP1.1 **PROPOSED SITE PLAN**
1"=50'

CLIENT:

HICKMAN COMMUNITY CHURCH
854 I STREET
HICKMAN, CA 95323

ENGINEER:

JUSTIN W. CAPP, Inc.
ENGINEERING + DESIGN
JUSTIN W. CAPP
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1003 12th STREET, MODESTO, CA 95354
PO BOX 861, MODESTO, CA 95353
(209) 524-4774,
www.justinwcapp.com

REVISION HISTORY:

No.	DATE	ISSUANCE
	05/05/22	PRELIMINARY SITE PLAN
	07/28/22	PRELIMINARY SITE PLAN #2
	08/02/22	PRELIMINARY SITE PLAN #3
	01/03/23	STAFF APPROVAL APPLICATION
	03/15/23	REVISED STAFF APPROVAL APPLICATION
	12/20/24	REVISED STAFF APPROVAL APPLICATION
	08/18/25	REVISED STAFF APPROVAL APPLICATION

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ENGINEER'S SEAL:

REGISTERED PROFESSIONAL ENGINEER
JUSTIN W. CAPP
NO. 4813
STRUCTURAL
STATE OF CALIFORNIA
8/18/2025

KEY PLAN:

PROJECT NAME:

SITE IMPROVEMENTS

PROJECT ADDRESS:
APN: 019-047-012, 019-047-013
854 I STREET, HICKMAN, CA 95323

DRAWING TITLE:

PROPOSED SITE PLAN

CAD FILE NAME:
22073_SP1 SERIES.DWG

DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	SP1.1
	DATE: 05/05/22	



2 SP2.0 MONUMENT SIGN

NONE

CLIENT:

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854 I STREET
HICKMAN, CA 95323

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ENGINEER'S SEAL:

FOR REFERENCE - DESIGN OF MONUMENT SIGN BY OTHERS

8/18/2025

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854 I STREET, HICKMAN, CA 95323

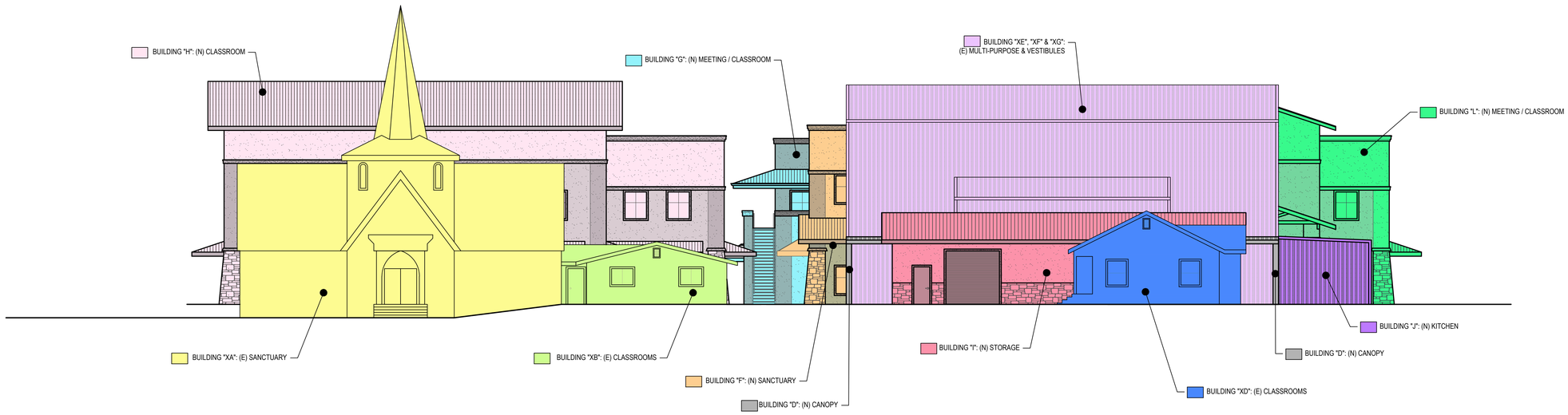
DRAWING TITLE:

PROPOSED SITE PLAN

CAD FILE NAME:
22073_SP1 SERIES.DWG

DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	SP2.0
	DATE: 05/05/22	



11 / A1.0

CAMPUS EXTERIOR ELEVATION FROM I STREET

3/32" = 1'-0"

CLIENT:

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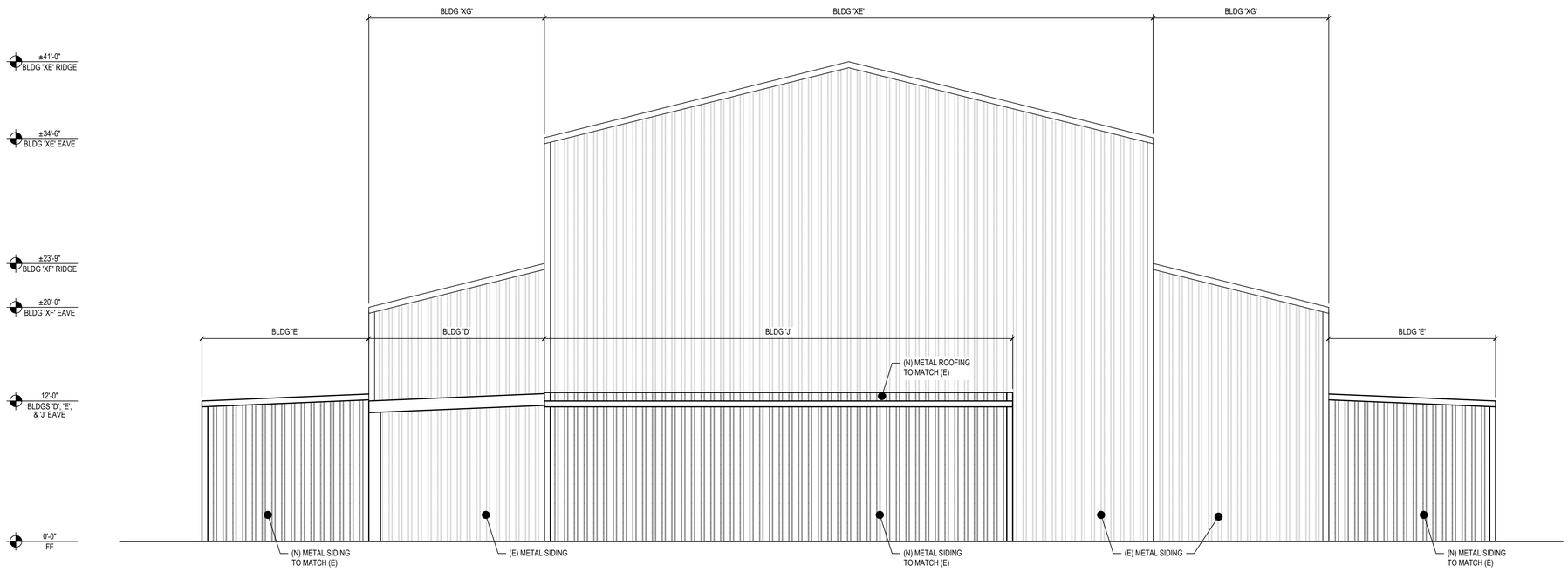
DRAWING TITLE:

CAMPUS STREET VIEW ELEVATION

CAD FILE NAME:
22073_A1 SERIES.DWG

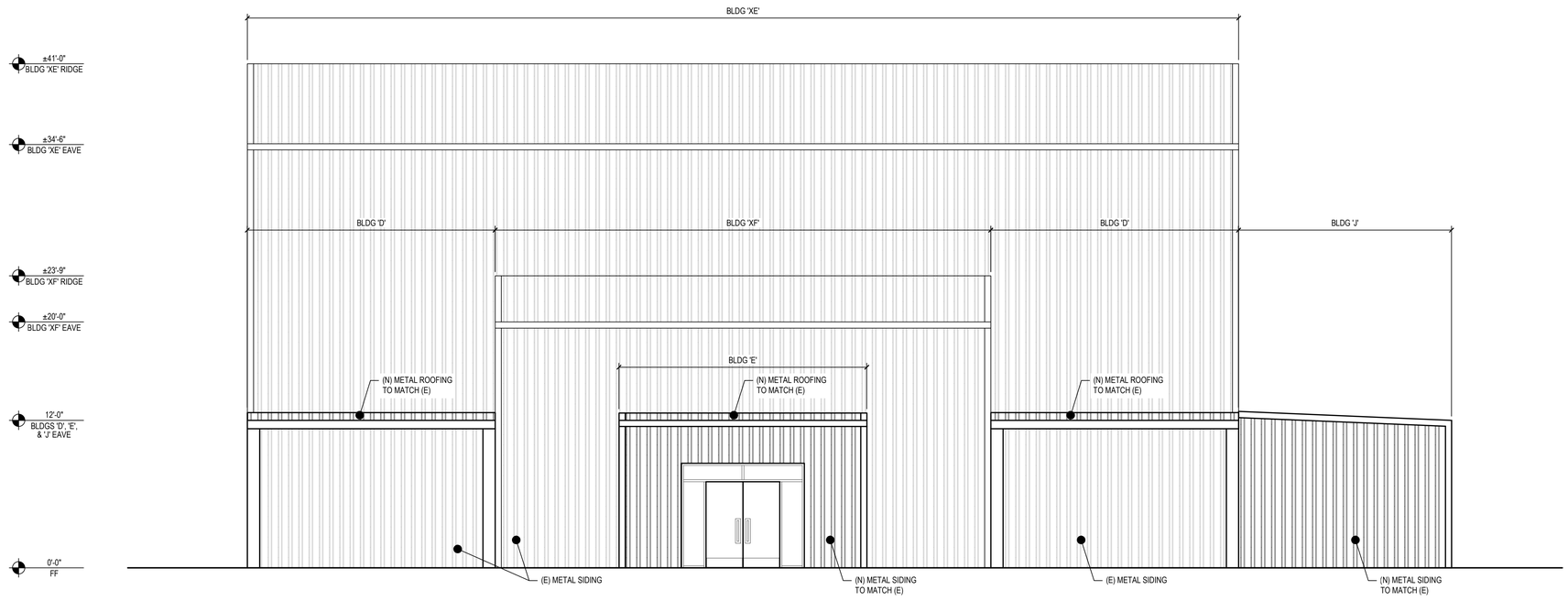
DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.0
	DATE: 05/05/22	



11 A1.1 **BUILDINGS 'XE', 'XF', 'XG', 'D', 'E', & 'J' SOUTH EXTERIOR ELEVATION**

3/16" = 1'-0"



12 A1.1 **BUILDINGS 'XE', 'XF', 'D', 'E', & 'J' WEST EXTERIOR ELEVATION**

3/16" = 1'-0"

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854 I STREET, HICKMAN, CA 95323

DRAWING TITLE:

BLDGS 'XE', 'XF', 'XG', 'D', 'E', & 'J' EXT. ELEVATIONS

CAD FILE NAME:
22073_A1 SERIES.DWG

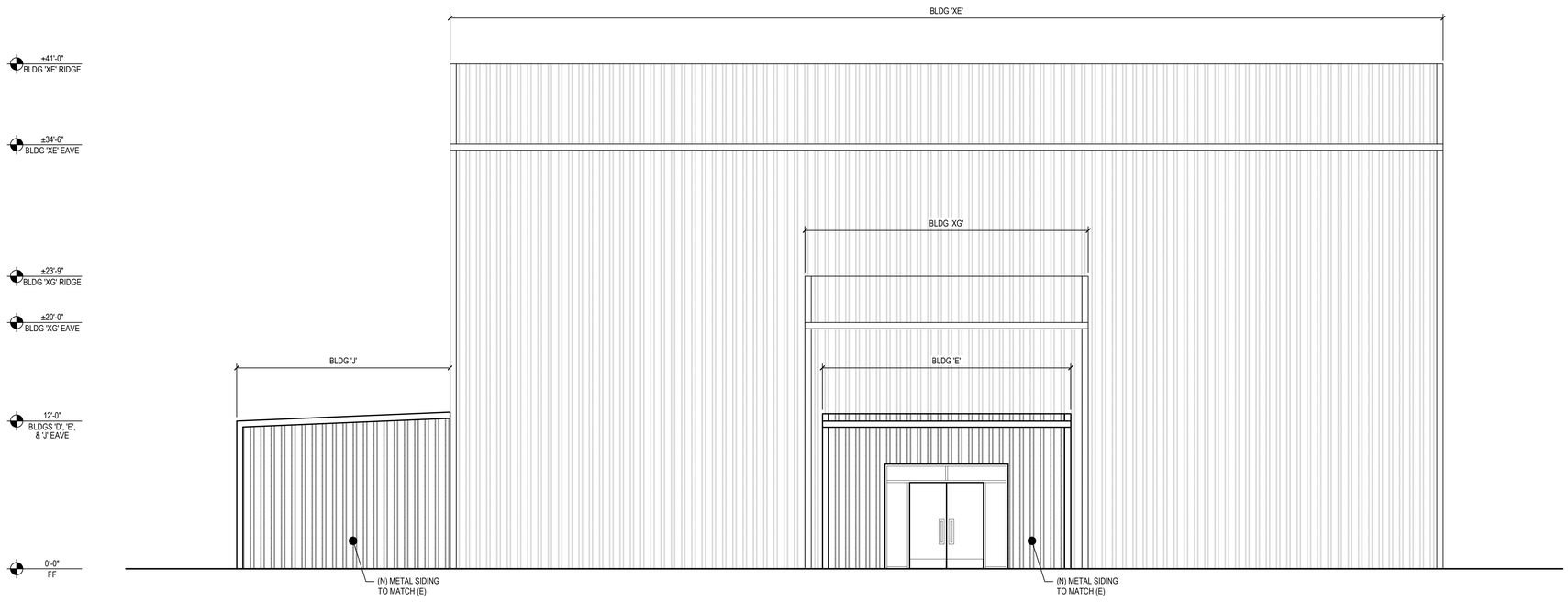
DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.1
	DATE: 05/05/22	



11 BUILDINGS 'XE', 'XF', 'XG', 'D' & 'E' NORTH EXTERIOR ELEVATION

A1.2 3/16" = 1'-0"



12 BUILDINGS 'XE', 'XG', 'E' & 'J' EAST EXTERIOR ELEVATION

A1.2 3/16" = 1'-0"

CLIENT:

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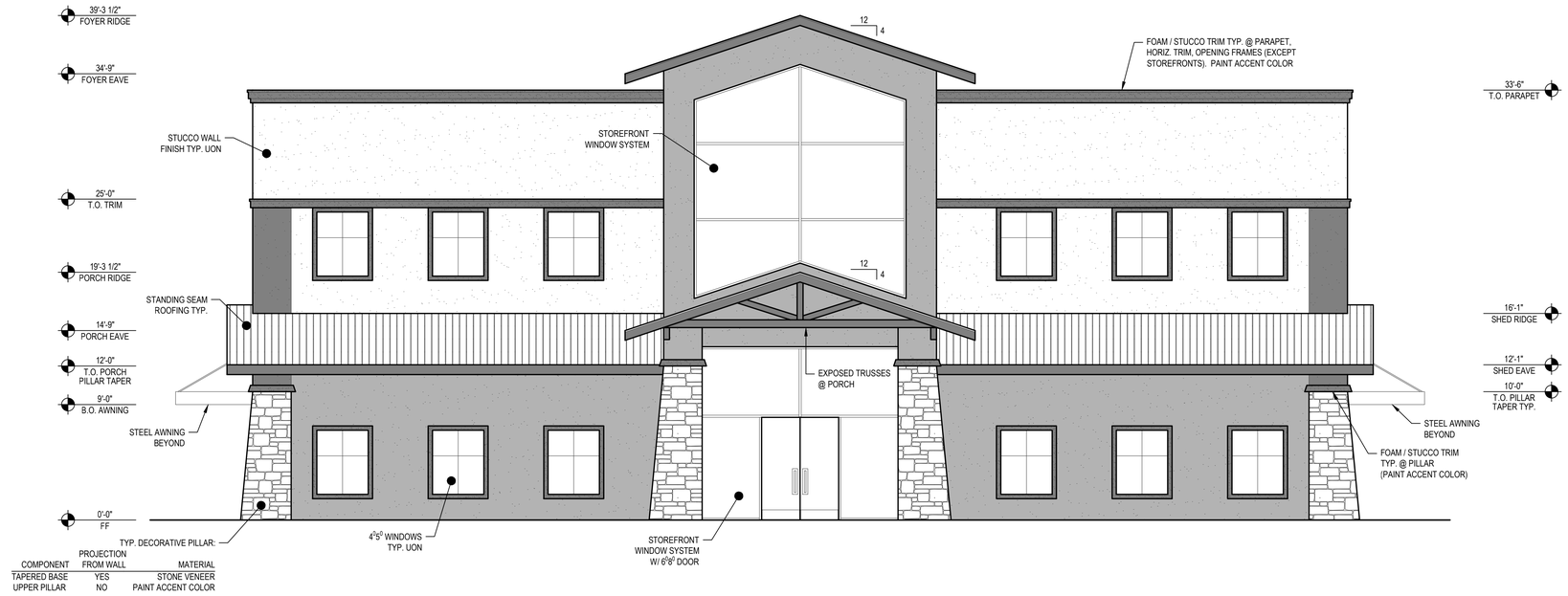
DRAWING TITLE:

BLDGS 'XE', 'XF', 'XG', 'D', 'E', & 'J' EXT. ELEVATIONS

CAD FILE NAME:
22073_A1 SERIES.DWG

DRAWING SCALE:
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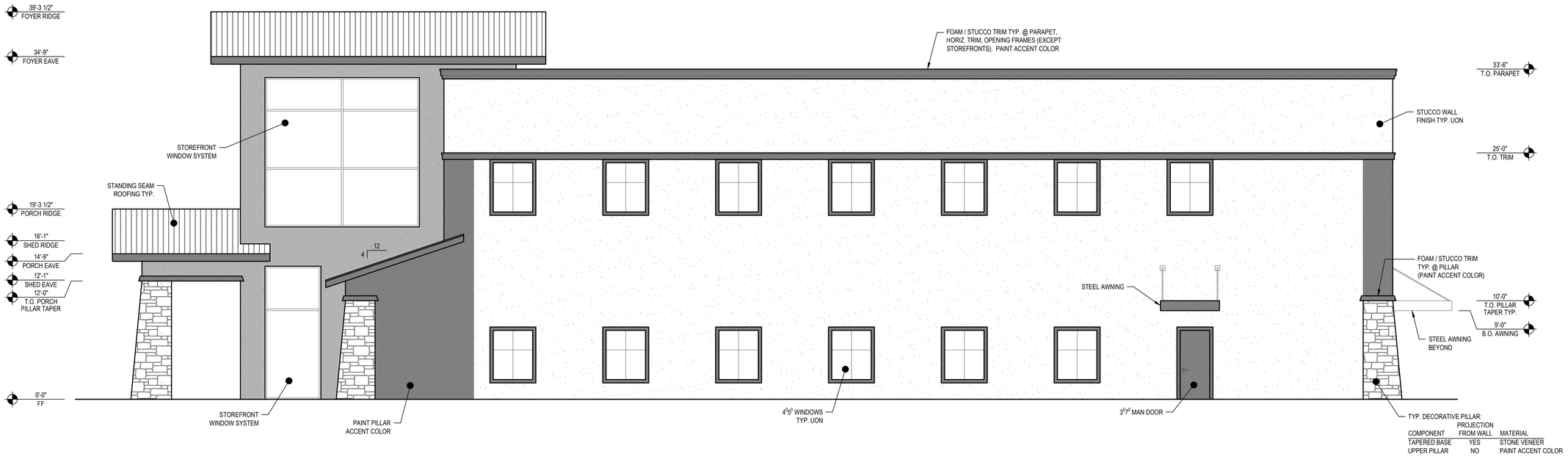
JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.2
	DATE: 05/05/22	



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

11 BUILDING 'F' WEST EXTERIOR ELEVATION

A1.4 3/16" = 1'-0"



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

12 BUILDING 'F' SOUTH EXTERIOR ELEVATION (NORTH OPP HAND)

A1.4 3/16" = 1'-0"

CLIENT:

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HICKMAN, CA 95323

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REGISTERED PROFESSIONAL ENGINEER
JUSTIN W. CAPP
NO. 4813
STRUCTURAL
CALIFORNIA
8/18/2025

KEY PLAN:

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APN: 019-047-012, 019-047-013
854 I STREET, HICKMAN, CA 95323

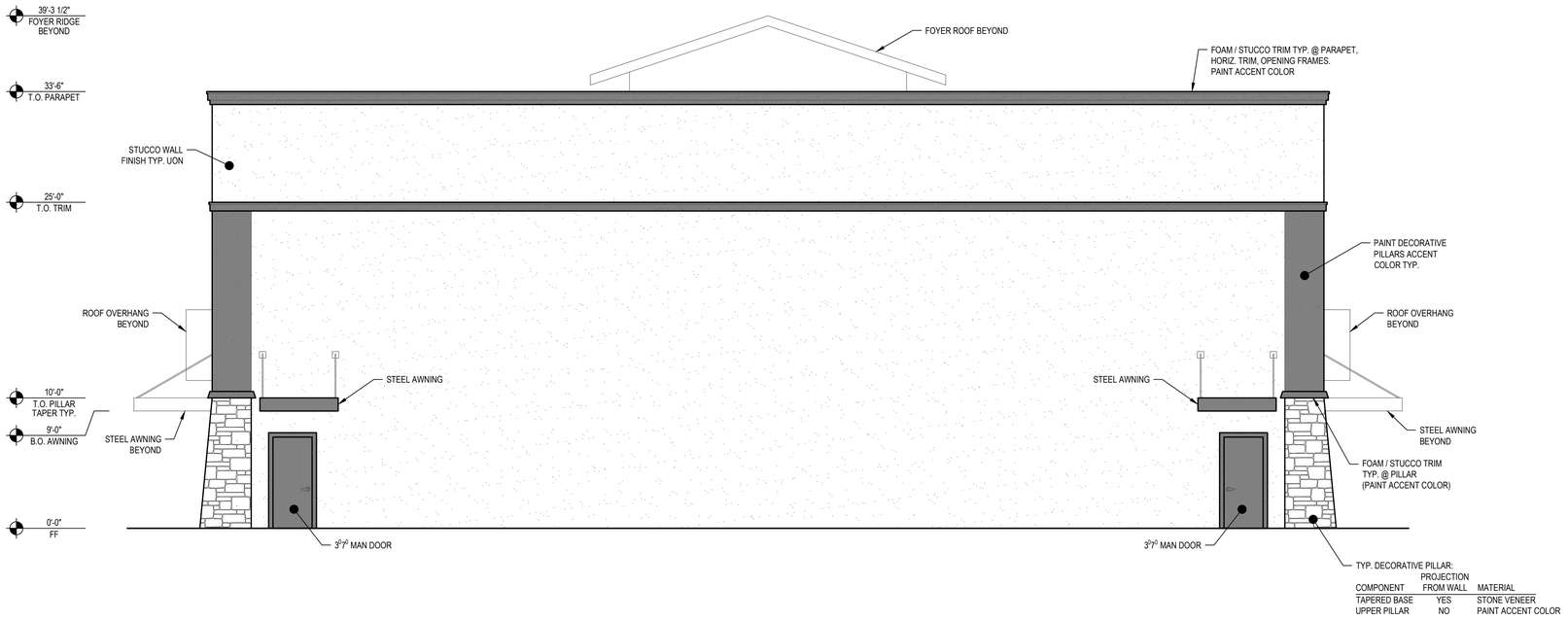
DRAWING TITLE:

BUILDING 'F' EXTERIOR ELEVATIONS

CAD FILE NAME:
22073_A1 SERIES.DWG

DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.4
	DATE: 05/05/22	



11 A1.5 BUILDING 'F' EAST EXTERIOR ELEVATION

3/16" = 1'-0"

CLIENT:

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HICKMAN, CA 95323

ENGINEER:

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STRUCTURAL
STATE OF CALIFORNIA

8/18/2025

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APN: 019-047-012, 019-047-013
854 I STREET, HICKMAN, CA 95323

DRAWING TITLE:

BUILDING 'F' EXTERIOR ELEVATIONS

CAD FILE NAME:
22073_A1 SERIES.DWG

DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.5
	DATE: 05/05/22	



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

11 A1.7 BUILDING 'H' EAST EXTERIOR ELEVATION

3/16" = 1'-0"



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

12 A1.7 BUILDING 'H' SOUTH EXTERIOR ELEVATION

3/16" = 1'-0"

CLIENT:

HICKMAN COMMUNITY CHURCH
854 I STREET
HICKMAN, CA 95323

ENGINEER:

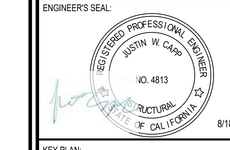
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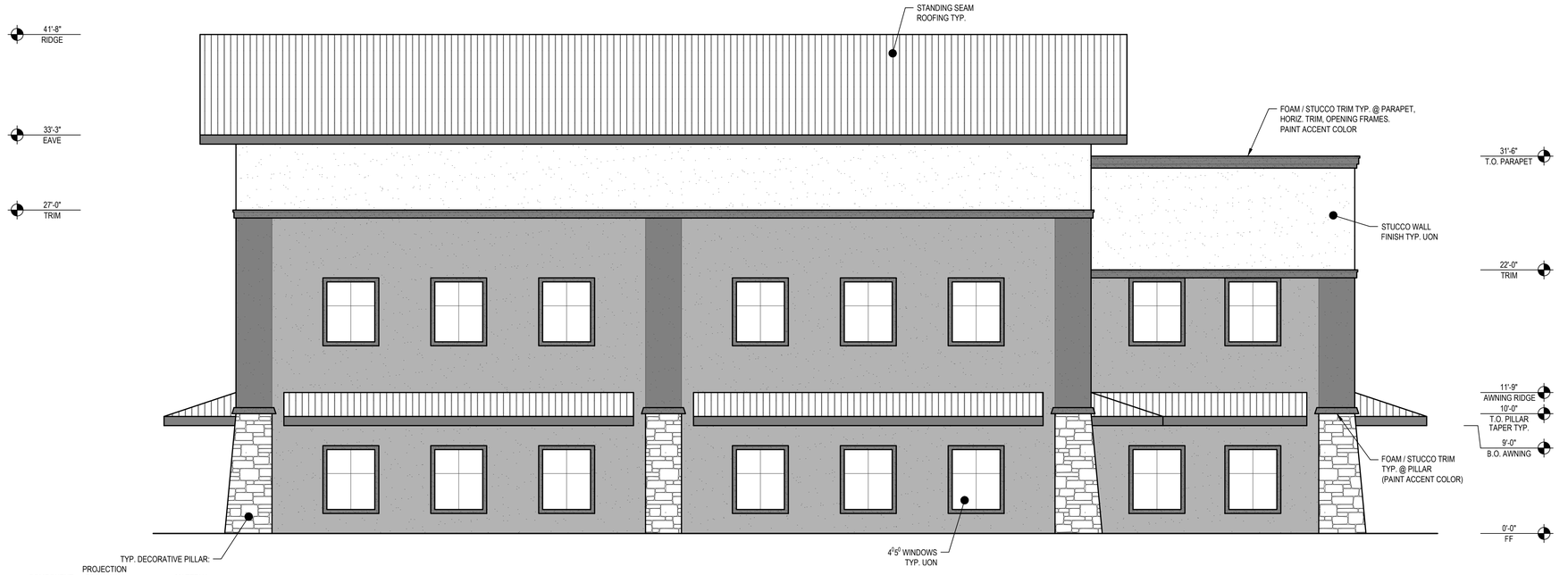
DRAWING TITLE:

BUILDING 'H' EXTERIOR ELEVATIONS

CAD FILE NAME:
22073_A1 SERIES.DWG

DRAWING SCALE:
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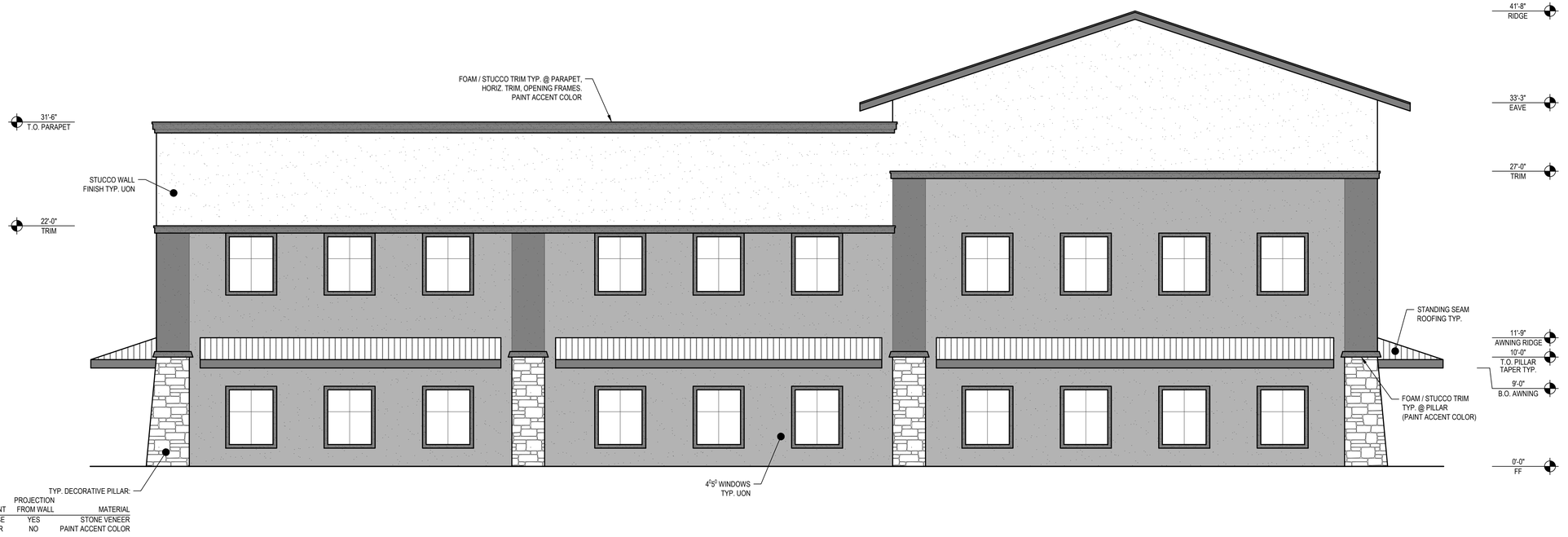
JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.7
	DATE: 05/05/22	



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

11 A1.8 BUILDING 'H' WEST EXTERIOR ELEVATION

3/16" = 1'-0"



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

12 A1.8 BUILDING 'H' NORTH EXTERIOR ELEVATION

3/16" = 1'-0"

CLIENT:

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HICKMAN, CA 95323

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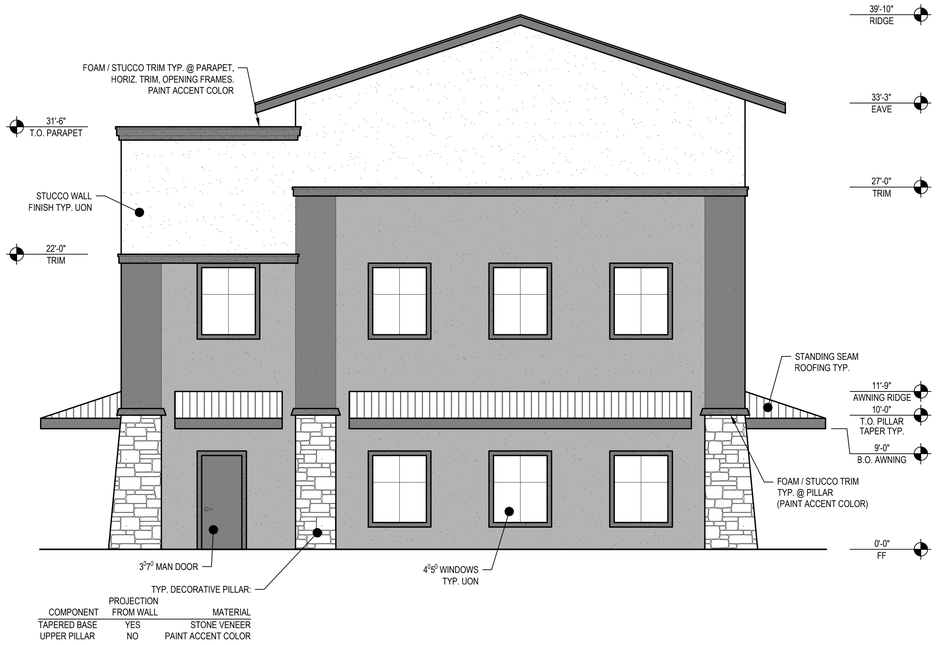
DRAWING TITLE:

BUILDING 'H' EXTERIOR ELEVATIONS

CAD FILE NAME:
22073_A1 SERIES.DWG

DRAWING SCALE:
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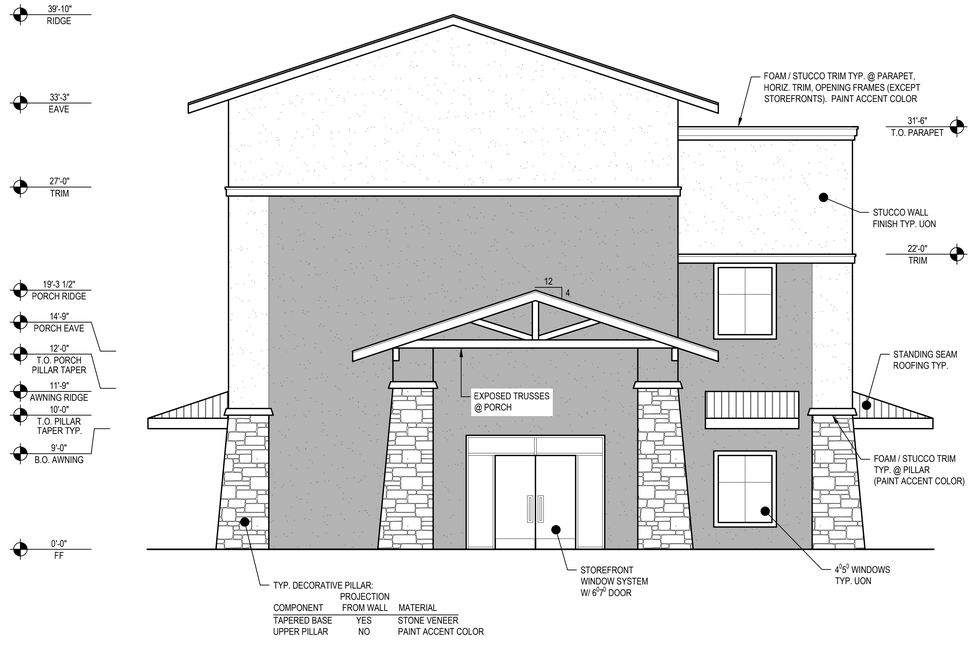
JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.8
	DATE: 05/05/22	



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

11 A1.9 BUILDING 'L' EAST EXTERIOR ELEVATION

3/16" = 1'-0"



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

8 A1.9 BUILDING 'L' WEST EXTERIOR ELEVATION

3/16" = 1'-0"



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

12 A1.9 BUILDING 'L' SOUTH EXTERIOR ELEVATION

3/16" = 1'-0"

CLIENT:

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HICKMAN, CA 95323

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8/18/2025

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854 I STREET, HICKMAN, CA 95323

DRAWING TITLE:

BUILDING 'L' EXTERIOR ELEVATIONS

CAD FILE NAME:
22073_A1 SERIES.DWG

DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	A1.9
	DATE: 05/05/22	



COMPONENT	PROJECTION FROM WALL	MATERIAL
TAPERED BASE	YES	STONE VENEER
UPPER PILLAR	NO	PAINT ACCENT COLOR

11 BUILDING 'L' NORTH EXTERIOR ELEVATION

A1.10 3/16" = 1'-0"

CLIENT:

HICKMAN COMMUNITY CHURCH
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No.	DATE	ISSUANCE
	08/18/25	REVISED STAFF APPROVAL APPLICATION

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STRUCTURAL
STATE OF CALIFORNIA

8/18/2025

KEY PLAN:

PROJECT NAME:

SITE IMPROVEMENTS

PROJECT ADDRESS:
APN: 019-047-012, 019-047-013
854 I STREET, HICKMAN, CA 95323

DRAWING TITLE:

BUILDING 'L' EXTERIOR ELEVATIONS

CAD FILE NAME:
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AS NOTED

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22073	CHK'D: JWC	A1.10
	DATE: 05/05/22	

ACOUSTICAL ANALYSIS

HICKMAN COMMUNITY CHURCH

845 I STREET
HICKMAN, CALIFORNIA

WJVA Project No. 25-30

PREPARED FOR

JUSTIN W. CAPP, INC.
1003 12TH STREET
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PREPARED BY

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JULY 22, 2025

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INTRODUCTION

The applicant (Hickman Community Church) proposes to operate outdoor events on the Church grounds, which utilize amplified speech and music. According to the project applicant, the Church is expected to hold approximately 3-4 outdoor services per year, to be held on select Sundays during the months of March through June. The outdoor services would typically occur on Sundays between the hours of 10:30 a.m. to noon, with an estimated attendance of approximately 400 people. Additionally, the Church may also host approximately 3-5 outdoor events per year, which would typically occur on Fridays or Saturdays between the hours of approximately 6:00 to 7:30 p.m., with an estimated attendance of approximately 50-100 people. The outdoor events would occur within the existing tent canopy area, at the future location of the replacement sanctuary building, indicated as building "D" on the site plan. The site plan is provided as Figure 1.

Stanislaus County has required an acoustical analysis to determine if noise generated by the proposed activities will comply with applicable Stanislaus County noise standards. This acoustical analysis, prepared by WJV Acoustics Inc. (WJVA), is based on the site plan provided by the project applicant, facility operations data provided by the project applicant and noise level data obtained by WJVA at the project site and at other similar facilities.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

GENERAL PLAN-

The Stanislaus County Noise Element of the General Plan (noise element) establishes noise level criteria for both transportation and non-transportation (stationary) noise sources. For transportation noise sources such as traffic on public roadways, railroads, and airports, 60 L_{dn} (or CNEL) or less in outdoor activity areas of single-family residences, 65 L_{dn} (or CNEL) or less in community outdoor space for multi-family residences, and 45 L_{dn} (or CNEL) or less within noise-sensitive interior spaces. Where it is not possible to reduce exterior noise due to these sources to the prescribed level using a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 L_{dn} (or CNEL) will be allowed. Under no circumstances will interior noise levels be allowed to exceed 45 L_{dn} (or CNEL) with the windows and doors closed in residential uses.

Both the L_{dn} and CNEL represent the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The CNEL includes an additional penalty of 5 dB (technically 4.77 dB) that is added to noise levels occurring during the evening hours between 7:00 p.m. and 10:00 p.m. Both the L_{dn} and CNEL represent cumulative exposure to noise over an extended period of time and are therefore calculated based upon *annual average* conditions. The L_{dn} and CNEL are considered to be equivalent descriptors of the community noise environment for the purposes of this study.

Additionally, the noise element establishes hourly acoustical performance standards for non-transportation (stationary) noise sources. The standards are set in terms of the L_{eq} (hourly equivalent) and L_{max} (maximum) noise levels. The standards, provided in Table I, are made more restrictive during the nighttime hours of 10:00 p.m. to 7:00 a.m. The noise element states that the noise standards specified in Table I shall be reduced by five (5) dB for pure tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. The noise levels provided below in Table I, in paratheses, represent the applicable noise level standards for a noise source consisting primarily of speech or music. The General Plan Noise Element states: *Where measured ambient noise levels exceed the standards, the standards shall be increased to the ambient levels.*

TABLE I

NON-TRANSPORTATION NOISE LEVEL STANDARDS, dBA
STANISLAUS COUNTY

Daytime (7 a.m.-10 p.m.)		Nighttime (10 p.m.-7 a.m.)	
L_{eq}	L_{max}	L_{eq}	L_{max}
55 (50)[1]	75 (70)[1]	50 (45)[1]	70 (65)[1]

Source: Stanislaus County Noise Element of General Plan

[1]Adjusted standard for a noise source consisting primarily of speech or music.

ORDINANCE CODE-

Section 10.46.050 of the Stanislaus County Code of Ordinances (noise ordinance) also provides noise standards applicable to the project. The noise ordinance addresses the statistical distribution of noise over time and allows for progressively shorter periods of exposure to levels of increasing loudness. Table II summarizes the exterior noise level standards of the ordinance. Note that the ordinance is to be applied during any one-hour time period of the day, and that the standards are 5 dB more restrictive between the hours of 10:00 p.m. and 7:00 a.m. The noise ordinance also states that the noise standards specified in Table II shall be reduced by five (5) dB for pure tone noises, noise consisting primarily of speech or music.

TABLE II

RESIDENTIAL EXTERIOR NOISE LEVEL STANDARDS, dBA
STANISLAUS COUNTY ORIDNANCE CODE

Category	Cumulative # Min/Hr. (L_n)	Daytime (7am-10pm)	Nighttime (10pm-7am)
1	30 (L_{50})	50	45
2	15 (L_{25})	55	50
3	5 ($L_{8.3}$)	60	55
4	1 ($L_{1.7}$)	65	60
5	0 (L_{max})	70	65

Note: L_n is an abbreviation for the percentage of time that a certain noise level is exceeded during a specified time period (in this case, one hour). For example, an L_{50} value of 50 dBA may not be exceeded during the hours of 6 am-7pm.

Source: Stanislaus County Ordinance Code

EXISTING NOISE ENVIRONMENT

The project site is located at 845 I Street, within the Community of Hickman, in an unincorporated portion of Stanislaus County. The area surrounding the project site is predominately agricultural and rural residential land uses. The closest off-site residential land uses (sensitive receptors) are located approximately 350 feet to the northwest, north and southwest. Described distances represent the distance from the proposed location of the outdoor speakers to the closest residential land uses.

WJVA staff conducted background (ambient) short-term noise level measurements at three (3) locations (ST-1, ST-2, and ST-3), in the general direction and vicinity of the three closest residential land uses to the outdoor canopy area, on July 15, 2025. Ambient noise levels were measured both with and without amplified music occurring at the project site. Figure 2 provides the locations of the three ambient noise measurement sites. Photographs of the three ambient noise measurement sites are provided as Figure 3 through Figure 5.

Noise monitoring equipment utilized for the measurements consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with a B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated in the field prior to use with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements. The microphones were located on a tripod at 5 feet above the ground. Ambient noise levels were measured simultaneously at the three (3) locations.

Table III summarizes the ambient noise measurement results. Provided in Table III are the maximum (L_{max}) and energy average (L_{eq}), which represent the noise metrics established in the General Plan Noise Element, and the L_{50} statistical descriptor metric established in the Noise Ordinance. The L_{50} represents the most restrictive noise metric of the Noise Ordinance, and was therefore applied to demonstrate project noise compliance.

Noise sources contributing to the ambient noise levels included vehicle traffic along Lake Road and I Street, agricultural activities, noise associated with nearby residential land uses (HVAC, roosters, landscaping activities) and occasional aircraft overflights.

TABLE III

SUMMARY OF AMBIENT NOISE LEVEL MEASUREMENTS
HICKMAN COMMUNITY CHURCH
JULY 15, 2025

Location	A-weighted Decibels, dBA		
	L_{max}	L_{eq}	L_{50}
ST-1	59	41	40
ST-2	59	43	41
ST-3	71	45	42

Source: WJV Acoustics, Inc.

PROJECT-RELATED NOISE LEVELS

Amplified Speech and Music

The project applicant proposes to operate occasional outdoor services and special events. According to the project applicant, the Church is expected to hold approximately 3-4 outdoor services per year, to be held on select Sundays during the months of March through June. The outdoor services would typically occur on Sundays between the hours of 10:30 a.m. to noon. Additionally, the Church may also host approximately 3-5 outdoor events per year, which would typically occur on Fridays or Saturdays between the hours of approximately 6:00 to 7:30 p.m. All activities occurring outdoors would occur within the daytime hours of 7:00 a.m. to 10:00 p.m., and would therefore not be subject to the County's more restrictive nighttime noise level standards.

During the hours of 7:00 a.m. to 10:00 p.m., the County's noise ordinance (L_{50}) standard is 45 dB and the General Plan compatibility standard is 50 dB L_{eq}, when the source consists of speech or music. Where measured ambient noise levels exceed the standards, the standards shall be increased to the ambient levels.

On July 15, 2025 WJVA staff measured noise levels at the project site while music was being amplified through a speaker system supplied by the project applicant. According to the project applicant, amplified noise levels during the simulated event were comparable to that which would be experienced during an outdoor event within the tent canopy area.

WJVA staff conducted noise measurements at the same three (3) locations described above, in the direction and vicinity of the closest nearby off-site residential land uses, while amplified music was being played within the tent canopy area. Measurements were taken simultaneously at each location. Table V describes the results of the noise measurements conducted while amplified music was played outdoors at the project site. The measured noise level data is provided in terms of the County's applicable standards.

TABLE IV

SUMMARY OF PROJECT-RELATED NOISE LEVELS AT NEARBY RESIDENCES
HICKMAN COMMUNITY CHURCH
JULY 15, 2025

Location	A-weighted Decibels, dBA		
	L_{max}	L_{eq}	L_{50}
ST-1	55	41	39
ST-2	54	45	42
ST-3	61	46	42

Source: WJV Acoustics, Inc.

Reference to Table IV indicates that no exceedance of any of the County's noise standards (both noise ordinance and noise element) occurred at the locations of the closest residential land uses to the project site, during the simulated event with amplified music. Additionally, a comparison of the measured noise levels between those provided in Table III (ambient noise levels measured with no amplified music) and those provided in Table IV (with amplified music) show no real statistical increase in noise at the three locations, while amplified music was occurring when compared to those measured without amplified music.

It should be noted, noise levels produced by amplified music through speakers is directional in nature. Noise levels measured in front of a speaker system can be up to 10 to 15 dB higher than those measured at the same distance behind a speaker system. The above-described analysis and determination of findings assumes that the speakers will be located within the northern portion of the tent canopy, and oriented as such to face toward the south, and not in the direction of the closest nearby sensitive receptors to the north. In order to maintain compliance, the speaker system must be set up on site facing the south, as located during the simulated event. If speakers are oriented to face a different direction, the findings of this analysis would be different than those summarized above.

CONCLUSIONS AND RECOMMENDATIONS

The above-described project-related noise levels are not expected to exceed County of Stanislaus daytime (7:00 a.m. to 10:00 p.m.) noise levels. Additionally, noise levels measured at the noise monitoring sites closest to the existing sensitive receptors (residential land uses) showed no significant statistical difference from those measured when amplified music was not occurring outside at the project site location, indicating no measurable increase over existing ambient noise levels at these locations. Mitigation measures are therefore not required for project noise compliance.

Noise levels associated with on-site amplified music would comply with all Stanislaus County daytime (7:00 a.m. to 10:00 p.m.) noise level standards, with the following conditions in place:

- The speaker system should be located within the northern portion of the tent canopy area and oriented as to face toward the south.

- All amplified speech and music must conclude by 10:00 p.m.

The foregoing conclusions and recommendations are based upon the best information known to WJV Acoustics, Inc. (WJVA) at the time the study was prepared concerning the proposed site plan, proposed activities and the noise levels that could be produced by amplified sound systems at the project site. Any significant changes to the information used for this analysis will require a reevaluation of the findings of this report. Additionally, any significant future changes in noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,



Walter J. Van Groningen
President

WJV:wjv

FIGURE 1: PROJECT SITE PLAN

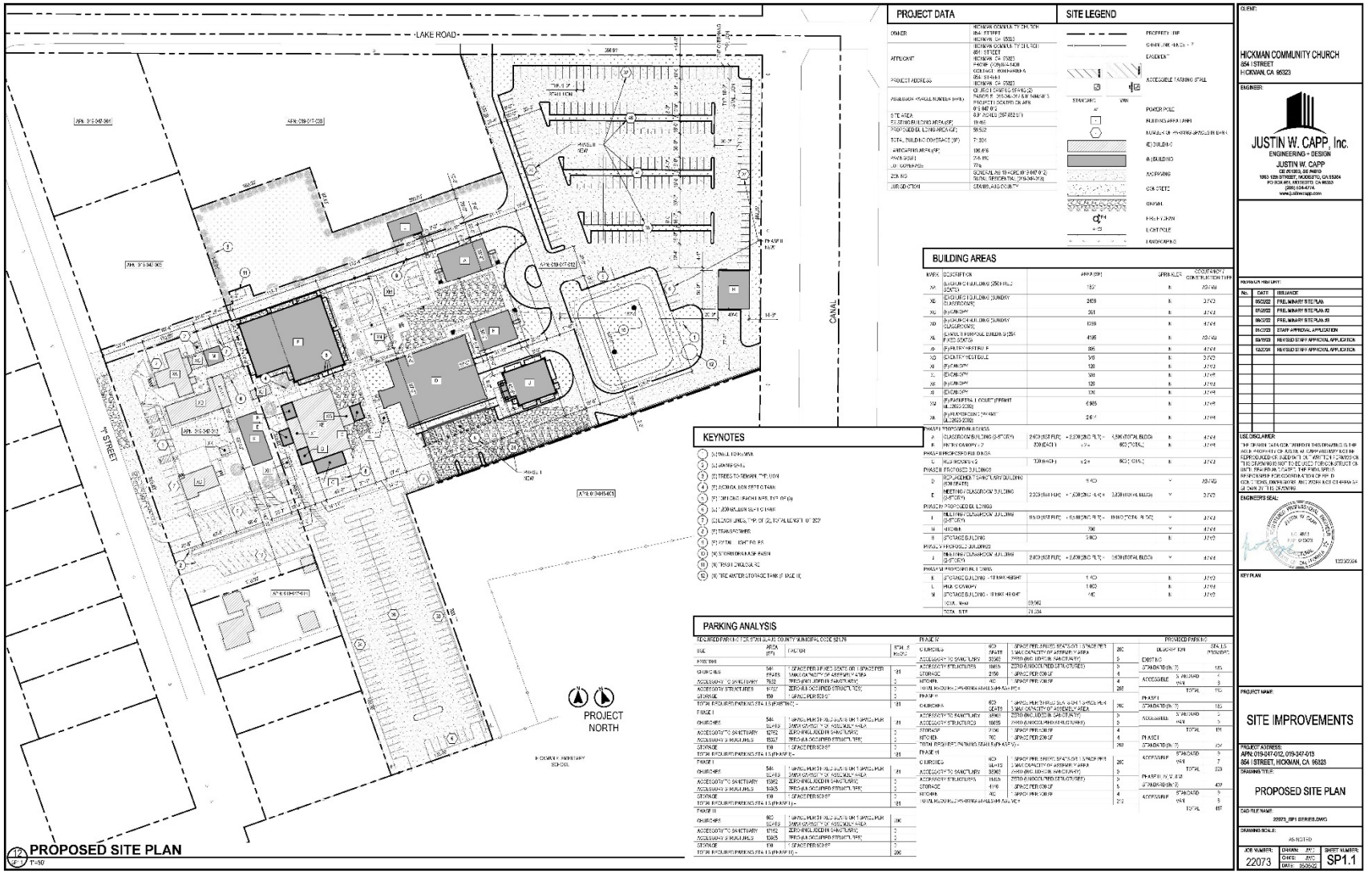


FIGURE 2: PROJECT VICINITY, NOISE MONITORING SITES AND EVENT AREA LOCATION



FIGURE 3: MEASUREMENT SITE ST-1



FIGURE 4: MEASUREMENT SITE ST-2



FIGURE 5: MEASUREMENT SITE ST-3



APPENDIX A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DNL/L_{dn}: Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq}: Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max}: The maximum noise level recorded during a noise event.

L_n: The sound level exceeded "n" percent of the time during a sample interval (L_{90}, L_{50}, L_{10}, etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

NOISE LEVEL REDUCTION (NLR): The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of noise level reduction combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL: Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC): The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS

NOISE SOURCE	SOUND LEVEL	SUBJECTIVE DESCRIPTION
AMPLIFIED ROCK 'N ROLL ▸	120 dB	
JET TAKEOFF @ 200 FT ▸		DEAFENING
	100 dB	
BUSY URBAN STREET ▸		VERY LOUD
	80 dB	
FREEWAY TRAFFIC @ 50 FT ▸		LOUD
CONVERSATION @ 6 FT ▸	60 dB	
TYPICAL OFFICE INTERIOR ▸		MODERATE
SOFT RADIO MUSIC ▸	40 dB	
RESIDENTIAL INTERIOR ▸		FAINT
WHISPER @ 6 FT ▸	20 dB	
HUMAN BREATHING ▸		VERY FAINT
	0 dB	



Final

Hickman Community Church Expansion

Transportation Impact Analysis

Prepared for:
Stanislaus County
Hickman Community Church

Prepared by:

BTC
BARRIOS
TRANSPORTATION CONSULTING

August 6, 2026

BTC-0091

ATTACHMENT II

Table of Contents

1. Introduction 1

1.1 CEQA Transportation Study 1

1.2 Local Transportation Study 3

1.2.1 Intersection Level of Service 3

1.2.2 Study Area 4

1.2.3 Analysis Scenarios and Periods 4

2. Existing Transportation System 6

2.1 Roadway System 6

2.2 Transit System 6

2.3 Existing Pedestrian Facilities 6

2.4 Existing Bicycle Facilities 7

2.5 Existing Intersection Levels of Service 7

2.6 Existing Vehicle Queues 10

3. Project Charateristics 11

3.1 Project Description 11

3.2 Project Trip Generation 11

3.3 Project Trip Distribution and Assignment 13

4. Existing Plus Project Study Hour Traffic Operations 15

4.1 Existing Plus Project Intersection Levels of Service 15

4.2 Existing Plus Project Vehicle Queues 17

5. Cumulative (2050) Study Hour Traffic Operations 18

5.1 Cumulative Conditions study Hour Traffic Volumes 18

5.2 Cumulative Conditions Intersection Levels of Service 18

5.3 Cumulative Conditions Vehicle Queues 22

6. Vehicular Site Access and Recommendations 23

Appendices

Appendix A: Traffic Counts

Appendix B: Existing Conditions LOS Worksheets

Appendix C: Existing Plus Project LOS Worksheets

Appendix D: Cumulative and Cumulative Plus Project LOS Worksheets

List of Figures

Figure 1-1. Conceptual Project Site Plan 2
Figure 1-2. Project Site Vicinity and Study Intersections 5
Figure 2-1. Existing Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control 9
Figure 3-1. Project Study Hour Traffic Assignment 14
Figure 4-1. Existing Plus Project Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control 16
Figure 5-1. Cumulative No Project Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control 19
Figure 5-2. Cumulative Plus Project Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control 20

List of Tables

Table 1-1. Intersection Impact and LOS Deficiency Summary 3
Table 2-1. Existing Intersection Levels of Service 8
Table 2-2. Existing 95th Percentile Queue Lengths 10
Table 3-1. Hickman Church Existing Vehicle Trip Generation 12
Table 3-2. Hickman Church Trip Rates and Net New Vehicle Trip Generation 12
Table 3-3. Project Trip Distribution 13
Table 4-1. Existing Plus Project Intersection Levels of Service 15
Table 4-2. Existing Plus Project 95th Percentile Queue Lengths 17
Table 5-1. Cumulative and Cumulative Plus Project Intersection Levels of Service 21
Table 5-2. Cumulative 95th Percentile Queue Lengths 22

1. INTRODUCTION

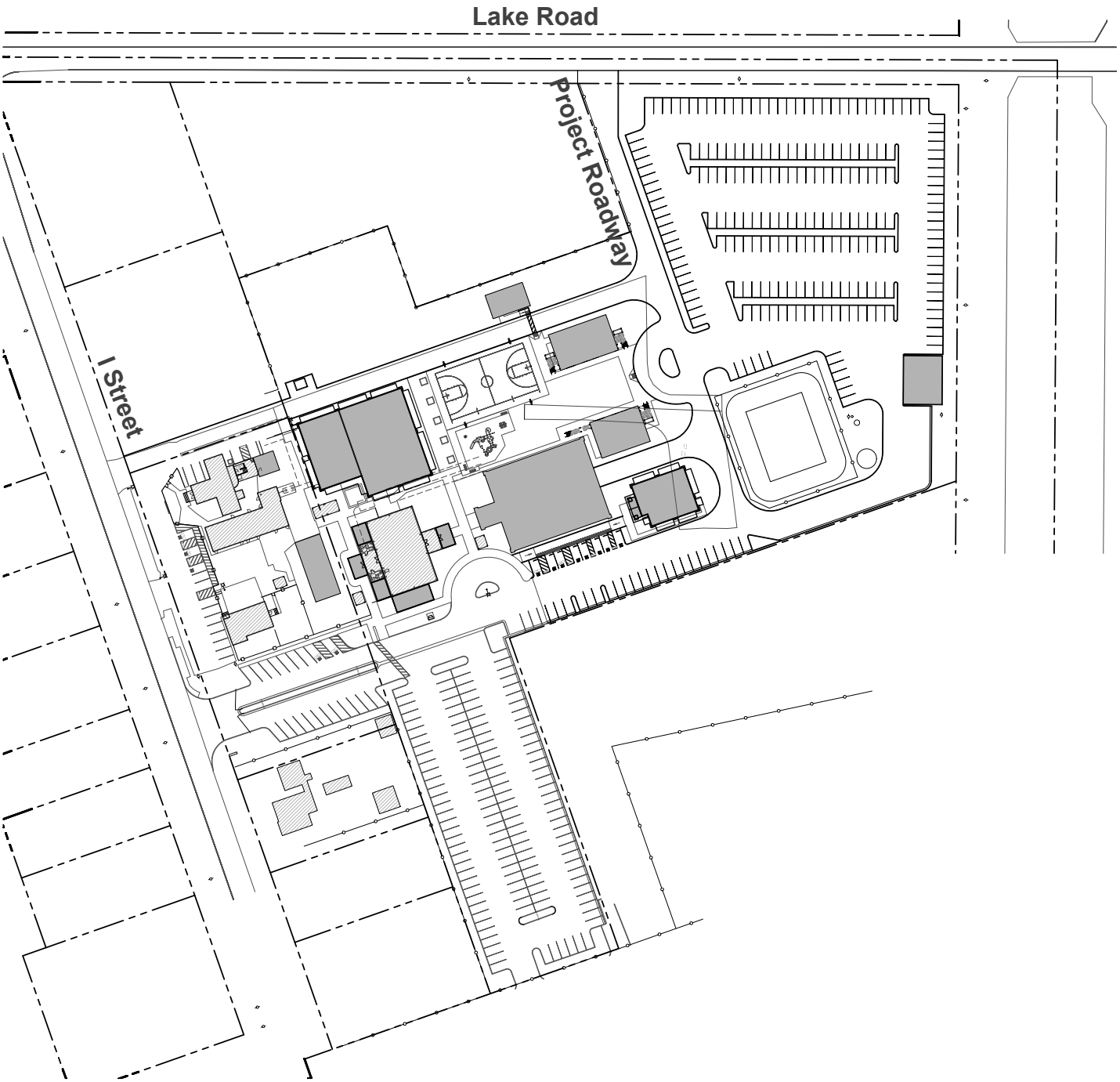
This report presents the Transportation Impact Analysis (TIA) analysis and findings for the proposed Hickman Community Church Expansion (Project) located in the community of Hickman, Stanislaus County. The Project proposes to expand the existing Hickman Community Church with a new sanctuary building to replace the existing church (in use only, structure to remain) and will also include supporting classroom and storage buildings. The church is proposing to expand from 250 seats to 600 seats. The Project is bounded by residential development to the north, the Hickman Charter School to the south, I Street to the west, and the Turlock Main Canal to the east. Primary Project access to the existing street system would be provided from I Street. Secondary Project access would be provided via a new roadway connection to Lake Road. A conceptual Project site plan is shown on **Figure 1-1**.

1.1 CEQA TRANSPORTATION STUDY

Under the California Environmental Quality Act (CEQA), level of service (LOS), a qualitative description of traffic on a roadway facility or intersection, can no longer be used to determine a project's environmental impact. Instead, Section 15064.3 of the CEQA Guidelines includes guidance related to assessing the vehicle miles of travel (VMT) generated by various types of land use, and thresholds for the identification of significant impacts. According to the California Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), lead agencies are encouraged to screen projects for vehicle miles traveled (VMT) impacts so that in many cases a detailed VMT analysis is not required if the project can reasonably be presumed to cause a *less-than-significant* impact. A project may be relieved from VMT impact analysis if it meets one of the following screening criteria:

1. Within a Transit Priority Area (TPA)
2. Is 100% restricted affordable housing
3. Small project (generating 110 trips or less per day)
4. Is a locally serving public facility that contributes and supports community needs
5. Neighborhood serving retail project less than 50,000 square feet
6. Located within a low VMT area

Based on OPR, churches and classrooms qualify as locally serving public facilities that support community needs (number 4 above). Jurisdictions commonly exempt locally serving uses, such as neighborhood churches, from detailed VMT analysis because they tend to reduce overall travel distances by serving nearby residents. Based on the screening criteria, the Project is presumed to not require additional CEQA VMT impact analysis.



Source: Justin W. Capp Engineering + Design

BTC

Figure 1-1

Conceptual Project Site Plan

1.2 LOCAL TRANSPORTATION STUDY

The local transportation study typically provides information to decision-makers and the public to understand what types of roadway improvements should be considered as Conditions of Approval for the ultimate development of a project, and to evaluate the project's consistency with the County's General Plan LOS policy.

1.2.1 INTERSECTION LEVEL OF SERVICE

LOS is a qualitative description of traffic flow from a vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (free-flow conditions) to LOS F (over capacity conditions). The County generally strives to maintain LOS C or better for intersection operations.

Intersection operations were evaluated in Synchro 12 using the Transportation Research Board's *Highway Capacity Manual*, 7th Edition (HCM) method, which uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 1-1** summarizes the relationship between average delay per vehicle and LOS for signalized and unsignalized intersections.

Table 1-1. Intersection Impact and LOS Deficiency Summary

Level of Service	Description	Signalized	Unsignalized
		Delay (seconds/vehicle)	
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: *Highway Capacity Manual*, 7th Edition. (Transportation Research Board 2022).

1.2.2 STUDY AREA

The TIA study area includes the area immediately adjacent to the Project site. The following five intersections were selected for evaluation in consultation with the County. The study area is shown on **Figure 1-2**.

1. Hickman Road/Lake Road
2. I Street/Lake Road
3. Hickman Road/6th Street
4. Montpelier Road/6th Street
5. Project Roadway Access/Lake Road (evaluated under Project conditions only)

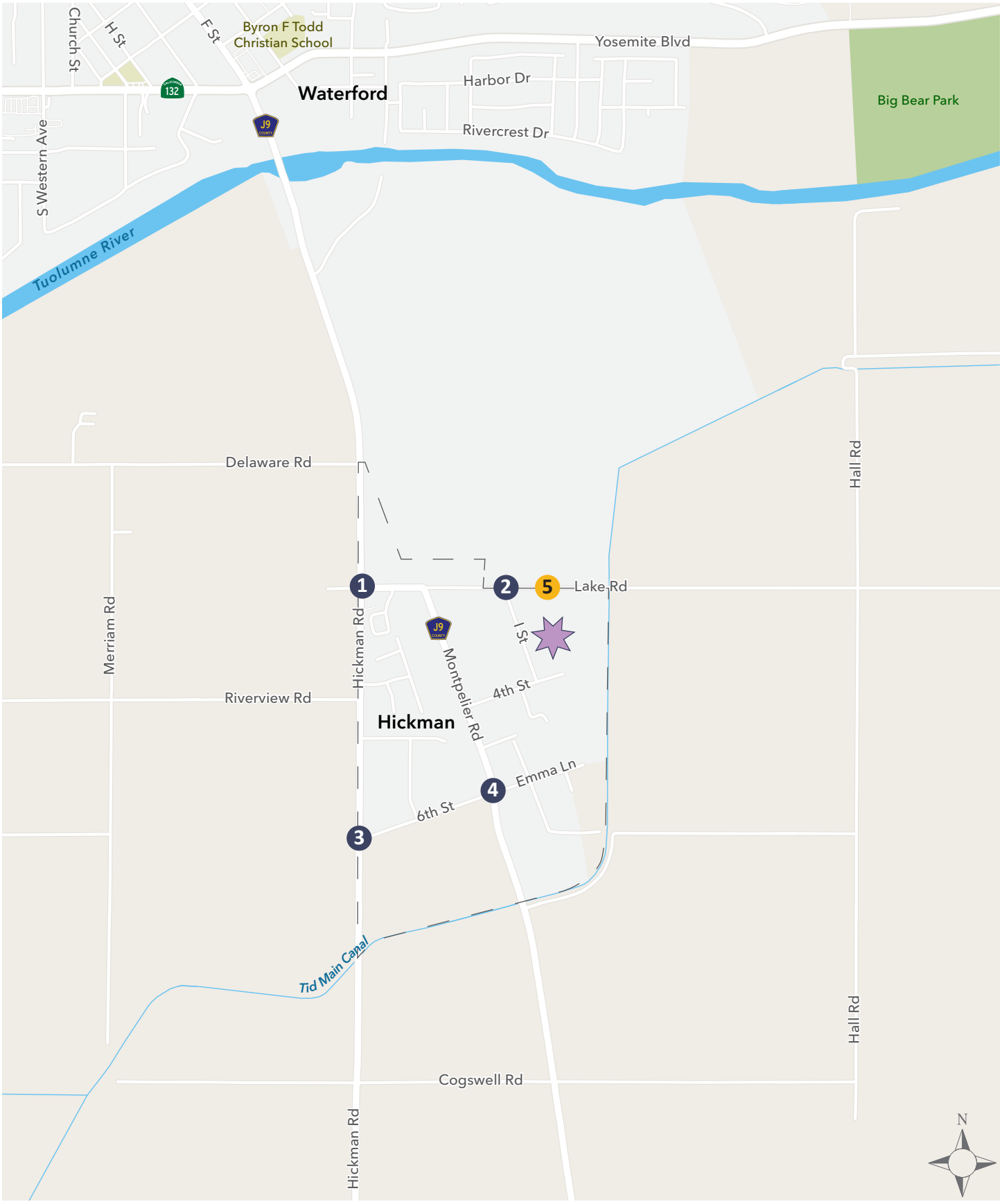
1.2.3 ANALYSIS SCENARIOS AND PERIODS

Study intersection operations were evaluated for the following scenarios in consultation with the County:

- **Existing Conditions** – Existing conditions as they were in March 2026.
- **Existing Plus Project Conditions** – Existing traffic volumes plus traffic generated by the proposed Project.
- **Cumulative Year (2050) No Project Conditions** – Year 2050 traffic volumes based on the Stanislaus County Demographic and Employment Forecasts (2021) and future roadway improvements based on the County General Plan Buildout Conditions.
- **Cumulative Year (2050) Plus Project Conditions** – Cumulative No Project traffic forecasts plus traffic expected to be generated by the Project.

The traffic analysis periods, based on anticipated peak traffic times for the Project, are presented below.

- Wednesdays: 5:30 PM to 8:30 PM (evening Bible study classes are from 6 PM to 8 PM)
- Sundays: 8 AM to 1 PM (morning services are at 9 AM and 10:45 AM)



BTC

Figure 1-2

Project Site Vicinity and Study Intersections

2. EXISTING TRANSPORTATION SYSTEM

This chapter describes existing transportation conditions in the Project study area, including the roadway network and the transit, pedestrian, and bicycle facilities in the vicinity of the Project site.

2.1 ROADWAY SYSTEM

The following major roadways provide access to the proposed Project site.

I Street is a north-south local roadway that provides two lanes adjacent to the Project site. The roadway measures only about 1,000 feet in length and provides a connection between Lake Road to the north and 4th Street to the south. The roadway has a posted speed limit of 25 mph.

Lake Road is an east-west major collector that provides two lanes near the Project site. The roadway extends from Hickman Road to the east to Davies Road adjacent to Turlock Lake. Near the Project site the roadway has a posted speed limit of 35 mph.

Hickman Road is a north-south major collector that provides two lanes near the Project site. The roadway extends from State Route 132, in the City of Waterford, to the north to East Avenue to the south. Near the Project site the roadway has a posted speed limit of 45 mph.

2.2 TRANSIT SYSTEM

The primary public transit connection for Hickman is the Stanislaus Regional Transit (StanRTA), which operates regional bus routes serving Hickman and nearby communities. Route 50, a fixed-route service, connects Hickman with Waterford, Empire, and the Modesto Transit Center. There is a bus stop located on I Street directly in front of the existing Hickman Community Church. Route 50 provides scheduled bus service on weekdays and weekends with one-hour headways.

2.3 EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multi-use trails. A sidewalk is not currently provided on I Street between Lake Road and 4th Street, with the exception of approximately 70 feet of sidewalk on the east side of I Street to accommodate pedestrians waiting at the bus stop. In the Project vicinity, sidewalk is not provided on either side of Lake Road or Hickman Road.

2.4 EXISTING BICYCLE FACILITIES

Bicycle facilities include the following types:

- **Bike paths (Class I)** – Bike paths are paved trails separated from roadways. These trails are sometimes shared with pedestrians.
- **Bike lanes (Class II)** – Bike lanes are lanes on roadways designated for use by bicycles through striping, pavement legends, and signs.
- **Bike routes (Class III)** – Bike routes provide a right-of-way designated by signs and/or pavement markings (also known as "sharrows") to alert motorists to expect to share this roadway with bicyclists. A Bicycle Boulevard is a special type of shared route that optimizes bicycle travel. Bicycle Boulevards can have a variety of traffic calming elements to improve safety and comfort for bicycles.
- **Separated bikeways (Class IV)** – Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

None of the roadways in the Project vicinity currently provide bicycle facilities. According to the *Stanislaus County Non-Motorized Transportation Plan* (September 2008), there are no planned bicycle facilities on the roadways in the vicinity of the Project site, including Hickman Road, Lake Road, and I Street.

2.5 EXISTING INTERSECTION LEVELS OF SERVICE

Intersection turning movement counts were conducted at the existing study intersections on Wednesday, March 4, 2026, between 5:30 PM and 8:30 PM, and on Sunday, March 8, 2026, between 8 AM and 1 PM. The counts included separate tallies of trucks, pedestrians, and bicyclists. For the study intersections, the single hour (study hour) with the highest traffic volumes during each count period was identified. The Wednesday study hour is defined as 5:30 to 6:30 PM and the Sunday study hour is defined as 12 to 1 PM. The Wednesday and Sunday study hour volumes are presented on **Figure 2-1** along with the existing lane configurations and traffic controls. Based on the data collected, there is very minor bicycle and pedestrian activity in the study area. Traffic count worksheets are provided in **Appendix A**.

Existing intersection lane configurations, signal timings, and turning movement volumes were used to calculate study intersections' levels of service for the Wednesday and Sunday study hours using the

Synchro 12.0 software program, as presented in **Table 2-1**. Observed peak hour factors[1] were used at all intersections for the existing analysis. Trucks and pedestrian/bicycle activity were also factored into the analysis. All study intersections operate at acceptable service levels during both the Wednesday and Sunday study hours according to the benchmarks established by the County. Detailed intersection LOS calculation worksheets are presented in **Appendix B**.

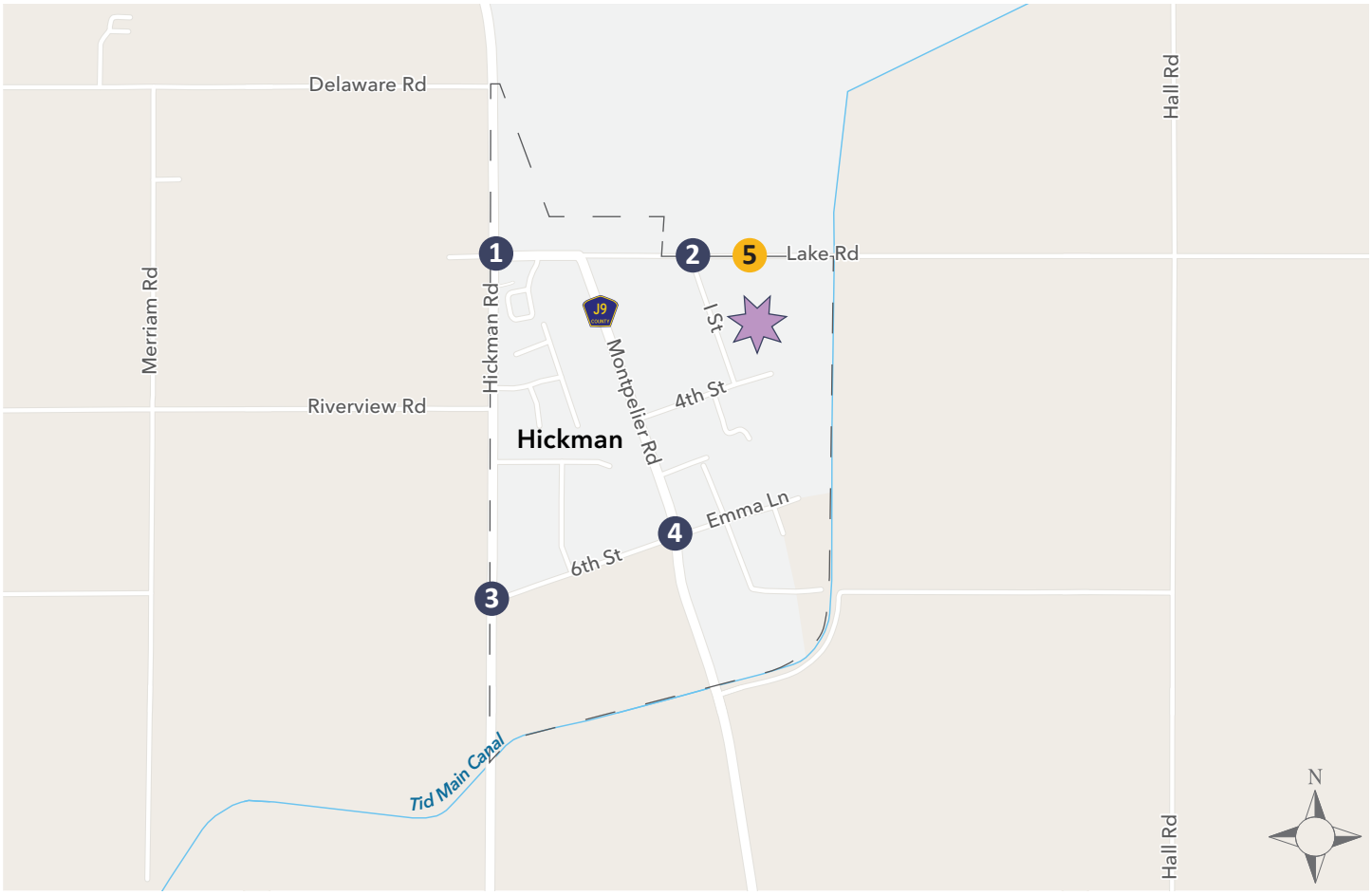
Table 2-1. Existing Intersection Levels of Service

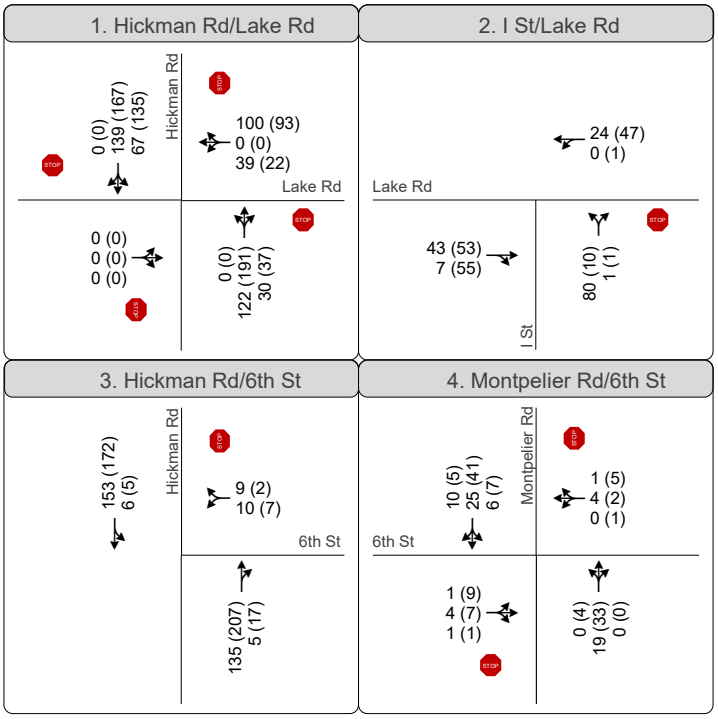
Intersection		Control	Study Hour	LOS[1]	Delay
1	Hickman Road/Lake Road	All-Way Stop	Wednesday	B	11
			Sunday	A	9
2	I Street/Lake Road	Side-Street Stop	Wednesday	A (NB)	10
			Sunday	A (NB)	9
3	Hickman Road/6th Street	Side-Street Stop	Wednesday	B (WB)	11
			Sunday	B (WB)	11
4	Montpelier Road/6th Street	Side-Street Stop	Wednesday	A (EB)	10
			Sunday	A (EB)	9

Notes:
1. For all-way stop-controlled intersections the overall weighted average delay is reported. For side-street stop-controlled intersections the worst approach/movement delay is reported.

Source: BTC, 2026.

[1] The peak hour factor is the relationship between the peak 15-minute flow rate and the full hourly volume: PHF = Hourly volume/(4 x (volume during the peak 15 minutes of flow)). The analysis is based on peak rates of flow occurring within the peak hour because substantial short-term fluctuations may occur during a peak hour.





XX (YY) Wednesday (Sunday) Study Hour Traffic Volumes STOP Stop Sign

Project Location # Study Intersection # Project Site Access Study Intersection (Project Only)

BTC

Figure 2-1

Existing Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control

2.6 EXISTING VEHICLE QUEUES

Existing 95th percentile vehicle queues were calculated for each of the study intersections and the results are presented in **Table 2-2**. None of the intersections have 95th percentile queues that extend to adjacent intersections.

Table 2-2. Existing 95th Percentile Queue Lengths

Intersection		Movement[1]	Storage Length (feet)	Wednesday Study Hour	Sunday Study Hour
1	Hickman Road/Lake Road	EB - LTR	100	0	0
		WB - LTR	600	25	25
		NB – LTR	940	50	25
		SB – LTR	>1,000	75	50
2	I Street/Lake Road	EB - LTR	800	0	0
		WB - LTR	>1,000	0	0
		NB – LTR	1,000	25	25
3	Hickman Road/6th Street	WB - LTR	600	25	25
		NB – LTR	>1,000	0	0
		SB – LTR	>1,000	0	0
4	Montpelier Road/6th Street	EB - LTR	800	25	25
		WB - LTR	380	25	25
		NB – LTR	>1,000	0	0
		SB – LTR	470	0	0

Notes:
1. EB=eastbound, WB=westbound, NB=northbound, SB=southbound. L=left, T=through, R=right.
2. 95th percentile queue lengths that exceed the storage capacity are noted in **bold text**.

Source: BTC, 2026.

3. PROJECT CHARATERISTICS

This chapter provides an overview of the proposed Project components and Project trip generation, trip distribution, and trip assignment. These items allow for an evaluation of Project impacts on the surrounding roadway network. The amount of Project-related traffic volume estimated to be added to the transportation system after completion of the Project was assessed using a three-step process:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the site was estimated.
2. **Trip Distribution** – The *direction* trips will use to approach and depart the site was projected.
3. **Trip Assignment** – Trips were then *assigned* to specific roadway segments and intersection turning movements based on likely travel paths.

3.1 PROJECT DESCRIPTION

The Project, located in the Stanislaus County community of Hickman, proposes to expand the existing Hickman Community Church with a new sanctuary building to replace the existing church (in use only, structure to remain) and will also include supporting classroom and storage buildings. The church is proposing to expand from 250 seats to 600 seats. The supporting classroom and storage buildings, both existing and proposed, are typical components of church facility planning and help ensure the facility can support ministry activities beyond the primary worship service.

The Project is bounded by residential development to the north, the Hickman Charter School to the south, I Street to the west, and the Turlock Main Canal to the east. Primary Project access to the existing street system would be provided from I Street. Secondary Project access would be provided via a new roadway connection to Lake Road.

The new intersection (Project Roadway Access/Lake Road) will provide full access (all movements allowed) to the Project site from Lake Road. The Project proposes to provide side-street stop control at this intersection where traffic from the Project site would stop and yield to traffic on Lake Road. The lane configuration at the Project Roadway Access/Lake Road intersection would mirror those of other intersections in the project vicinity, with a single lane provided on each approach.

3.2 PROJECT TRIP GENERATION

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Project trip generation can be estimated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition); however, due to the rural context

of the church site and the unique characteristics of its operations, a project-specific trip generation analysis was conducted. Vehicular traffic counts were collected on Wednesday evening (5:30 PM to 8:30 PM) and Sunday morning (8 AM to 1 PM) at the existing Project driveways (five total) to determine the trip generation for the existing land use. There are three Project driveways on I Street and two Project driveways that connect with the Hickman Charter School parking area. The traffic counts at the existing Project driveways are presented in **Appendix A**. **Table 3-1** presents the existing Hickman Church vehicle trip generation.

Table 3-1. Hickman Church Existing Vehicle Trip Generation

Use	Size	Wednesday Evening Peak Hour			Sunday Morning Peak Hour		
		In	Out	Total	In	Out	Total
Existing Church	250 seats	70	11	81	74	34	108

Source: BTC, 2026.

Table 3-2 presents the net new vehicle trips added to the roadway network associated with the proposed church expansion to 650 seats, based on calculated trip generation rates per seat. The net new trips exclude existing vehicle trips currently generated by the site. The trip generation rates of 0.32 and 0.44 trips per seat were developed for the Wednesday and Sunday study hours, respectively. These rates were derived by dividing the observed number of existing trips by the current seating capacity of 250 seats. For comparison, ITE provides a rate of 0.16 trips per seat for the weekday PM peak hour of the generator and 0.51 trips per seat for the Sunday peak hour of the generator. The observed PM peak hour trip generation rate (0.32) is notably higher than the ITE average rate (0.16), indicating that the project site exhibits greater trip-making characteristics during weekday peak periods. Conversely, the Sunday AM peak hour rate (0.44) is slightly below the ITE rate (0.51), suggesting generally comparable but marginally lower weekend activity levels. Based on the observed trip rates the Project is expected to generate approximately 111 Wednesday and 156 Sunday study hour net new trips.

Table 3-2. Hickman Church Trip Rates and Net New Vehicle Trip Generation

Use	Size	Wednesday Study Hour			Sunday Study Hour		
		In	Out	Total	In	Out	Total
Existing Trip Rates per Seat		0.28	0.04	0.32	0.3	0.14	0.44
Expanded Church	650 seats	168	24	192	180	84	264
Net New Trips		*98*	*13*	*111*	*106*	*50*	*156*

Source: BTC, 2026.

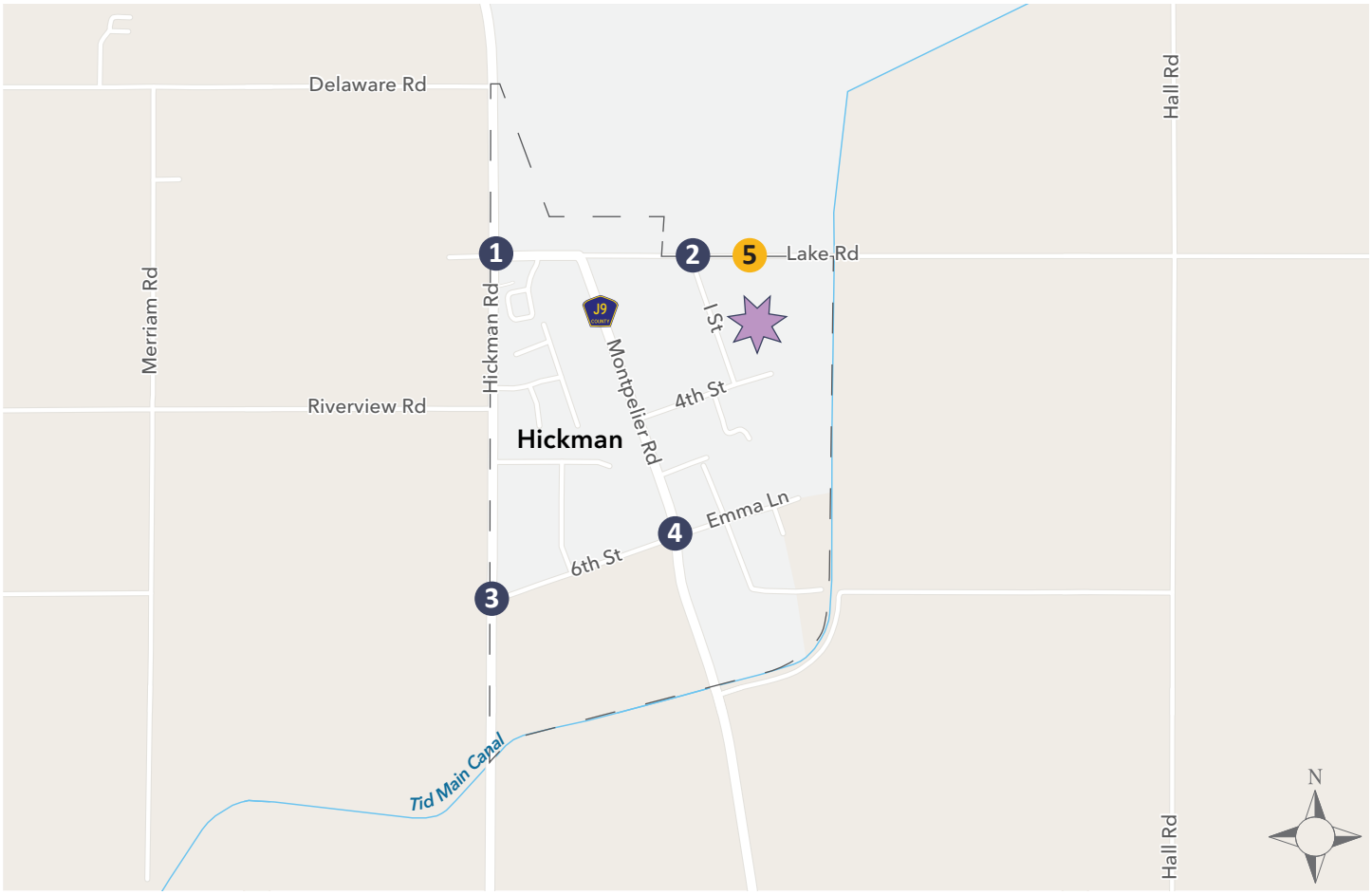
3.3 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

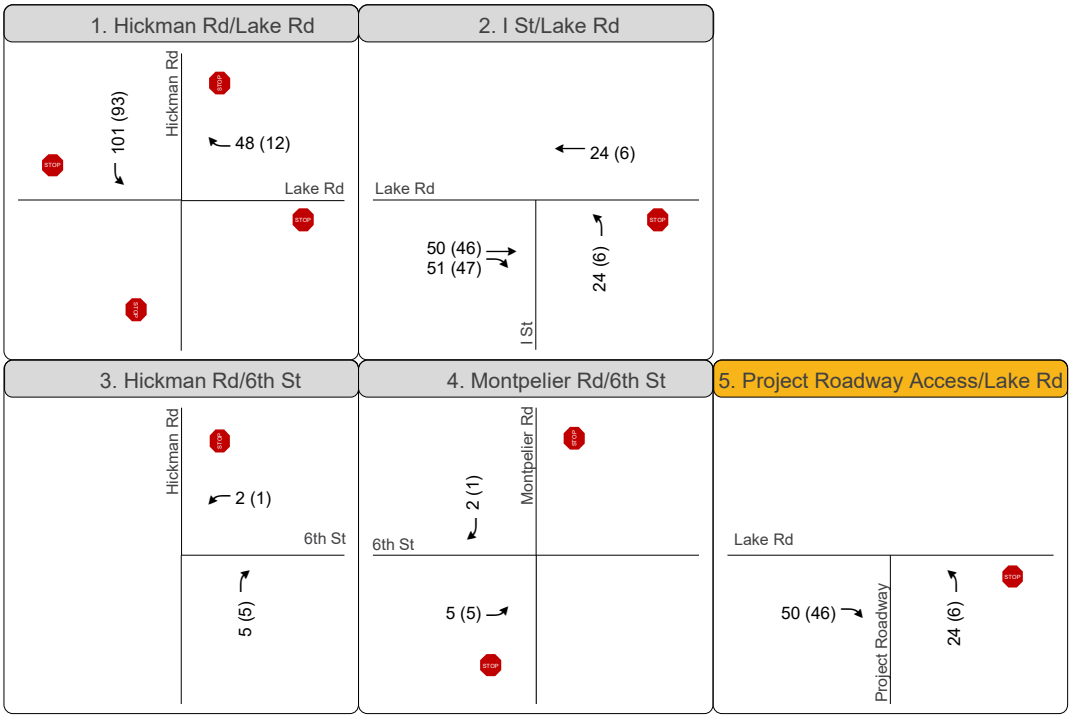
Project trip distribution refers to the directions of approach and departure vehicles would take to access and leave the site. The trip distribution was estimated using engineering judgment, informed by existing traffic data, surrounding land use patterns, and available information provided by Hickman Church regarding parishioners' travel patterns. The trip distribution percentages are shown in **Table 3-3** and traffic assignment is shown on **Figure 3-1**.

Table 3-3. Project Trip Distribution

Direction of Travel	% of Travel
Hickman Road: North of Lake Road	95%
Hickman Road: South of 6th Street	5%

Source: BTC, 2026.





XX (YY) Wednesday (Sunday) Study Hour Traffic Volumes Stop Sign

Project Location # Study Intersection # Project Site Access Study Intersection (Project Only)

BTC

Figure 3-1

Project Study Hour Traffic Assignment

4. EXISTING PLUS PROJECT STUDY HOUR TRAFFIC OPERATIONS

This chapter evaluates potential off-site traffic impacts under Existing Plus Project conditions. The Project trip assignment shown in **Figure 3-1** was added to the Existing peak hour traffic volumes shown in **Figure 2-1** to develop Existing Plus Project intersection turning movement volumes, as shown on **Figure 4-1**.

4.1 EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

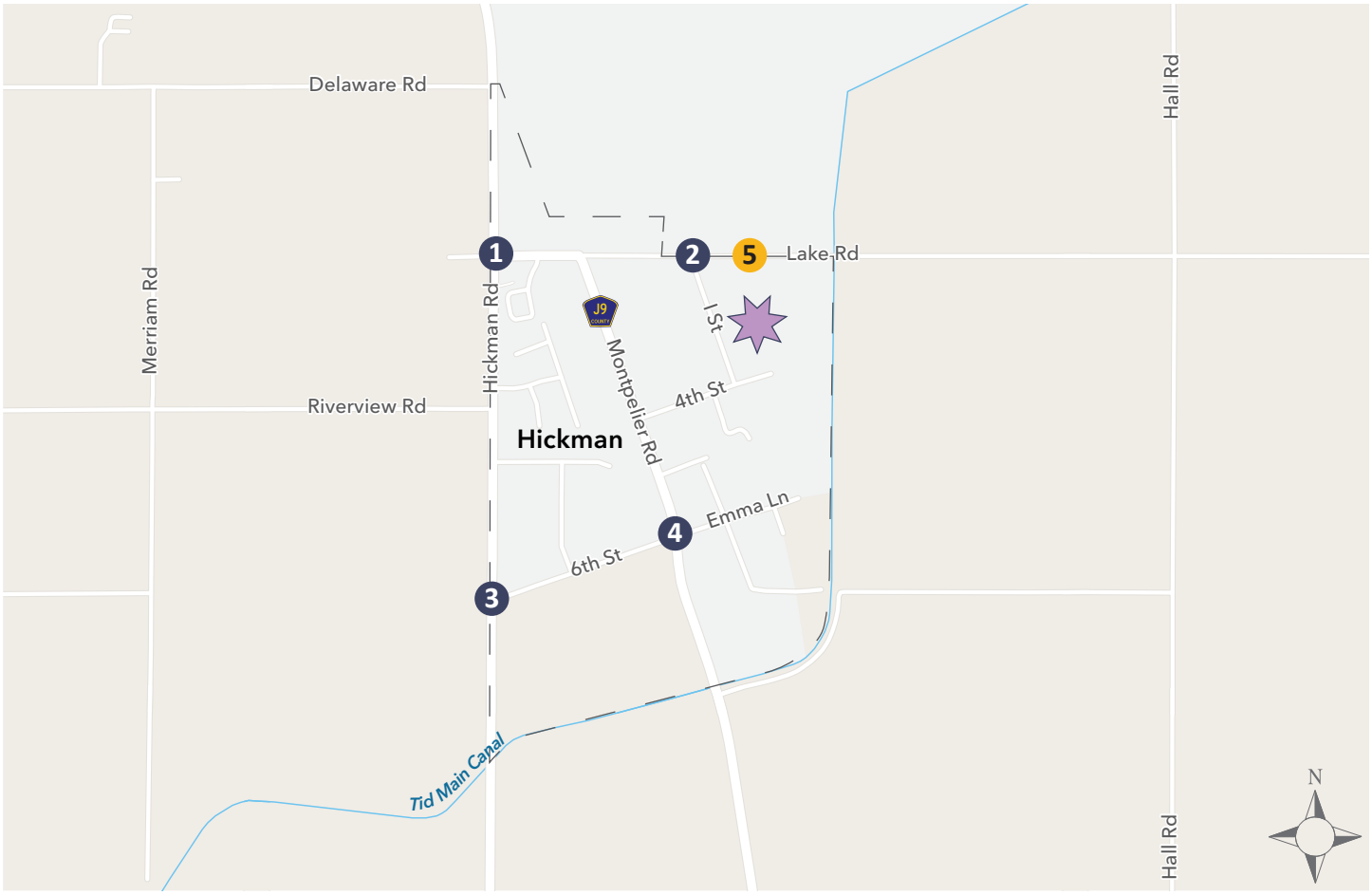
Intersection levels of service for Existing Plus Project Conditions are presented in **Table 4-1**. The addition of Project traffic would not cause any intersections to operate deficiently under Existing Plus Project Conditions. Intersection LOS calculation worksheets are provided in **Appendix C**.

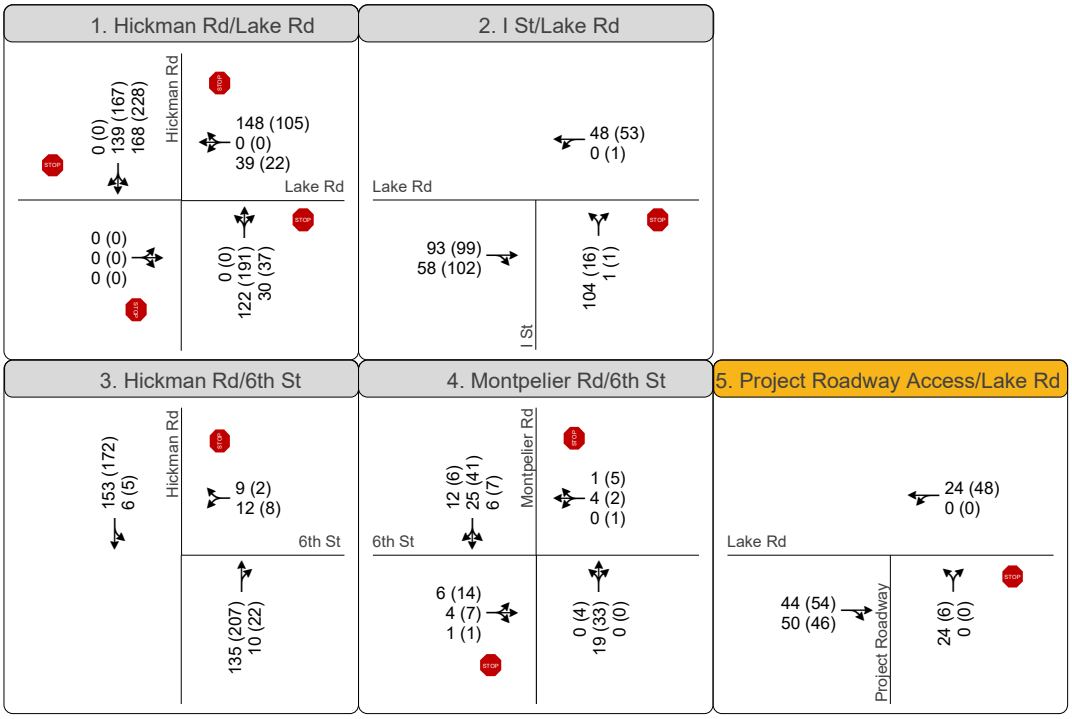
Table 4-1. Existing Plus Project Intersection Levels of Service

Intersection		Control	Study Hour	Existing		Existing Plus Project	
				LOS[1]	Delay	LOS[1]	Delay
1	Hickman Road/Lake Road	All-Way Stop	Wednesday	B	11	B	13
			Sunday	A	9	B	11
2	I Street/Lake Road	Side-Street Stop	Wednesday	A (NB)	10	B (NB)	11
			Sunday	A (NB)	9	B (NB)	11
3	Hickman Road/6th Street	Side-Street Stop	Wednesday	B (WB)	11	B (WB)	11
			Sunday	B (WB)	11	B (WB)	11
4	Montpelier Road/6th Street	Side-Street Stop	Wednesday	A (EB)	10	A (EB)	10
			Sunday	A (EB)	9	A (EB)	9
5	Project Roadway/Lake Road	Side-Street Stop	Wednesday	n/a	n/a	A (NB)	10
			Sunday	n/a	n/a	A (NB)	9

Notes:
1. For all-way stop-controlled intersections the overall weighted average delay is reported. For side-street stop-controlled intersections the worst approach/movement delay is reported.

Source: BTC, 2026.





XX (YY) Wednesday (Sunday) Study Hour Traffic Volumes STOP Stop Sign

Project Location # Study Intersection # Project Site Access Study Intersection (Project Only)

BTC

Figure 4-1

Existing Plus Project Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control

4.2 EXISTING PLUS PROJECT VEHICLE QUEUES

Existing Plus Project 95th percentile vehicle queues were calculated for each of the study intersections and the results are presented in **Table 4-2**. None of the intersections have 95th percentile queues that extend to adjacent intersections under Existing Plus Project conditions.

Table 4-2. Existing Plus Project 95th Percentile Queue Lengths

Intersection		Movement[1]	Existing			Existing Plus Project		
			Storage Length (feet)	Wednesday Study Hour	Sunday Study Hour	Storage Length (feet)	Wednesday Study Hour	Sunday Study Hour
1	Hickman Road/Lake Road	EB - LTR	100	0	0	100	0	0
		WB - LTR	600	25	25	600	25	50
		NB – LTR	940	50	25	940	50	25
		SB – LTR	>1,000	75	50	>1,000	100	75
2	I Street/Lake Road	EB - LTR	800	0	0	800	0	0
		WB - LTR	>1,000	0	0	>1,000	0	0
		NB – LTR	1,000	25	25	1,000	25	25
3	Hickman Road/6th Street	WB - LTR	600	25	25	600	25	25
		NB – LTR	>1,000	0	0	>1,000	0	0
		SB – LTR	>1,000	0	0	>1,000	0	0
4	Montpelier Road/6th Street	EB - LTR	800	25	25	800	25	25
		WB - LTR	380	25	25	380	25	25
		NB – LTR	>1,000	0	0	>1,000	0	0
		SB – LTR	470	0	0	470	0	0
5	Project Roadway/Lake Road	EB - LTR	N/A			600	0	0
		WB - LTR				>1,000	0	0
		NB – LTR				180	25	25

Notes:
1. EB=eastbound, WB=westbound, NB=northbound, SB=southbound. L=left, T=through, R=right.
Source: BTC, 2026.

5. CUMULATIVE (2050) STUDY HOUR TRAFFIC OPERATIONS

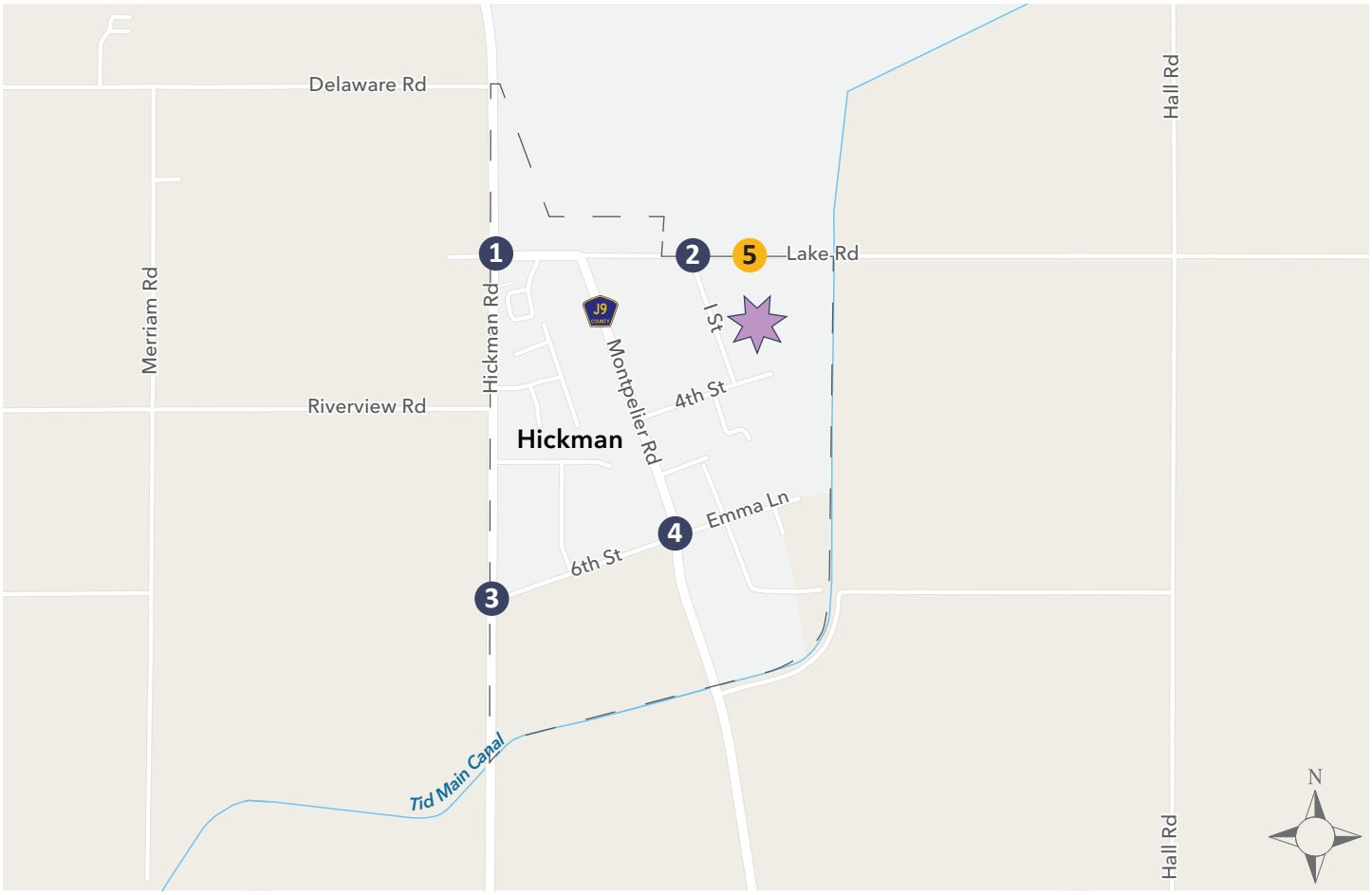
This chapter presents the traffic operations analysis results under Cumulative (2050) year conditions, both with and without the Project. Cumulative conditions represent projected traffic volumes based on *Stanislaus County Demographic and Employment Forecast* (2021) prepared by Stanislaus Council of Governments (StanCOG). Within this document, the community of Hickman is considered a part of the Unincorporated South region, where households are projected to grow by about 0.5% per year and employment at approximately 0.4% per year between 2025 and 2050. For comparison, the nearby City of Waterford is anticipated to experience higher growth rates, with households increasing by about 0.8% per year and employment at approximately 0.6% per year.

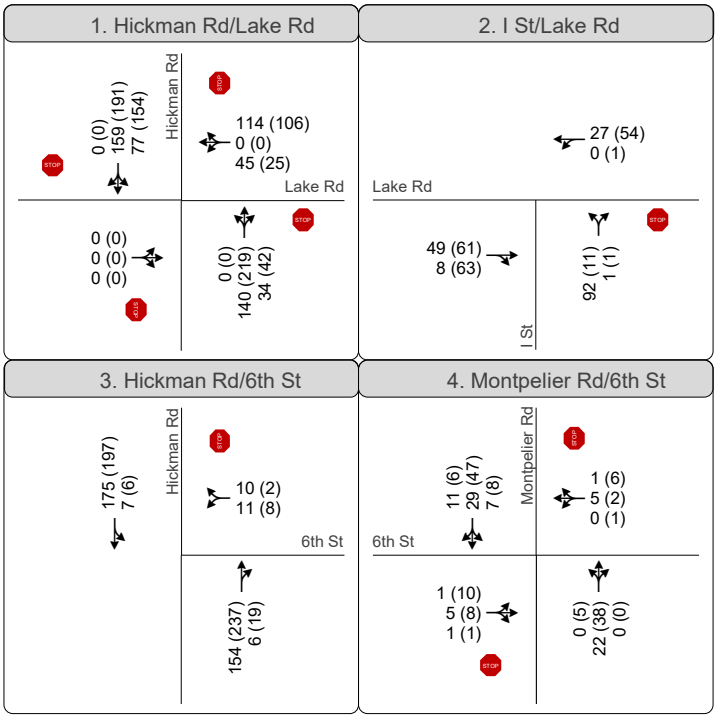
5.1 CUMULATIVE CONDITIONS STUDY HOUR TRAFFIC VOLUMES

To provide a conservative estimate of study hour traffic volumes under Cumulative No Project conditions, the projected annual growth rates for households and employment in Hickman and Waterford were considered, resulting in an assumed average annual growth rate of 0.6%. An annual growth rate of 0.6% was applied over a 24-year period to the existing (2026) study hour traffic volumes to develop Cumulative No Project study hour traffic volumes. Project traffic was added to the Cumulative No Project study hour traffic volumes to estimate Cumulative Plus Project study hour traffic volumes. Cumulative No Project intersection turning movement volumes are presented in **Figure 5-1**. Cumulative Plus Project intersection turning movement volumes are presented in **Figure 5-2**.

5.2 CUMULATIVE CONDITIONS INTERSECTION LEVELS OF SERVICE

Intersection operations under Cumulative Conditions, with and without the Project, are presented in **Table 5-1**. Intersection LOS calculation worksheets are provided in **Appendix D**. Under Cumulative No Project and Cumulative Plus Project Conditions, all study intersections would continue to operate at acceptable service levels according to the benchmarks established by the County.





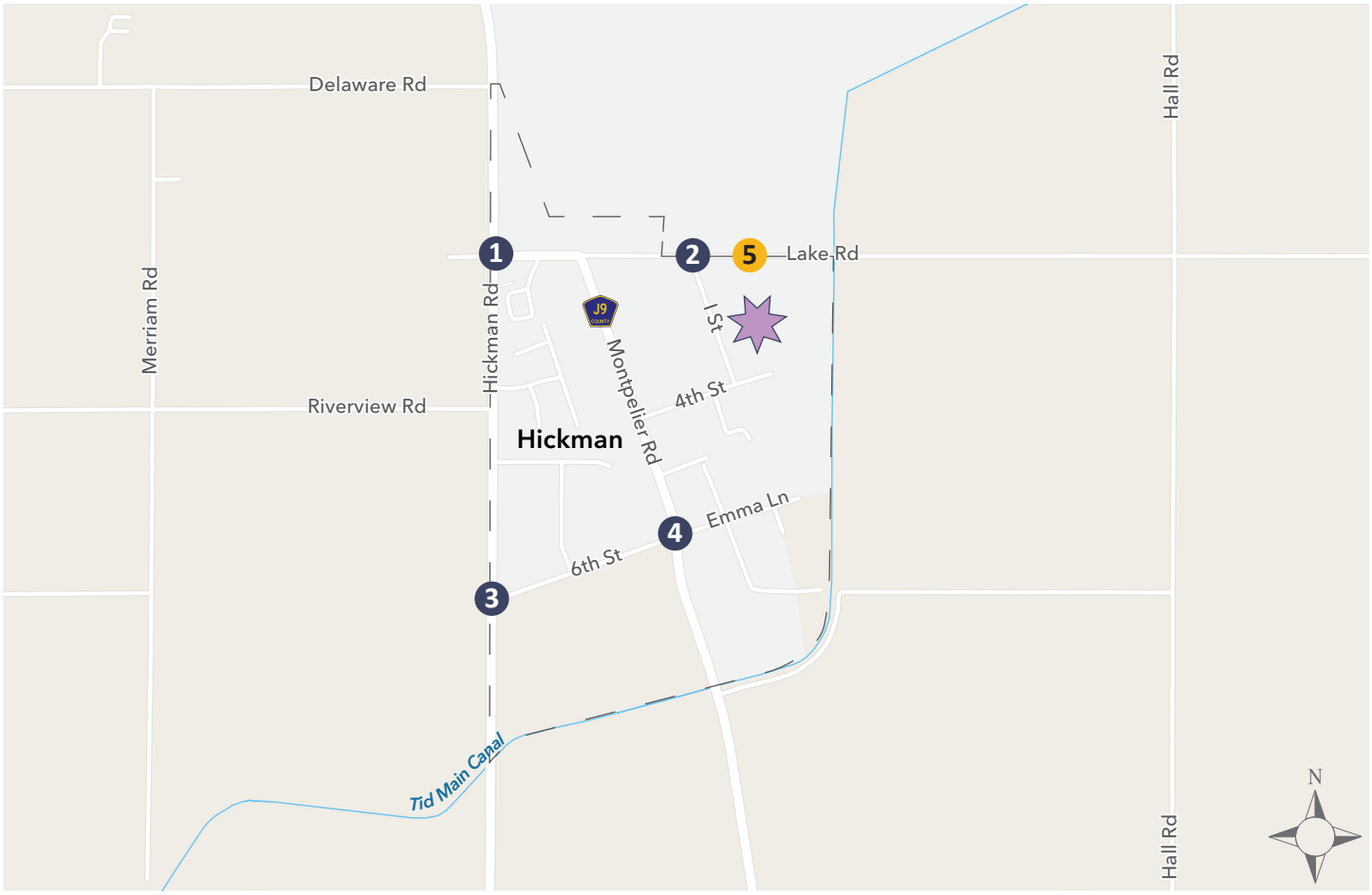
XX (YY) Wednesday (Sunday) Study Hour Traffic Volumes STOP Stop Sign

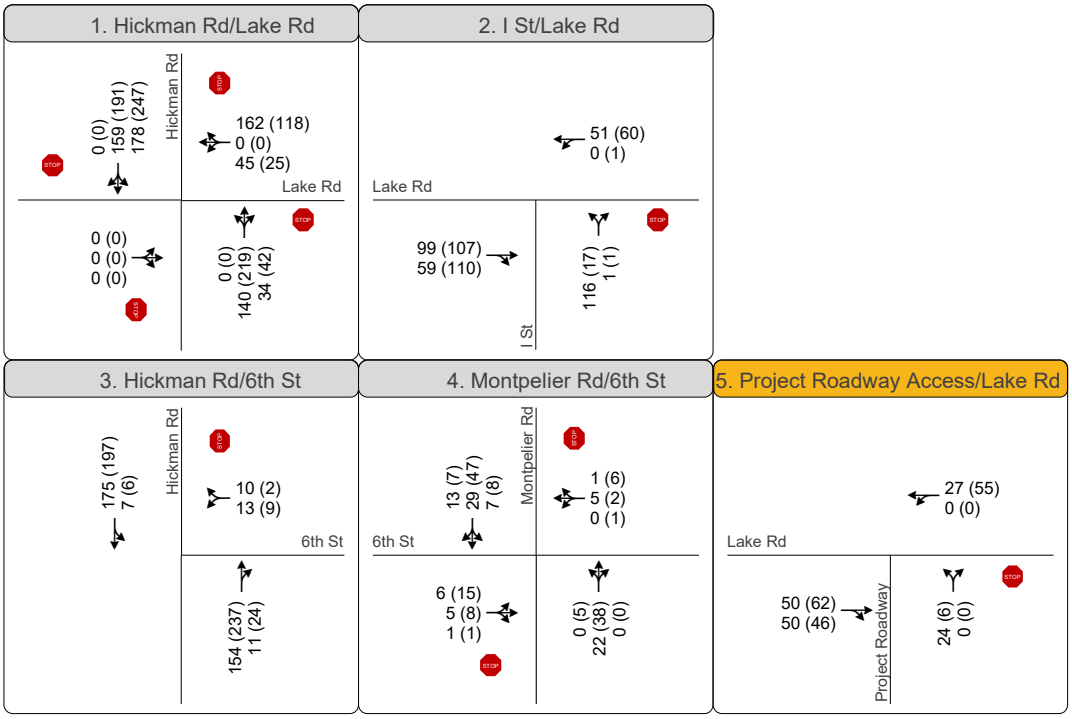
Project Location # Study Intersection # Project Site Access Study Intersection (Project Only)

BTC

Figure 5-1

Cumulative No Project Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control





XX (YY) Wednesday (Sunday) Study Hour Traffic Volumes Stop Sign

Project Location # Study Intersection # Project Site Access Study Intersection (Project Only)

Figure 5-2

Cumulative Plus Project Conditions Study Hour Intersection Traffic Volumes, Lane Configurations, and Traffic Control

Table 5-1. Cumulative and Cumulative Plus Project Intersection Levels of Service

Intersection		Control	Study Hour	Cumulative		Cumulative Plus Project	
				LOS[1]	Delay	LOS[1]	Delay
1	Hickman Road/Lake Road	All-Way Stop	Wednesday	B	11	B	13
			Sunday	A	9	B	11
2	I Street/Lake Road	Side-Street Stop	Wednesday	A (NB)	10	B (NB)	11
			Sunday	A (NB)	9	B (NB)	11
3	Hickman Road/6th Street	Side-Street Stop	Wednesday	B (WB)	11	B (WB)	11
			Sunday	B (WB)	11	B (WB)	11
4	Montpelier Road/6th Street	Side-Street Stop	Wednesday	A (EB)	10	A (EB)	10
			Sunday	A (EB)	9	A (EB)	9
5	Project Roadway/Lake Road	Side-Street Stop	Wednesday	n/a	n/a	A (NB)	10
			Sunday	n/a	n/a	A (NB)	9

Notes:
1. For all-way stop-controlled intersections the overall weighted average delay is reported. For side-street stop-controlled intersections the worst approach/movement delay is reported.

Source: BTC, 2026.

5.3 CUMULATIVE CONDITIONS VEHICLE QUEUES

Cumulative No Project and Cumulative Plus Project 95th percentile vehicle queues were calculated for each of the study intersections and the results are presented in **Table 5-2**. None of the intersections have 95th percentile queues that extend to adjacent intersections under Cumulative No Project or Cumulative Plus Project conditions.

Table 5-2. Cumulative 95th Percentile Queue Lengths

Intersection		Movement[1]	Cumulative No Project			Cumulative Plus Project		
			Storage Length (feet)	Wednesday Study Hour	Sunday Study Hour	Storage Length (feet)	Wednesday Study Hour	Sunday Study Hour
1	Hickman Road/Lake Road	EB - LTR	100	0	0	100	0	0
		WB - LTR	600	25	25	600	25	50
		NB – LTR	940	50	25	940	50	25
		SB – LTR	>1,000	100	50	>1,000	150	75
2	I Street/Lake Road	EB - LTR	800	0	0	800	0	0
		WB - LTR	>1,000	0	0	>1,000	0	0
		NB – LTR	1,000	25	25	1,000	25	25
3	Hickman Road/6th Street	WB - LTR	600	25	25	600	25	25
		NB – LTR	>1,000	0	0	>1,000	0	0
		SB – LTR	>1,000	0	0	>1,000	0	0
4	Montpelier Road/6th Street	EB - LTR	800	25	25	800	25	25
		WB - LTR	380	25	25	380	25	25
		NB – LTR	>1,000	0	0	>1,000	0	0
		SB – LTR	470	0	0	470	25	0
5	Project Roadway/Lake Road	EB - LTR	N/A			600	0	0
		WB - LTR				>1,000	0	0
		NB – LTR				180	25	25

Notes:
1. EB=eastbound, WB=westbound, NB=northbound, SB=southbound. L=left, T=through, R=right.
Source: BTC, 2026.

6. VEHICULAR SITE ACCESS AND RECOMMENDATIONS

As discussed earlier in the report, primary Project access to the existing street system would be provided from I Street. Secondary Project access would be provided via a new roadway connection to Lake Road. There are no proposed changes to the existing Project access to I Street. Lake Road is classified as a major collector; therefore, it is recommended that a STOP (R1-1) sign be installed at the project driveway so that vehicles exiting the site are required to stop and yield to traffic on Lake Road.

According to the *Standards and Specifications 2014 Edition* (County Standards) prepared by the Stanislaus County Department of Public Works, a left-turn lane and taper may be required if the left-turn ingress volume (50 minimum) and the opposing volume per lane exceed 750 in any peak hour. The Project traffic volumes do not meet these requirements at the Project Roadway Access/Lake Road intersection. Therefore, a single lane on all approaches, consistent with other nearby intersections, would be sufficient to provide adequate site access. As shown in previous chapters, the new Project Roadway Access/Lake Road intersection would operate at acceptable LOS A under Existing Plus Project and Cumulative Plus Project conditions. The anticipated 95th percentile queue for vehicles exiting the project is approximately 25 feet. No parking maneuvers are expected near the Project Roadway Access/Lake Road intersection that would conflict with vehicles entering or exiting the site.

> ***Recommendation:*** Provide a STOP (R1-1) sign at the Project driveway so that Project traffic leaving the site would be required to stop and yield to traffic on Lake Road.

The geometric layout of the Project Roadway Access/Lake Road intersection is still under development. To ensure that adequate sight distance is provided at the intersection the project roadway should intersect Lake Road at 90 degrees.

> ***Recommendation:*** The Project Roadway Access/Lake Road intersection should be designed to intersect at an angle as close to 90 degrees as practicable, consistent with Stanislaus County standards and site constraints.

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Appendix A: Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hickman Rd & 6th St
City: Hickman
Control: 1-Way Stop(WB)

Project ID: 26-090018-003
Date: 3/8/2026

Data - Total

NS/EW Streets:	Hickman Rd				Hickman Rd				6th St				6th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	0	10	1	0	0	11	0	0	0	0	0	0	0	0	0	0	22
8:15 AM	0	17	3	0	1	18	0	0	0	0	0	0	0	0	1	0	40
8:30 AM	0	21	0	0	1	17	0	0	0	0	0	0	1	0	0	0	40
8:45 AM	0	31	2	0	1	26	0	0	0	0	0	0	0	0	1	0	61
9:00 AM	0	25	2	0	0	18	0	0	0	0	0	0	2	0	3	0	50
9:15 AM	0	24	0	0	0	34	0	0	0	0	0	0	2	0	2	0	62
9:30 AM	0	35	1	0	1	29	0	0	0	0	0	0	2	0	5	0	73
9:45 AM	0	20	1	0	0	20	0	0	0	0	0	0	1	0	0	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	183	10	0	4	173	0	0	0	0	0	0	8	0	12	0	390
APPROACH %'s :	0.00%	94.82%	5.18%	0.00%	2.26%	97.74%	0.00%	0.00%					40.00%	0.00%	60.00%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	115	5	0	2	107	0	0	0	0	0	0	6	0	11	0	246
PEAK HR FACTOR :	0.000	0.821	0.625	0.000	0.500	0.787	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.550	0.000	0.842
		0.833				0.801								0.607			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	23	0	0	0	26	0	0	0	0	0	0	1	0	2	0	52
10:15 AM	0	32	1	0	0	30	0	0	0	0	0	0	1	0	4	0	68
10:30 AM	0	31	8	0	0	29	0	0	0	0	0	0	2	0	1	0	71
10:45 AM	0	32	2	0	0	36	0	0	0	0	0	0	2	0	3	0	75
11:00 AM	0	28	1	0	1	19	0	0	0	0	0	0	1	0	1	0	51
11:15 AM	0	26	1	0	0	25	0	0	0	0	0	0	3	0	3	0	58
11:30 AM	0	25	2	0	1	33	0	0	0	0	0	0	2	0	0	0	63
11:45 AM	0	28	1	0	0	43	0	0	0	0	0	0	0	0	0	0	72
12:00 PM	0	36	1	0	0	19	0	0	0	0	0	0	0	0	3	0	59
12:15 PM	0	34	1	0	2	40	0	0	0	0	0	0	1	0	3	0	81
12:30 PM	0	23	2	0	1	45	0	0	0	0	0	0	6	0	2	0	79
12:45 PM	0	42	1	0	3	49	0	0	0	0	0	0	3	0	1	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	360	21	0	8	394	0	0	0	0	0	0	22	0	23	0	828
APPROACH %'s :	0.00%	94.49%	5.51%	0.00%	1.99%	98.01%	0.00%	0.00%					48.89%	0.00%	51.11%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	135	5	0	6	153	0	0	0	0	0	0	10	0	9	0	318
PEAK HR FACTOR :	0.000	0.804	0.625	0.000	0.500	0.781	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.750	0.000	0.803
		0.814				0.764								0.594			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hickman Rd & 6th St
City: Hickman
Control: 1-Way Stop(WB)

Project ID: 26-090018-003
Date: 3/4/2026

Data - Total

NS/EW Streets:	Hickman Rd				Hickman Rd				6th St				6th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:30 PM	0	56	3	0	1	44	0	0	0	0	0	0	4	0	1	0	109
5:45 PM	0	52	4	0	0	45	0	0	0	0	0	0	1	0	0	0	102
6:00 PM	0	50	3	0	2	48	0	0	0	0	0	0	0	0	0	0	103
6:15 PM	0	49	7	0	2	35	0	0	0	0	0	0	2	0	1	0	96
6:30 PM	0	36	2	0	1	30	0	0	0	0	0	0	4	0	3	0	76
6:45 PM	0	26	1	0	2	25	0	0	0	0	0	0	0	0	0	0	54
7:00 PM	0	33	3	0	1	26	0	0	0	0	0	0	0	0	2	0	65
7:15 PM	0	30	0	0	2	14	0	0	0	0	0	0	0	0	1	0	47
7:30 PM	0	26	2	0	1	29	0	0	0	0	0	0	1	0	1	0	60
7:45 PM	0	27	1	0	0	19	0	0	0	0	0	0	0	0	2	0	49
8:00 PM	0	18	0	0	2	13	0	0	0	0	0	0	0	0	0	0	33
8:15 PM	0	17	2	0	0	31	0	0	0	0	0	0	5	0	1	0	56
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	420	28	0	14	359	0	0	0	0	0	0	17	0	12	0	850
APPROACH %'s :	0.00%	93.75%	6.25%	0.00%	3.75%	96.25%	0.00%	0.00%					58.62%	0.00%	41.38%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	207	17	0	5	172	0	0	0	0	0	0	7	0	2	0	410
PEAK HR FACTOR :	0.000	0.924	0.607	0.000	0.625	0.896	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.500	0.000	0.940
	0.949				0.885								0.450				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hickman Rd & Lake Rd
City: Hickman
Control: 3-Way Stop(NB/SB/WB)

Project ID: 26-090018-001
Date: 3/8/2026

Data - Total

NS/EW Streets:	Hickman Rd				Hickman Rd				Lake Rd				Lake Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	0	9	0	0	7	9	0	0	0	0	0	0	1	0	2	0	28
8:15 AM	0	20	3	0	11	16	0	0	0	0	0	0	2	0	8	0	60
8:30 AM	0	21	3	0	15	19	0	0	0	0	0	0	0	0	11	0	69
8:45 AM	0	21	10	0	25	22	0	0	0	0	0	0	3	0	7	0	88
9:00 AM	0	23	10	0	17	17	0	0	0	0	0	0	1	0	7	0	75
9:15 AM	0	21	5	0	13	31	0	0	0	0	0	0	3	0	4	0	77
9:30 AM	0	37	5	0	9	25	0	0	0	0	0	0	5	0	13	0	94
9:45 AM	0	26	2	0	6	14	0	0	0	0	0	0	6	0	9	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	178	38	0	103	153	0	0	0	0	0	0	21	0	61	0	554
APPROACH %'s :	0.00%	82.41%	17.59%	0.00%	40.23%	59.77%	0.00%	0.00%					25.61%	0.00%	74.39%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	102	30	0	64	95	0	0	0	0	0	0	12	0	31	0	334
PEAK HR FACTOR :	0.000	0.689	0.750	0.000	0.640	0.766	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.596	0.000	0.888
	0.786				0.846								0.597				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	23	3	0	15	26	0	0	0	0	0	0	0	0	12	0	79
10:15 AM	0	36	8	0	20	28	0	0	0	0	0	0	4	0	21	0	117
10:30 AM	0	13	16	0	27	29	0	0	0	0	0	0	7	0	21	0	113
10:45 AM	0	31	9	0	9	29	0	0	0	0	0	0	6	0	16	0	100
11:00 AM	0	29	6	0	14	22	0	0	0	0	0	0	3	0	8	0	82
11:15 AM	0	24	2	0	12	23	0	0	0	0	0	0	3	0	11	0	75
11:30 AM	0	31	2	0	7	33	0	0	0	0	0	0	3	0	11	0	87
11:45 AM	0	25	2	0	13	43	0	0	0	0	0	0	2	0	14	0	99
12:00 PM	0	28	5	0	15	21	0	0	0	0	0	0	2	0	20	0	91
12:15 PM	0	34	8	0	23	39	0	0	0	0	0	0	10	0	22	0	136
12:30 PM	0	29	4	0	17	35	0	0	0	0	0	0	15	0	35	0	135
12:45 PM	0	31	13	0	12	44	0	0	0	0	0	0	12	0	23	0	135
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	334	78	0	184	372	0	0	0	0	0	0	67	0	214	0	1249
APPROACH %'s :	0.00%	81.07%	18.93%	0.00%	33.09%	66.91%	0.00%	0.00%					23.84%	0.00%	76.16%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	122	30	0	67	139	0	0	0	0	0	0	39	0	100	0	497
PEAK HR FACTOR :	0.000	0.897	0.577	0.000	0.728	0.790	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.714	0.000	0.914
	0.864				0.831								0.695				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hickman Rd & Lake Rd
City: Hickman
Control: 3-Way Stop(NB/SB/WB)

Project ID: 26-090018-001
Date: 3/4/2026

Data - Total

NS/EW Streets:	Hickman Rd				Hickman Rd				Lake Rd				Lake Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:30 PM	0	51	6	0	40	44	0	0	0	0	0	0	6	0	36	0	183
5:45 PM	0	45	10	0	29	49	0	0	0	0	0	0	2	0	19	0	154
6:00 PM	0	47	9	0	22	44	0	0	0	0	0	0	7	0	20	0	149
6:15 PM	0	48	12	0	44	30	0	0	0	0	0	0	7	0	18	0	159
6:30 PM	0	30	5	0	26	30	0	0	0	0	0	0	3	0	19	0	113
6:45 PM	0	23	6	0	18	29	0	0	0	0	0	0	2	0	16	0	94
7:00 PM	0	32	4	0	18	24	0	0	0	0	0	0	7	0	8	0	93
7:15 PM	0	24	1	0	16	19	0	0	0	0	0	0	1	0	10	0	71
7:30 PM	0	25	4	0	14	25	0	0	0	0	0	0	5	0	12	0	85
7:45 PM	0	28	4	0	8	18	0	1	0	0	0	0	1	0	4	0	64
8:00 PM	0	17	1	0	10	20	0	0	0	0	0	0	1	0	16	0	65
8:15 PM	0	18	3	0	10	22	0	0	0	0	0	0	11	0	25	0	89
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	388	65	0	255	354	0	1	0	0	0	0	53	0	203	0	1319
APPROACH %'s :	0.00%	85.65%	14.35%	0.00%	41.80%	58.03%	0.00%	0.16%					20.70%	0.00%	79.30%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	191	37	0	135	167	0	0	0	0	0	0	22	0	93	0	645
PEAK HR FACTOR :	0.000	0.936	0.771	0.000	0.767	0.852	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.646	0.000	0.881
	0.950				0.899								0.685				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I St & Lake Rd
City: Hickman
Control: 1-Way Stop(NB)

Project ID: 26-090018-002
Date: 3/8/2026

Data - Total

NS/EW Streets:	I St				I St				Lake Rd				Lake Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	4	4	0	0	5	0	0	13
8:30 AM	2	0	0	0	0	0	0	0	0	1	10	0	1	2	0	0	16
8:45 AM	0	0	1	0	0	0	0	0	0	4	27	0	0	8	0	0	40
9:00 AM	2	0	0	0	0	0	0	0	0	4	23	0	1	3	0	0	33
9:15 AM	2	0	0	0	0	0	0	0	0	1	11	0	0	7	0	0	21
9:30 AM	6	0	0	0	0	0	0	0	0	10	4	0	0	7	0	0	27
9:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	1	11	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	0	1	0	0	0	0	0	0	30	83	0	3	44	0	0	173
APPROACH %'s :	92.31%	0.00%	7.69%	0.00%					0.00%	26.55%	73.45%	0.00%	6.38%	93.62%	0.00%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	10	0	1	0	0	0	0	0	0	19	65	0	1	25	0	0	121
PEAK HR FACTOR :	0.417	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.475	0.602	0.000	0.250	0.781	0.000	0.000	0.756
	0.458								0.677				0.813				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	0	1	0	0	0	0	0	0	7	7	0	0	8	0	0	24
10:15 AM	5	0	0	0	0	0	0	0	0	5	14	0	0	11	0	0	35
10:30 AM	21	0	1	0	0	0	0	0	0	5	33	0	0	6	0	0	66
10:45 AM	7	0	1	0	0	0	0	0	0	4	9	0	1	9	0	0	31
11:00 AM	4	0	0	0	0	0	0	0	0	13	1	0	0	5	0	0	23
11:15 AM	3	0	0	0	0	0	0	0	0	7	2	0	0	2	0	0	14
11:30 AM	1	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	12
11:45 AM	2	0	0	0	0	0	0	0	0	5	1	0	0	8	0	0	16
12:00 PM	3	0	0	0	0	0	0	0	0	9	2	0	0	8	0	0	22
12:15 PM	27	0	0	0	0	0	0	0	0	14	2	0	0	4	0	0	47
12:30 PM	33	0	0	1	0	0	0	0	0	6	2	0	0	4	0	0	46
12:45 PM	17	0	1	0	0	0	0	0	0	14	1	0	0	8	0	0	41
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	124	0	4	1	0	0	0	0	0	95	74	0	1	78	0	0	377
APPROACH %'s :	96.12%	0.00%	3.10%	0.78%					0.00%	56.21%	43.79%	0.00%	1.27%	98.73%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	80	0	1	1	0	0	0	0	0	43	7	0	0	24	0	0	156
PEAK HR FACTOR :	0.606	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.768	0.875	0.000	0.000	0.750	0.000	0.000	0.830
	0.603								0.781				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I St & Lake Rd
City: Hickman
Control: 1-Way Stop(NB)

Project ID: 26-090018-002
Date: 3/4/2026

Data - Total

NS/EW Streets:	I St				I St				Lake Rd				Lake Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:30 PM	3	0	0	0	0	0	0	0	0	17	2	0	0	14	0	0	36
5:45 PM	1	0	0	0	0	0	0	0	0	12	9	1	0	7	0	0	30
6:00 PM	2	0	1	0	0	0	0	0	0	15	11	0	1	15	0	0	45
6:15 PM	4	0	0	0	0	0	0	0	0	9	33	0	0	11	0	0	57
6:30 PM	6	0	0	0	0	0	0	0	0	7	15	0	0	7	0	0	35
6:45 PM	1	0	0	0	0	0	0	0	0	11	5	0	0	4	0	0	21
7:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13
7:15 PM	1	0	0	0	0	0	0	0	0	8	1	0	0	4	0	0	14
7:30 PM	2	0	0	0	0	0	0	0	0	4	3	0	0	8	0	0	17
7:45 PM	1	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	10
8:00 PM	14	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	22
8:15 PM	17	0	1	0	0	0	0	0	0	7	1	0	0	4	0	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	52	0	2	0	0	0	0	0	0	103	85	1	1	86	0	0	330
APPROACH %'s :	96.30%	0.00%	3.70%	0.00%					0.00%	54.50%	44.97%	0.53%	1.15%	98.85%	0.00%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	10	0	1	0	0	0	0	0	0	53	55	1	1	47	0	0	168
PEAK HR FACTOR :	0.625	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.779	0.417	0.250	0.250	0.783	0.000	0.000	0.737
	0.688								0.649				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Montpelier Rd & Emma Ln/6th St
City: Hickman
Control: 1-Way Stop(EB)

Project ID: 26-090018-004
Date: 3/8/2026

Data - Total

NS/EW Streets:	Montpelier Rd				Montpelier Rd				Emma Ln/6th St				Emma Ln/6th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	3	0	0	1	0	1	0	0	1	1	0	8
8:30 AM	0	1	0	0	2	2	0	0	2	1	0	0	0	0	0	0	8
8:45 AM	0	3	0	0	1	4	0	0	2	0	0	0	0	1	1	0	12
9:00 AM	1	2	0	0	0	0	0	0	2	0	0	0	0	1	1	0	7
9:15 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	1	1	0	5
9:30 AM	1	3	0	0	0	0	3	0	1	0	0	0	0	1	1	0	10
9:45 AM	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	15	0	0	3	13	6	0	8	1	2	0	0	5	5	0	60
APPROACH %'s :	11.76%	88.24%	0.00%	0.00%	13.64%	59.09%	27.27%	0.00%	72.73%	9.09%	18.18%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	1	7	0	0	3	9	0	0	7	1	1	0	0	3	3	0	35
PEAK HR FACTOR :	0.250	0.583	0.000	0.000	0.375	0.563	0.000	0.000	0.875	0.250	0.250	0.000	0.000	0.750	0.750	0.000	0.729
	0.667				0.600				0.750				0.750				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5
10:15 AM	0	5	0	0	1	3	0	0	0	0	0	0	0	4	0	0	13
10:30 AM	1	3	0	0	3	5	1	0	9	0	1	0	0	1	3	0	27
10:45 AM	1	2	0	0	0	4	1	0	2	0	0	0	0	3	0	0	13
11:00 AM	2	3	0	0	1	1	0	0	0	2	0	0	1	0	0	0	10
11:15 AM	2	3	0	0	1	2	2	0	1	0	0	0	0	1	0	0	12
11:30 AM	0	4	0	0	0	2	2	0	1	0	0	0	0	0	1	0	10
11:45 AM	0	3	1	0	0	5	0	0	0	1	0	0	0	0	1	0	11
12:00 PM	0	7	0	0	0	5	0	0	0	0	1	0	0	1	0	0	14
12:15 PM	0	3	0	0	1	5	3	0	0	1	0	0	0	0	0	0	13
12:30 PM	0	3	0	0	3	11	5	0	1	1	0	0	0	1	1	0	26
12:45 PM	0	6	0	0	2	4	2	0	0	2	0	0	0	2	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	43	1	0	12	49	17	0	14	7	2	0	1	13	6	0	172
APPROACH %'s :	13.73%	84.31%	1.96%	0.00%	15.38%	62.82%	21.79%	0.00%	60.87%	30.43%	8.70%	0.00%	5.00%	65.00%	30.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	19	0	0	6	25	10	0	1	4	1	0	0	4	1	0	71
PEAK HR FACTOR :	0.000	0.679	0.000	0.000	0.500	0.568	0.500	0.000	0.250	0.500	0.250	0.000	0.000	0.500	0.250	0.000	0.683
	0.679				0.539				0.750				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Montpelier Rd & Emma Ln/6th St
City: Hickman
Control: 1-Way Stop(EB)

Project ID: 26-090018-004
Date: 3/4/2026

Data - Total

NS/EW Streets:	Montpelier Rd				Montpelier Rd				Emma Ln/6th St				Emma Ln/6th St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:30 PM	2	11	0	0	2	15	4	0	0	4	0	0	0	0	0	0	38
5:45 PM	1	5	0	0	2	15	0	0	3	0	0	0	1	0	0	0	27
6:00 PM	0	6	0	0	3	5	1	0	0	2	0	0	0	0	3	0	20
6:15 PM	1	11	0	0	0	6	0	0	6	1	1	0	0	2	2	0	30
6:30 PM	2	2	0	0	0	2	1	0	0	2	1	0	0	3	2	0	15
6:45 PM	0	6	0	0	1	3	0	0	0	1	0	0	0	0	0	0	11
7:00 PM	0	2	0	0	1	6	1	0	2	1	1	0	0	1	0	0	15
7:15 PM	0	6	0	0	0	3	0	0	1	0	0	0	0	0	0	0	10
7:30 PM	2	3	0	0	0	5	0	0	1	1	0	0	0	0	0	0	12
7:45 PM	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	5
8:00 PM	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	6
8:15 PM	0	3	0	0	0	5	5	0	0	2	0	0	0	1	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	58	0	0	9	71	12	0	14	14	4	0	1	7	7	0	205
APPROACH %'s :	12.12%	87.88%	0.00%	0.00%	9.78%	77.17%	13.04%	0.00%	43.75%	43.75%	12.50%	0.00%	6.67%	46.67%	46.67%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	4	33	0	0	7	41	5	0	9	7	1	0	1	2	5	0	115
PEAK HR FACTOR :	0.500	0.750	0.000	0.000	0.583	0.683	0.313	0.000	0.375	0.438	0.250	0.000	0.250	0.250	0.417	0.000	0.757
	0.712				0.631				0.531				0.500				

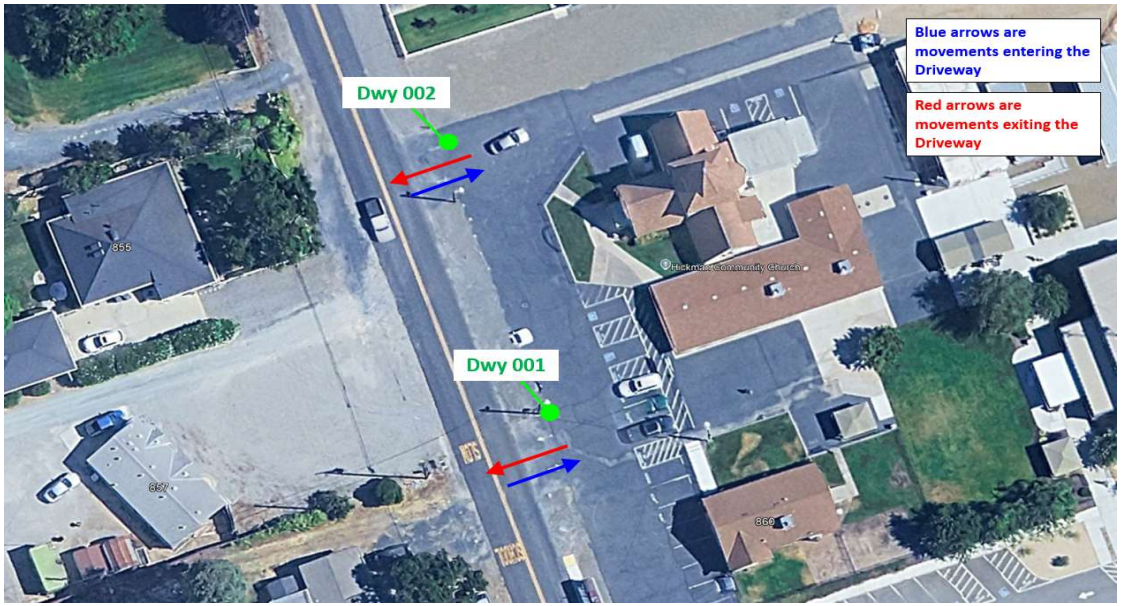
Prepared by National Data & Surveying Services

Trip Generation Study

Location: Hickman Community Church, 854 I St
City: Hickman, CA

Date: 3/8/2026
Day: Sunday

TIME	Loc 001 (S Dwy)		Loc 002 (N Dwy)		Trip		
	IN	OUT	IN	OUT	IN	OUT	TOTAL
8:00 AM	1	0	0	0	1	0	1
8:15 AM	0	0	2	0	2	0	2
8:30 AM	1	0	2	0	3	0	3
8:45 AM	6	0	3	0	9	0	9
9:00 AM	1	2	4	0	5	2	7
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	2	1	0	0	2	1	3
10:30 AM	3	5	1	2	4	7	11
10:45 AM	2	0	0	2	2	2	4
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	1	0	1
12:15 PM	0	1	0	1	0	2	2
12:30 PM	2	3	1	4	3	7	10
12:45 PM	0	1	0	1	0	2	2
Totals	18	13	14	10	32	23	55



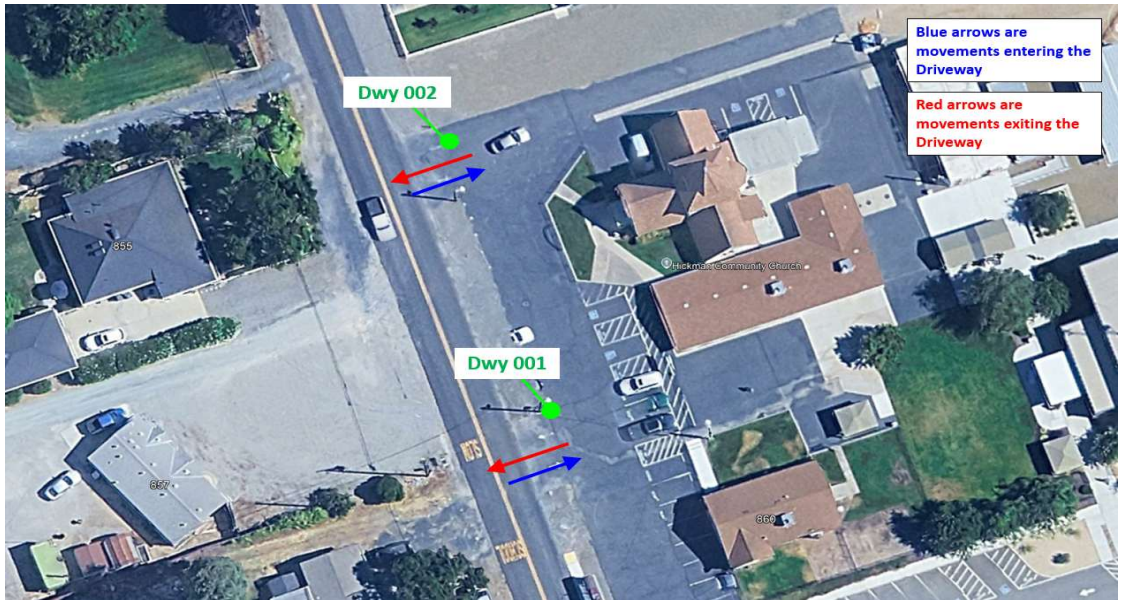
Prepared by National Data & Surveying Services

Trip Generation Study

Location: Hickman Community Church, 854 I St
City: Hickman, CA

Date: 3/4/2026
Day: Wednesday

TIME	Loc 001 (S Dwy)		Loc 002 (N Dwy)		Trip		
	IN	OUT	IN	OUT	IN	OUT	TOTAL
5:30 PM	0	1	0	0	*0*	*1*	*1*
5:45 PM	1	0	0	0	*1*	*0*	*1*
6:00 PM	4	1	1	0	*5*	*1*	*6*
6:15 PM	5	0	3	1	*8*	*1*	*9*
6:30 PM	2	0	0	0	*2*	*0*	*2*
6:45 PM	1	0	0	2	*1*	*2*	*3*
7:00 PM	0	0	0	0	*0*	*0*	*0*
7:15 PM	0	0	0	0	*0*	*0*	*0*
7:30 PM	0	0	0	0	*0*	*0*	*0*
7:45 PM	1	0	0	1	*1*	*1*	*2*
8:00 PM	1	4	1	3	*2*	*7*	*9*
8:15 PM	0	5	0	1	*0*	*6*	*6*
Totals	*15*	*11*	*5*	*8*	*20*	*19*	*39*



Prepared by National Data & Surveying Services

Trip Generation Study

Location: Hickman Community Church Pkg, 854 I St
City: Hickman, CA

Date: 3/8/2026
Day: Sunday

TIME	Loc 003 (N Dwy)		Loc 004 (W Dwy)		Loc 005 (E Dwy)		Trip		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
8:00 AM	2	0	0	0	0	0	2	0	2
8:15 AM	2	0	0	0	0	0	2	0	2
8:30 AM	6	0	0	0	0	0	6	0	6
8:45 AM	20	1	0	0	0	0	20	1	21
9:00 AM	24	1	0	0	0	0	24	1	25
9:15 AM	11	0	0	0	0	0	11	0	11
9:30 AM	2	1	0	0	0	0	2	1	3
9:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	5	0	0	0	0	0	5	0	5
10:15 AM	12	4	0	0	0	0	12	4	16
10:30 AM	37	17	0	0	0	0	37	17	54
10:45 AM	12	3	0	0	0	0	12	3	15
11:00 AM	1	1	0	0	0	0	1	1	2
11:15 AM	1	2	0	0	0	0	1	2	3
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	32	0	0	0	0	0	32	32
12:30 PM	1	33	0	0	0	0	1	33	34
12:45 PM	1	19	0	0	0	0	1	19	20
Totals	137	115	0	0	0	0	137	115	252



Prepared by National Data & Surveying Services

Trip Generation Study

Location: Hickman Community Church Pkg, 854 I St
City: Hickman, CA

Date: 3/4/2026
Day: Wednesday

TIME	Loc 003 (N Dwy)		Loc 004 (W Dwy)		Loc 005 (E Dwy)		Trip		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
5:30 PM	2	0	0	0	0	0	2	0	2
5:45 PM	6	0	0	0	0	0	6	0	6
6:00 PM	6	1	0	0	0	0	6	1	7
6:15 PM	26	2	0	0	0	0	26	2	28
6:30 PM	16	6	0	0	0	0	16	6	22
6:45 PM	2	0	0	0	0	0	2	0	2
7:00 PM	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0
7:30 PM	1	1	0	0	0	0	1	1	2
7:45 PM	3	0	0	0	0	0	3	0	3
8:00 PM	2	10	0	0	0	0	2	10	12
8:15 PM	1	18	0	0	0	0	1	18	19
Totals	65	38	0	0	0	0	65	38	103



BTC
BARRIOS
TRANSPORTATION CONSULTING

Appendix B: Existing Conditions LOS Worksheets

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	39	0	100	0	122	30	67	139	0
Future Vol, veh/h	0	0	0	39	0	100	0	122	30	67	139	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	43	0	110	0	134	33	74	153	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	8.5	8.6	9.4
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	28%	33%
Vol Thru, %	80%	100%	0%	67%
Vol Right, %	20%	0%	72%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	0	139	206
LT Vol	0	0	39	67
Through Vol	122	0	0	139
RT Vol	30	0	100	0
Lane Flow Rate	167	0	153	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.206	0	0.19	0.286
Departure Headway (Hd)	4.44	5.045	4.467	4.553
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	0	803	790
Service Time	2.468	3.085	2.494	2.58
HCM Lane V/C Ratio	0.207	0	0.191	0.286
HCM Control Delay, s/veh	8.6	8.1	8.5	9.4
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.8	0	0.7	1.2

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	7	0	24	80	1
Future Vol, veh/h	43	7	0	24	80	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	52	8	0	29	96	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	85	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1537	-	914	1008
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	914	1008
Mov Cap-2 Maneuver	-	-	-	-	914	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	915	-	-	1537	-
HCM Lane V/C Ratio	0.107	-	-	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	9	135	5	6	153
Future Vol, veh/h	10	9	135	5	6	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	11	169	6	8	191

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	378	172	0	0	175	0
Stage 1	172	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	622	869	-	-	1395	-
Stage 1	856	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	618	869	-	-	1395	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.2	0	0.29
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	716	68	-
HCM Lane V/C Ratio	-	-	0.033	0.005	-
HCM Ctrl Dly (s/v)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	1	0	4	1	0	19	0	6	25	10
Future Vol, veh/h	1	4	1	0	4	1	0	19	0	6	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	6	1	0	6	1	0	28	0	9	37	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	90	44	85	97	28	51	0	0	28	0	0
Stage 1	62	62	-	28	28	-	-	-	-	-	-	-
Stage 2	31	28	-	57	69	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	894	802	1029	903	795	1050	1561	-	-	1592	-	-
Stage 1	952	845	-	992	874	-	-	-	-	-	-	-
Stage 2	988	874	-	957	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	881	798	1029	890	790	1050	1561	-	-	1592	-	-
Mov Cap-2 Maneuver	881	798	-	890	790	-	-	-	-	-	-	-
Stage 1	946	841	-	992	874	-	-	-	-	-	-	-
Stage 2	980	874	-	944	835	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.32	9.37	0	1.06
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1561	-	-	842	831	249	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.009	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.3	9.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	22	0	93	0	191	37	135	167	0
Future Vol, veh/h	0	0	0	22	0	93	0	191	37	135	167	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	25	0	106	0	217	42	153	190	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	9	9.9	11.5
HCM LOS	-	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	19%	45%
Vol Thru, %	84%	100%	0%	55%
Vol Right, %	16%	0%	81%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	0	115	302
LT Vol	0	0	22	135
Through Vol	191	0	0	167
RT Vol	37	0	93	0
Lane Flow Rate	259	0	131	343
Geometry Grp	1	1	1	1
Degree of Util (X)	0.331	0	0.178	0.447
Departure Headway (Hd)	4.601	5.567	4.898	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	0	729	765
Service Time	2.645	3.643	2.952	2.727
HCM Lane V/C Ratio	0.332	0	0.18	0.448
HCM Control Delay, s/veh	9.9	8.6	9	11.5
HCM Lane LOS	A	N	A	B
HCM 95th-tile Q	1.5	0	0.6	2.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	55	1	47	10	1
Future Vol, veh/h	53	55	1	47	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	72	74	1	64	14	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	175	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1406	-	803	931
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1406	-	803	931
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.16	9.51
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	38	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	207	17	5	172
Future Vol, veh/h	7	2	207	17	5	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	7	2	220	18	5	183

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	423	229	0	0	238	0
Stage 1	229	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	580	800	-	-	1305	-
Stage 1	799	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	578	800	-	-	1305	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.94	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	616	51	-
HCM Lane V/C Ratio	-	-	0.016	0.004	-
HCM Ctrl Dly (s/v)	-	-	10.9	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	7	1	1	2	5	4	33	0	7	41	5
Future Vol, veh/h	9	7	1	1	2	5	4	33	0	7	41	5
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	9	1	1	3	7	5	43	0	9	54	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	132	130	57	131	133	44	61	0	0	43	0	0
Stage 1	76	76	-	54	54	-	-	-	-	-	-	-
Stage 2	56	54	-	77	79	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	840	761	1009	841	758	1026	1543	-	-	1565	-	-
Stage 1	933	832	-	958	850	-	-	-	-	-	-	-
Stage 2	956	850	-	932	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	823	754	1009	822	751	1025	1543	-	-	1565	-	-
Mov Cap-2 Maneuver	823	754	-	822	751	-	-	-	-	-	-	-
Stage 1	928	827	-	955	847	-	-	-	-	-	-	-
Stage 2	942	847	-	915	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.62	8.99	0.79	0.97
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	801	913	233	-	-
HCM Lane V/C Ratio	0.003	-	-	0.028	0.012	0.006	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.6	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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Appendix C: Existing Plus Project LOS Worksheets

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	39	0	148	0	122	30	168	139	0
Future Vol, veh/h	0	0	0	39	0	148	0	122	30	168	139	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	43	0	163	0	134	33	185	153	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	9.5	9.1	11.6
HCM LOS	-	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	21%	55%
Vol Thru, %	80%	100%	0%	45%
Vol Right, %	20%	0%	79%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	0	187	307
LT Vol	0	0	39	168
Through Vol	122	0	0	139
RT Vol	30	0	148	0
Lane Flow Rate	167	0	205	337
Geometry Grp	1	1	1	1
Degree of Util (X)	0.219	0	0.268	0.445
Departure Headway (Hd)	4.724	5.431	4.692	4.747
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	0	762	756
Service Time	2.782	3.512	2.744	2.798
HCM Lane V/C Ratio	0.221	0	0.269	0.446
HCM Control Delay, s/veh	9.1	8.5	9.5	11.6
HCM Lane LOS	A	N	A	B
HCM 95th-tile Q	0.8	0	1.1	2.3

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	58	0	48	104	1
Future Vol, veh/h	93	58	0	48	104	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	112	70	0	58	125	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	205	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1387	-	781	897
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	781	897
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.49
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	782	-	-	1387	-
HCM Lane V/C Ratio	0.162	-	-	-	-
HCM Ctrl Dly (s/v)	10.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	9	135	10	6	153
Future Vol, veh/h	12	9	135	10	6	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	11	169	13	8	191

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	381	175	0	0	181	0
Stage 1	175	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	619	866	-	-	1388	-
Stage 1	853	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	615	866	-	-	1388	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.32	0	0.29
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	68	-
HCM Lane V/C Ratio	-	-	0.037	0.005	-
HCM Ctrl Dly (s/v)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	1	0	4	1	0	19	0	6	25	12
Future Vol, veh/h	6	4	1	0	4	1	0	19	0	6	25	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	6	1	0	6	1	0	28	0	9	37	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	94	91	46	85	100	28	54	0	0	28	0	0
Stage 1	63	63	-	28	28	-	-	-	-	-	-	-
Stage 2	31	28	-	57	72	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	892	801	1027	903	792	1050	1557	-	-	1592	-	-
Stage 1	950	844	-	992	874	-	-	-	-	-	-	-
Stage 2	988	874	-	957	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	879	796	1027	890	787	1050	1557	-	-	1592	-	-
Mov Cap-2 Maneuver	879	796	-	890	787	-	-	-	-	-	-	-
Stage 1	945	839	-	992	874	-	-	-	-	-	-	-
Stage 2	980	874	-	944	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.28	9.38	0	1.01
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1557	-	-	858	829	236	-	-
HCM Lane V/C Ratio	-	-	-	0.019	0.009	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.3	9.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	50	0	24	24	0
Future Vol, veh/h	44	50	0	24	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	2	2	7	2	2
Mvmt Flow	48	54	0	26	26	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	101	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1490	-	897	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	897	986
Mov Cap-2 Maneuver	-	-	-	-	897	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.13
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	897	-	-	1490	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	22	0	105	0	191	37	228	167	0
Future Vol, veh/h	0	0	0	22	0	105	0	191	37	228	167	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	25	0	119	0	217	42	259	190	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	9.6	10.4	14.6
HCM LOS	-	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	17%	58%
Vol Thru, %	84%	100%	0%	42%
Vol Right, %	16%	0%	83%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	0	127	395
LT Vol	0	0	22	228
Through Vol	191	0	0	167
RT Vol	37	0	105	0
Lane Flow Rate	259	0	144	449
Geometry Grp	1	1	1	1
Degree of Util (X)	0.344	0	0.206	0.594
Departure Headway (Hd)	4.777	5.98	5.133	4.767
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	749	0	693	754
Service Time	2.84	3.98	3.21	2.825
HCM Lane V/C Ratio	0.346	0	0.208	0.595
HCM Control Delay, s/veh	10.4	9	9.6	14.6
HCM Lane LOS	B	N	A	B
HCM 95th-tile Q	1.5	0	0.8	4

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	102	1	53	16	1
Future Vol, veh/h	99	102	1	53	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	134	138	1	72	22	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	277	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1263	-	702	826
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1263	-	701	826
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	10.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	708	-	-	33	-
HCM Lane V/C Ratio	0.032	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	2	207	22	5	172
Future Vol, veh/h	8	2	207	22	5	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	9	2	220	23	5	183

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	426	232	0	0	244	0
Stage 1	232	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	578	797	-	-	1300	-
Stage 1	797	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	575	797	-	-	1300	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.01	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	609	51	-
HCM Lane V/C Ratio	-	-	0.017	0.004	-
HCM Ctrl Dly (s/v)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	7	1	1	2	5	4	33	0	7	41	6
Future Vol, veh/h	14	7	1	1	2	5	4	33	0	7	41	6
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	9	1	1	3	7	5	43	0	9	54	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	133	130	58	131	134	44	62	0	0	43	0	0
Stage 1	76	76	-	54	54	-	-	-	-	-	-	-
Stage 2	56	54	-	77	80	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	839	760	1008	841	757	1026	1541	-	-	1565	-	-
Stage 1	933	831	-	958	850	-	-	-	-	-	-	-
Stage 2	956	850	-	932	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	822	753	1008	822	749	1025	1541	-	-	1565	-	-
Mov Cap-2 Maneuver	822	753	-	822	749	-	-	-	-	-	-	-
Stage 1	927	826	-	955	847	-	-	-	-	-	-	-
Stage 2	942	847	-	915	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.64	8.99	0.79	0.95
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	806	913	228	-	-
HCM Lane V/C Ratio	0.003	-	-	0.036	0.012	0.006	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.6	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	46	0	48	6	0
Future Vol, veh/h	54	46	0	48	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	2	2	7	2	2
Mvmt Flow	59	50	0	52	7	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	136	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1482	-	858	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1482	-	858	976
Mov Cap-2 Maneuver	-	-	-	-	858	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.23
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	858	-	-	1482	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

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Appendix D: Cumulative and Cumulative Plus Project LOS Worksheets

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	45	0	114	0	140	34	77	159	0
Future Vol, veh/h	0	0	0	45	0	114	0	140	34	77	159	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	49	0	125	0	154	37	85	175	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	9	9	10
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	28%	33%
Vol Thru, %	80%	100%	0%	67%
Vol Right, %	20%	0%	72%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	174	0	159	236
LT Vol	0	0	45	77
Through Vol	140	0	0	159
RT Vol	34	0	114	0
Lane Flow Rate	191	0	175	259
Geometry Grp	1	1	1	1
Degree of Util (X)	0.241	0	0.223	0.335
Departure Headway (Hd)	4.544	5.225	4.604	4.644
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	0	778	773
Service Time	2.584	3.284	2.644	2.68
HCM Lane V/C Ratio	0.242	0	0.225	0.335
HCM Control Delay, s/veh	9	8.3	9	10
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.9	0	0.9	1.5

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	49	8	0	27	92	1
Future Vol, veh/h	49	8	0	27	92	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	59	10	0	33	111	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	96	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1526	-	900	998
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	900	998
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.56
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1526	-
HCM Lane V/C Ratio	0.124	-	-	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	10	154	6	7	175
Future Vol, veh/h	11	10	154	6	7	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	14	13	193	8	9	219

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	433	196	0	0	200	0
Stage 1	196	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	578	842	-	-	1366	-
Stage 1	834	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	574	842	-	-	1366	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.53	0	0.29
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	677	69	-
HCM Lane V/C Ratio	-	-	0.039	0.006	-
HCM Ctrl Dly (s/v)	-	-	10.5	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	0	5	1	0	22	0	7	29	11
Future Vol, veh/h	1	5	1	0	5	1	0	22	0	7	29	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	7	1	0	7	1	0	32	0	10	43	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	107	104	51	99	112	32	59	0	0	32	0	0
Stage 1	71	71	-	32	32	-	-	-	-	-	-	-
Stage 2	36	32	-	67	79	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	874	788	1020	885	780	1044	1552	-	-	1586	-	-
Stage 1	941	838	-	987	870	-	-	-	-	-	-	-
Stage 2	982	870	-	946	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	859	783	1020	869	775	1044	1552	-	-	1586	-	-
Mov Cap-2 Maneuver	859	783	-	869	775	-	-	-	-	-	-	-
Stage 1	935	832	-	987	870	-	-	-	-	-	-	-
Stage 2	972	870	-	930	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.44	9.49	0	1.08
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	821	810	254	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.011	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.4	9.5	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	25	0	106	0	219	42	154	191	0
Future Vol, veh/h	0	0	0	25	0	106	0	219	42	154	191	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	28	0	120	0	249	48	175	217	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	9.6	10.8	13
HCM LOS	-	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	19%	45%
Vol Thru, %	84%	100%	0%	55%
Vol Right, %	16%	0%	81%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	0	131	345
LT Vol	0	0	25	154
Through Vol	219	0	0	191
RT Vol	42	0	106	0
Lane Flow Rate	297	0	149	392
Geometry Grp	1	1	1	1
Degree of Util (X)	0.389	0	0.211	0.522
Departure Headway (Hd)	4.725	5.933	5.097	4.792
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	0	698	749
Service Time	2.786	3.933	3.173	2.851
HCM Lane V/C Ratio	0.393	0	0.213	0.523
HCM Control Delay, s/veh	10.8	8.9	9.6	13
HCM Lane LOS	B	N	A	B
HCM 95th-tile Q	1.9	0	0.8	3.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	61	63	1	54	11	1
Future Vol, veh/h	61	63	1	54	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	82	85	1	73	15	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	168	0	201	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1380	-	777	912
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	776	912
Mov Cap-2 Maneuver	-	-	-	-	776	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	935	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	9.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	33	-
HCM Lane V/C Ratio	0.021	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	2	237	19	6	197
Future Vol, veh/h	8	2	237	19	6	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	9	2	252	20	6	210

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	485	262	0	0	272	0
Stage 1	262	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	534	767	-	-	1268	-
Stage 1	772	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	531	767	-	-	1268	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.48	0	0.23
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	566	53	-
HCM Lane V/C Ratio	-	-	0.019	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	8	1	1	2	6	5	38	0	8	47	6
Future Vol, veh/h	10	8	1	1	2	6	5	38	0	8	47	6
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	11	1	1	3	8	7	50	0	11	62	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	152	150	66	151	154	51	70	0	0	50	0	0
Stage 1	87	87	-	63	63	-	-	-	-	-	-	-
Stage 2	65	63	-	88	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	815	742	998	816	738	1017	1531	-	-	1557	-	-
Stage 1	921	823	-	948	842	-	-	-	-	-	-	-
Stage 2	945	842	-	919	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	796	733	998	794	729	1016	1531	-	-	1557	-	-
Mov Cap-2 Maneuver	796	733	-	794	729	-	-	-	-	-	-	-
Stage 1	914	817	-	944	839	-	-	-	-	-	-	-
Stage 2	930	839	-	900	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.79	9.01	0.86	0.96
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	209	-	-	776	909	231	-	-
HCM Lane V/C Ratio	0.004	-	-	0.032	0.013	0.007	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	45	0	162	0	140	34	178	159	0
Future Vol, veh/h	0	0	0	45	0	162	0	140	34	178	159	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	49	0	178	0	154	37	196	175	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	10.1	9.6	12.7
HCM LOS	-	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	22%	53%
Vol Thru, %	80%	100%	0%	47%
Vol Right, %	20%	0%	78%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	174	0	207	337
LT Vol	0	0	45	178
Through Vol	140	0	0	159
RT Vol	34	0	162	0
Lane Flow Rate	191	0	227	370
Geometry Grp	1	1	1	1
Degree of Util (X)	0.257	0	0.306	0.498
Departure Headway (Hd)	4.841	5.736	4.839	4.844
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	0	737	741
Service Time	2.916	3.736	2.908	2.909
HCM Lane V/C Ratio	0.26	0	0.308	0.499
HCM Control Delay, s/veh	9.6	8.7	10.1	12.7
HCM Lane LOS	A	N	B	B
HCM 95th-tile Q	1	0	1.3	2.8

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	59	0	51	116	1
Future Vol, veh/h	99	59	0	51	116	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	119	71	0	61	140	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	216	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1377	-	770	888
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1377	-	770	888
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	771	-	-	1377	-
HCM Lane V/C Ratio	0.183	-	-	-	-
HCM Ctrl Dly (s/v)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	10	154	11	7	175
Future Vol, veh/h	13	10	154	11	7	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	13	193	14	9	219

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	436	199	0	0	206	0
Stage 1	199	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	576	839	-	-	1359	-
Stage 1	832	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	572	839	-	-	1359	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.67	0	0.29
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	664	69	-
HCM Lane V/C Ratio	-	-	0.043	0.006	-
HCM Ctrl Dly (s/v)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	5	1	0	5	1	0	22	0	7	29	13
Future Vol, veh/h	6	5	1	0	5	1	0	22	0	7	29	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	7	1	0	7	1	0	32	0	10	43	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	109	105	52	99	115	32	62	0	0	32	0	0
Stage 1	73	73	-	32	32	-	-	-	-	-	-	-
Stage 2	36	32	-	67	82	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	872	787	1018	885	777	1044	1548	-	-	1586	-	-
Stage 1	939	836	-	987	870	-	-	-	-	-	-	-
Stage 2	982	870	-	946	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	857	782	1018	869	772	1044	1548	-	-	1586	-	-
Mov Cap-2 Maneuver	857	782	-	869	772	-	-	-	-	-	-	-
Stage 1	933	831	-	987	870	-	-	-	-	-	-	-
Stage 2	972	870	-	930	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.41	9.51	0	1.04
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1548	-	-	834	807	242	-	-
HCM Lane V/C Ratio	-	-	-	0.021	0.011	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.4	9.5	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	50	0	27	24	0
Future Vol, veh/h	50	50	0	27	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	2	2	7	2	2
Mvmt Flow	54	54	0	29	26	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	111	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1482	-	886	978
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1482	-	886	978
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.19
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1482	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	25	0	118	0	219	42	247	191	0
Future Vol, veh/h	0	0	0	25	0	118	0	219	42	247	191	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	28	0	134	0	249	48	281	217	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	10.2	11.4	17.6
HCM LOS	-	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	17%	56%
Vol Thru, %	84%	100%	0%	44%
Vol Right, %	16%	0%	83%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	0	143	438
LT Vol	0	0	25	247
Through Vol	219	0	0	191
RT Vol	42	0	118	0
Lane Flow Rate	297	0	163	498
Geometry Grp	1	1	1	1
Degree of Util (X)	0.405	0	0.246	0.674
Departure Headway (Hd)	4.91	6.29	5.439	4.877
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	0	665	732
Service Time	3.005	4.298	3.439	2.964
HCM Lane V/C Ratio	0.41	0	0.245	0.68
HCM Control Delay, s/veh	11.4	9.3	10.2	17.6
HCM Lane LOS	B	N	B	C
HCM 95th-tile Q	2	0	1	5.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	110	1	60	17	1
Future Vol, veh/h	107	110	1	60	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	145	149	1	81	23	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	293	0	303	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1240	-	679	808
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	678	808
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	927	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	10.46
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	30	-
HCM Lane V/C Ratio	0.036	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.5	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	2	237	24	6	197
Future Vol, veh/h	9	2	237	24	6	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	10	2	252	26	6	210

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	487	265	0	0	278	0
Stage 1	265	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	532	764	-	-	1262	-
Stage 1	770	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	529	764	-	-	1262	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.56	0	0.23
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	561	53	-
HCM Lane V/C Ratio	-	-	0.021	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	8	1	1	2	6	5	38	0	8	47	7
Future Vol, veh/h	15	8	1	1	2	6	5	38	0	8	47	7
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	11	1	1	3	8	7	50	0	11	62	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	153	151	66	151	155	51	71	0	0	50	0	0
Stage 1	88	88	-	63	63	-	-	-	-	-	-	-
Stage 2	65	63	-	88	92	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	814	741	997	816	737	1017	1529	-	-	1557	-	-
Stage 1	920	822	-	948	842	-	-	-	-	-	-	-
Stage 2	945	842	-	919	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	795	732	997	794	728	1016	1529	-	-	1557	-	-
Mov Cap-2 Maneuver	795	732	-	794	728	-	-	-	-	-	-	-
Stage 1	914	817	-	944	839	-	-	-	-	-	-	-
Stage 2	930	839	-	900	813	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.81	9.02	0.86	0.95
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	209	-	-	779	908	226	-	-
HCM Lane V/C Ratio	0.004	-	-	0.041	0.013	0.007	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	46	0	55	6	0
Future Vol, veh/h	62	46	0	55	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	2	2	7	2	2
Mvmt Flow	67	50	0	60	7	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	152	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	840	965
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	840	965
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.32
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	840	-	-	1471	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

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May 29, 2026

Mr. Justin W. Capp
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Subject: Revised Air Quality and Greenhouse Gas Study, SJVAPCD Rule 9510 Indirect Source Review and Risk Prioritization Scoring for an Expansion of an Existing Church in Hickman, CA

Dear Mr. Capp:

Yorke Engineering, LLC (Yorke) is pleased to provide this technical letter report which includes the Air Quality (AQ) and Greenhouse Gas (GHG) CEQA significance evaluation, San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 9510 summary, and a health risk prioritization screening assessment for Project construction and operations. This report provides California Emissions Estimator Model® (CalEEMod) emissions estimates, criteria pollutant analysis, and GHG analysis estimates for the proposed expansion of an existing church in Hickman, CA (Project). The Project site is in unincorporated Stanislaus County, which is within the jurisdiction of the SJVAPCD. As such, air quality and GHG emissions attributable to the Project are assessed based on the guidelines developed by the SJVAPCD. This report has been revised to incorporate Project-specific operational trip rates from the Traffic Impact Analysis (TIA) prepared by Barrios Transportation Consulting, dated April 30, 2026.

PROJECT DESCRIPTION

The Project site is located at northeastern corner of the town of Hickman, an unincorporated community in Stanislaus County. The Project area is an existing Place of Worship, on Assessor's Parcel Numbers (APNs) 019-047-013 and 019-047-012. Hickman Community Church (Project proponent) is proposing to expand their existing facilities on existing APNs with the addition of worship buildings, classrooms and outdoor facilities. The Project also includes the addition of 224 paved parking spaces to the north of the proposed buildings. These site features are summarized in Table 1 and the *California Emissions Estimator Model* (CalEEMod) output for the original plan is included in Attachment 1. The Project includes separated ingress and egress points on I Street and Lake Road. The proposed hours of operation are 8:00 AM to 4:00 PM Monday through Friday and Sunday from 8:00 AM to 8:00 PM.

The Project area is residential with primarily larger size single-family homes. The nearest sensitive receptors are residences located near the southern and western project site fence lines. The nearest school is Hickman Elementary School, which is directly south of the existing parking lot, but over 400 feet away from most of the Project construction area. The nearest off-site workers are also located at Hickman Elementary School.

Figures 1 and 2 show the Project Location and Site Plan, respectively.

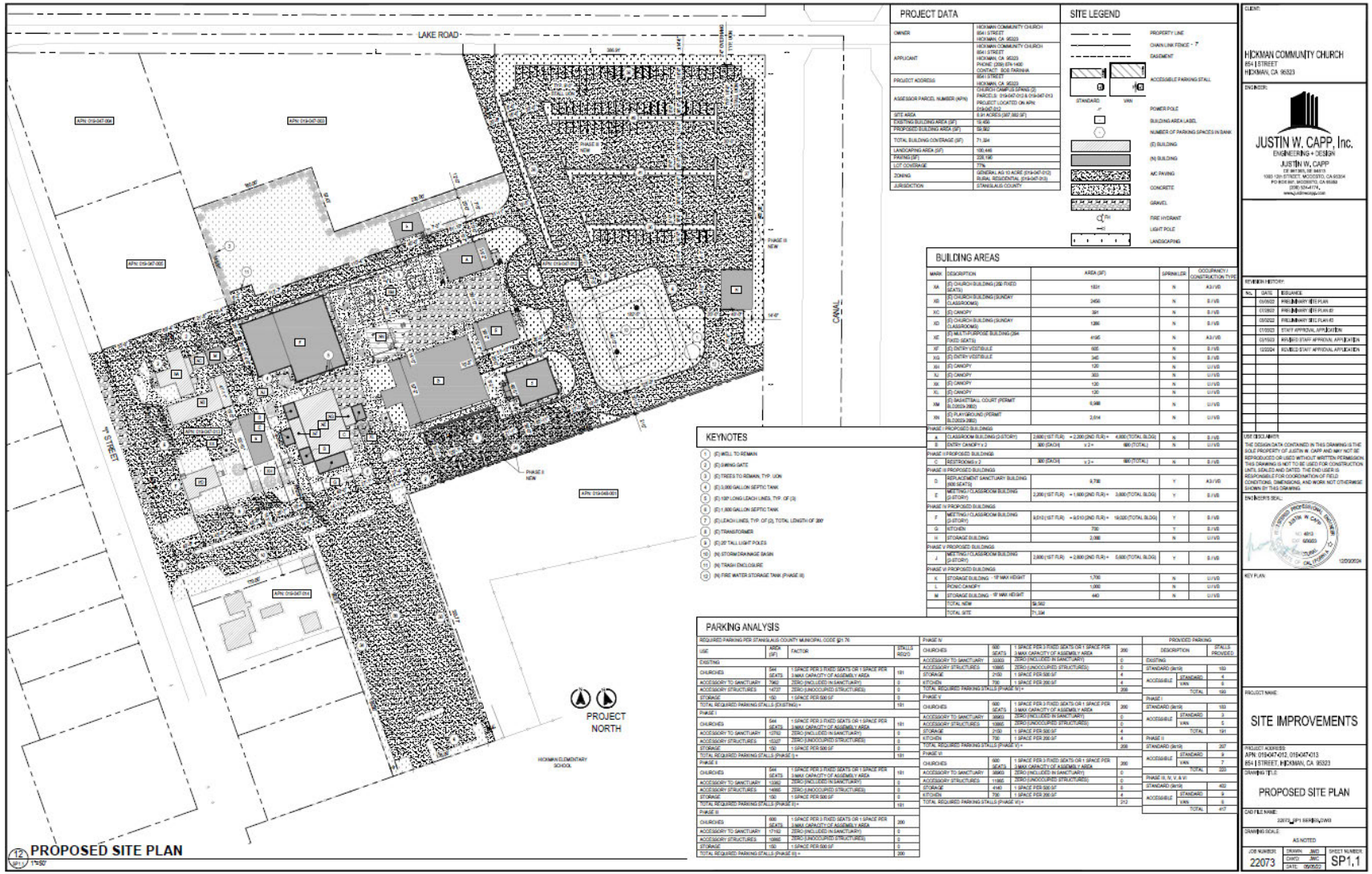
Table 1: Land Use Data – Hickman Community Church Expansion						
Land Use Type	**Land Use Subtype**	**Unit Amount**	**Size Metric**	**Lot Acreage (footprint)**	**Square Feet**	**Description**
Educational	Place of Worship	48.36	1000 sq. ft.	1.11	48,360	Church Buildings
Recreational	User Defined	0.04	Acre	0.04	1,742	Outdoor Structures
Parking	Parking Lot	243	Space	2.19	95,266	Parking
			Lot Size	**3.34**	**145,368**	**Total Area**

Sources: CalEEMod version 2022.1.1.44
Notes:
Electric utility: Turlock Irrigation District
Gas utility: Pacific Gas Electric

Figure 1: Project Location Map



Figure 2: Project Site Plan



ASSUMPTIONS

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

- Analysis was calculated based on information provided by the Project designer;
- Construction and operations phase activities were based on the default values found within CalEEMod;
- Three times daily water application for fugitive dust control during site preparation and grading (SJVAPCD Rule 8021);
- Due to operational and funding constraints, construction will be phased over five years;
- Operational Average Daily Trips (ADT) of 111 net new trips on weekdays and 156 net new trips on Sundays, as calculated in the Hickman Church TIA (Barrios Transportation Consulting, 2026); and
- The Project provides more facilities for worship, classrooms, and outdoor recreation areas.

LIST OF TABLES

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

- Table 1: Land Use Data – Hickman Community Church Expansion
- Table 2: SJVAPCD CEQA Thresholds of Significance
- Table 3: Annual Construction Emissions Summary and Significance Thresholds
- Table 4: Daily Construction Emissions Summary and Significance Thresholds
- Table 5: Annual Operational Emissions Summary and Significance Thresholds
- Table 6: Daily Operational Emissions Summary and Significance Thresholds
- Table 7: Construction DPM Emissions Summary
- Table 8: Health Risk Screening Summary for Construction Emissions
- Table 9: Greenhouse Gas Emissions Summary
- Table 10: Rule 9510 Emissions

LIST OF FIGURES

- Figure 1: Project Location Map
- Figure 2: Project Site Plan

AIR QUALITY IMPACTS ANALYSES

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains an Environmental Checklist Form which consists of a series of questions necessary for public disclosure of potential environmental impacts of a land use development Project. In order to evaluate the questions in the Air Quality Sections of the checklist, quantitative significance criteria established by the local air quality agency, such as SJVAPCD, may be relied upon to make significance determinations based on emissions of criteria pollutants and GHGs. The Appendix G questions that relate to air quality and GHGs are:

Air Quality

Would the Project:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations?

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

Greenhouse Gas Emissions

Would the Project:

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

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

Threshold: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The SJVAPCD has created plans to meet both State and Federal standards for ozone and particulate matter. These air quality plans feature emissions inventories to track pollution sources, assess the effectiveness of various control methods, and Project reductions in air pollution. They also employ computer modeling to forecast future pollution levels and ensure the Valley achieves its air quality objectives. These attainment plans address ozone and airborne particulate matter.

Land use decisions play a crucial role in enhancing air quality within the San Joaquin Valley Air Basin because these decisions significantly impact transportation demands, and motor vehicle emissions are the primary source of air pollution. Effective land use planning and Project design strategies—such as curbing urban sprawl, promoting mixed-use developments, and designing Projects to reduce vehicle miles traveled (VMT)—have been shown to benefit air quality. By adopting policies that foster transit, bicycle, and pedestrian-friendly communities and avoiding land use conflicts that contribute to toxic and nuisance issues, cities and counties can reduce the need for mitigation measures for individual development Projects. The strategies recommended by the SJVAPCD's *Air Quality Guidelines for General Plans* are summarized as follows:

- A commitment to determine and mitigate Project level and cumulative air quality impacts under the CEQA;
- A commitment to integrate land use plans, transportation plans, and air quality plans;
- A commitment to plan land uses in ways that support a multi-modal transportation system;
- A commitment to take local action to support programs that reduce congestion and vehicle trips;
- A commitment to plan land uses to minimize exposure to toxic air pollutant emissions from industrial and other sources;
- A commitment to reduce particulate emissions from sources under local jurisdiction; and
- A commitment of support for Air District and public utility programs to reduce emissions from energy consumption and area sources (water heaters, woodstoves, fireplaces, barbecues, etc.).

The proposed church expansion would be consistent with these strategies because it is an ancillary use that would support existing transportation activities related to fellowship, childcare and learning and not generate additional vehicle trips and their associated emissions. The Project would continue to provide facilities for worship, learning and outdoor recreation.

Lastly, church use would comply with current Title 24 energy efficiency requirements, resulting in lower energy consumption and air pollutant emissions associated with electric power generation. In addition, the Project would result in emissions that are substantially less than the emissions thresholds established by the SJVAPCD and consequently is not considered by the air district to conflict with or obstruct air quality plans. As a result, the Project would result in less than significant impacts related to conflicting with or obstructing the implementation of the SJVAPCD's air quality plans.

IMPACT: Less than Significant (LTS)

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

Project Emissions Estimation

The construction and operation analysis were performed using California Emissions Estimator Model (CalEEMod) version 2022.1.1.44. CalEEMod is the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated for both the construction and operations of land use development Projects. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the SJVAPCD, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and other California air districts. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies Project

design features, regulatory measures, and control (mitigation) measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from the selected measures. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use Projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis.

The SJVAPCD quantitative significance thresholds shown in Table 2 were used to evaluate Project emissions impacts (SJVAPCD 2015a,b,c).

Table 2: SJVAPCD CEQA Thresholds of Significance

Pollutant	Annual Threshold*	APR-2030 Threshold
	tons/yr	lbs/day
VOC	10	100
NO_X	10	100
CO	100	100
SO_X	27	100
PM_{10}	15	100
$PM_{2.5}$	15	100
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximally Exposed Individual risk equals or exceeds 20 in one million	
	Acute: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual	
	Chronic: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual	
Greenhouse Gases	Implement Best Performance Standards (BPS) (see Discussion)	
	Reduce Project GHG Emission by 29% over Business as Usual (see Discussion)	

Source: SJVAPCD 2015a,b,c; 2018; 2009
*Construction or operation

Criteria Pollutants from Project Construction

A Project's construction phase produces many types of emissions, but PM_{10} and $PM_{2.5}$ in fugitive dust and diesel engine exhaust are the pollutants of greatest concern. Fugitive dust emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM_{10}, as well as affecting PM_{10} compliance with ambient air quality standards on a regional basis. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces. The use of diesel-powered construction equipment emits ozone precursors oxides of nitrogen (NO_x) and reactive organic gases (ROG), and diesel particulate matter (DPM). Use of architectural coatings and other materials associated

with finishing buildings may also emit ROG. As discussed previously, the SJVAPCD has developed annual and daily significance thresholds for use in CEQA disclosure documents. Annual Project emissions are evaluated against these thresholds in Table 3 while daily Project emissions compared against the daily emission thresholds in Table 4. As shown in these Tables, Project related construction emissions are below both the annual and daily emission thresholds and would result in less than significant impacts to air quality from contributions to emissions in the air basin.

IMPACT: Less Than Significant (LTS)

Table 3: Annual Construction Emissions Summary and Significance Thresholds

Criteria Pollutants	Project Construction (tons/yr)	Threshold (tons/yr)	Exceeds Threshold?
ROG (VOC)	0.1	10	No
NO_X	0.3	10	No
CO	0.7	100	No
SO_X	0.0	27	No
Total PM_{10}	0.1	15	No
Total $PM_{2.5}$	0.0	15	No

Sources: SJVAPCD 2015a,b,c; CalEEMod version 2022.1.1.44
Notes:
Total PM_{10} / $PM_{2.5}$ comprises fugitive dust plus engine exhaust

Table 4: Daily Construction Emissions Summary and Significance Thresholds

Criteria Pollutants	Project Construction (lbs/day)	Threshold (lbs/day)	Exceeds Threshold?
ROG (VOC)	13.8	100	No
NO_X	10.3	100	No
CO	12.5	100	No
SO_X	0.0	100	No
Total PM_{10}	7.6	100	No
Total $PM_{2.5}$	3.9	100	No

Sources: SJVAPCD 2015a,b,c; 2018; CalEEMod version 2022.1.1.44
Notes:
Lbs/day includes winter or summer maxima for planned land use
Total PM_{10} / $PM_{2.5}$ comprises fugitive dust plus engine exhaust

Criteria Pollutants from Project Operation

The term "Project operations" refers to the full range of activities that can or may generate criteria pollutant when the Project is operating in its intended use. For Projects, such as office parks, shopping centers, apartment buildings, residential subdivisions, and other indirect sources, motor vehicles traveling to and from the Project represent the primary source of air pollutant emissions. For industrial Projects and some commercial Projects, equipment operation and manufacturing processes, i.e., permitted stationary sources, can be of greatest concern from an emissions standpoint. The Project would result in emissions from onsite activities, vehicle trips travelling to the site, landscaping, and other sources. Emissions from the Project are evaluated against the CEQA significance thresholds address potential impacts of operational emission sources on regional air quality.

Results of Criteria Emissions Analyses

The results of the criteria emissions analyses provides an estimate of Project related operations phase emissions. Table 5 shows criteria operational emissions and evaluates these emissions against the annual SJVAPCD significance thresholds while Table 6 provides an evaluation against the daily SJVAPCD significance thresholds for development Projects. As shown in Tables 5 and 6, mass emissions of criteria pollutants from construction and operation are below applicable SJVAPCD significance thresholds and consequently would result in less than significant Project related regional air quality impacts during the operations phase.

In addition, the SJVAPCD's Guidance for Assessing and Mitigation Air Quality Impacts states that "Thus, Projects with emissions below the thresholds of significance for criteria pollutants would be determined to 'Not conflict or obstruct implementation of the District's air quality plan'." As such, the Project would be consistent with the SJVAPCD's air quality plans that are designed to bring the air basin into attainment with State and federal ambient air quality standards.

IMPACT: Less Than Significant (LTS)

Table 5: Annual Operational Emissions Summary and Significance Thresholds

Criteria Pollutants	Project Operations (tons/yr)	Threshold (tons/yr)	Exceeds Threshold?
ROG (VOC)	0.3	10	No
NO_X	0.2	10	No
CO	0.7	100	No
SO_X	0.0	27	No
Total PM_{10}	0.1	15	No
Total $PM_{2.5}$	0.0	15	No

Sources: SJVAPCD 2015a,b,c; CalEEMod version 2022.1.1.44
Total PM_{10} / $PM_{2.5}$ comprises fugitive dust plus engine exhaust

Table 6: Daily Operational Emissions Summary and Significance Thresholds

Criteria Pollutants	Project Operations (lbs/day)	Threshold (lbs/day)	Exceeds Threshold?
ROG (VOC)	2.1	100	No
NO_X	1.1	100	No
CO	7.1	100	No
SO_X	0.0	100	No
Total PM_{10}	0.8	100	No
Total $PM_{2.5}$	0.3	100	No

Sources: SJVAPCD 2015a,b,c; 2018; CalEEMod version 2022.1.1.44
Notes:
Lbs/day includes winter or summer maxima for planned land use
Total PM_{10} / $PM_{2.5}$ comprises fugitive dust plus engine exhaust

Threshold: Expose sensitive receptors to substantial pollutant concentrations?

As determined in the Health Risk Screening section below, because of short exposure duration during construction and no significant operational emissions, the Project would not result in substantial air pollutant concentrations at local receptors during Project construction and operations phases. Construction activities would generate emissions from vehicle exhaust related to offroad construction equipment, worker trips, and truck trips, as well as fugitive dust emissions from soil disturbance activities. Construction emissions would not be substantial due to the relatively small numbers of equipment and vehicles needed for the construction of the Project structures. In addition, fugitive dust is regulated and minimized by dust suppression measures detailed under SJVAPCD Rule 8021. Consequently, the construction of the Project would result in less than significant impacts related to the exposure of sensitive receptors to substantial pollutant concentrations. For the operations phase of the Project, air pollutants would be emitted from customer visits and employee commute trips, and also deliveries. As determined in the Health Risk Screening section below, emissions impacts attributable to vehicle trips related to residents and offsite workers would not be substantial due to long separation distances between the Project and receptors.

As such, the Project would result in less than significant impacts related to the exposure of sensitive receptors to substantial pollutant concentrations.

IMPACT: Less Than Significant (LTS)

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

Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites, temporary in nature, and would permanently cease upon completion of work. Construction of the proposed Project would not cause an odor nuisance, as defined in SJVAPCD Rule 4102. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed development is a church expansion which does not generate substantial or unpleasant odors. The proposed use will have a trash bin which would be emptied on a weekly basis so there would not be an accumulation of organic material that would produce odors to that would constitute a public nuisance. In addition, the Project would need to comply with SJVAPCD Rule 4102 which prohibits the generation of odors which would cause a public nuisance. Therefore, the proposed Project would result in a less than significant impact related to objectionable odors and other emissions.

IMPACT: Less Than Significant (LTS)

HEALTH RISK SCREENING

Health Risk Screening Methodology

The main toxic air contaminant (TAC) from off-road construction equipment and on-road heavy-duty trucks is diesel particulate matter (DPM, as diesel exhaust PM_{10}). DPM has a high toxicity factor and thus dominates predicted health risks. Therefore, it was the only TAC that was assessed for this Project. CalEEMod was used to generate the exhaust PM_{10} emissions from both Project construction. The nearest residential receptors are single-family homes directly to the north and south of the Project site. The nearest worker receptors are located at a school to the south of the project site roughly 400 feet from construction.

For construction, the bulk of DPM emissions occur onsite from the use of offroad construction equipment diesel engines, thus, exhaust PM_{10} was assumed to be DPM. Table 7 shows Project DPM emission rates during construction.

To continue operations during the expansion construction has been phased evenly over five years. Further information on construction phasing is included in the Project Site Plan included with the ISR Submittal (Attachment 3 of this document). CalEEMod was used to make preliminary estimates on total construction equipment usage. Those estimates were refined using builder fleet and rental equipment data along with activity duration adjustments for demolition and paving. Then the total PM_{10} construction exhaust emissions were divided over five years to estimate project DPM emissions during construction. Operational DPM emissions were considered negligible as there are no quantifiable sources of DPM or other TACs associated with this land use.

Table 7: Construction DPM Emissions Summary

Project Phase	Year	DPM (tons/yr)	DPM (lbs/yr)
Phase 1	2026	0.0014	2.75
Phase 2	2027	0.0014	2.75
Phase 3	2028	0.0014	2.75
Phase 4	2029	0.0014	2.75
Phase 5	2030	0.0014	2.75
Operations	2031+	--	--

Notes:
Construction assumes all DPM onsite from offroad equipment.
Operation DPM emissions considered negligible.

Health risk for construction activities and operational mobile sources were calculated using the SJVAPCD's December 2022 *Prioritization Calculator*, which follows CAPCOA's August 2016 *Air Toxic "Hot Spots" Program Facility Prioritization Guidelines*. The calculator provides proximity factors to account for the distance between the modeled source and closest receptor(s). There are residential receptors next to the project fence line (single family homes).Thus, no proximity factor was used. The Prioritization Calculator (Attachment 3) does not differentiate between residential and worker receptors. Construction health risk screening results are shown in Table 8 (SJVAPCD 2022).

Table 8: Health Risk Screening Summary for Construction Emissions			
Risk Type	**SJVAPCD Prioritization Score**	**Threshold**	**Significant?**
Cancer Score	6.4	10	No
Chronic Score	4.0E-02	1	No
Acute Score	Not Applicable (NA)	1	No

Notes:
No proximity factor used.

As shown in in Table 8, construction related health risk is below the health risk threshold for cancer, chronic, and acute exposures from Project construction.

For the operations phase of the proposed church expansion, no quantifiable sources of TACs are expected. The California Air Resources Board (CARB) has published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). This document provides land uses which may result in health impacts such as freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities. The project is not listed as one of these land uses, therefor no operational health risks were assessed and operational health risk was considered to be negligible.

The combined construction and operations health risks associated with the Project are below the thresholds. Receptors located further than the analyzed receptors would experience less health risk and likewise result in less than significant adverse health risks. No mitigation measures are necessary nor recommended.

IMPACT: Less Than Significant (LTS)

GREENHOUSE GAS IMPACTS ANALYSES

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

The construction and operational related GHG emissions were calculated by CalEEMod using the methodology detailed above in the Air Quality Section. Greenhouse gases – primarily carbon dioxide (CO_2), methane (CH_4), and nitrous (N_2O) oxide, collectively reported as carbon dioxide equivalents (CO_2e) – are directly emitted from stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Also, included in GHG quantification is electric power used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills. (CARB 2022a).

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2022 standards improved upon the 2019 standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings. The 2022 standards went into effect on January 1, 2023 (CEC 2022).

Since the Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures, etc.), they indirectly regulate and reduce GHG emissions.

Using CalEEMod, direct on-site and off-site GHG emissions were estimated for construction and operation phase activities.

Results of Greenhouse Gas Emissions Analysis

Table 9 shows GHG emissions associated with the Project. For context, these estimated emissions are relatively small, approximately 471 MT CO_2e per year, which is about 0.004% of the statewide commercial sector GHG inventory of approximately 22 million MT CO_2e per year (CARB 2022b).

Table 9: Greenhouse Gas Emissions Summary

Greenhouse Gases	Construction Emissions (MT/yr)	Operational Emissions (MT/yr)	Total GHG Emissions[1] (MT/yr)
Carbon dioxide (CO_2)	131	374	378
Methane (CH_4)	<1	3	3
Nitrous Oxide (N_2O)	<1	<1	<1
Refrigerants (R)	<1	<1	<1
Carbon Dioxide Equivalents (CO_2e)	132	467	471

Sources: SJVAPCD 2009, CalEEMod version 2022.1.1.44
Notes:
1. Comprises annual operational emissions plus construction emissions amortized over 30 years

District Guidance

The SJVAPCD adopted guidance in its December 17, 2009, *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for new Projects under CEQA* for determining GHG emission significance. The guidance provides that a land use Project can implement Best Performance Standards (BPS) for the type of land use or reduce Project-related GHG emissions by 29% compared to Business-as-Usual (BAU) to show that a Project's GHG impacts would be less than significant (SJVAPCD 2009). However, as discussed below, the BAU approach for determining significance is not applicable to the Project.

Newhall Ranch Case

The Newhall Ranch case shows how a BAU comparison is not a sufficient means of determining GHG significance in the absence of specific numerical thresholds set by a local agency.

The California Supreme Court's CEQA decision on the Newhall Ranch development case, *Center for Biological Diversity v. California Department of Fish and Wildlife (November 30, 2015, Case No. 217763)*, determined that the Project's Environmental Impact Report (EIR) did not substantiate the conclusion that the GHG cumulative impacts would be less than significant. The EIR determined that the Newhall Ranch development Project would reduce GHG emissions by 31% from BAU. This reduction was compared to California's target of reducing GHG emissions statewide by 29% from BAU. The Court determined that "the EIR's deficiency stems from taking a quantitative comparison method developed by the Scoping Plan as a measure of the greenhouse gas reduction effort required by the state as a whole, and attempting to use that method, without

adjustments, for a purpose very different from its original design." In the Court's final ruling it offered suggestions that were deemed appropriate use of the BAU methodology:

1) Lead agencies can use the comparison to BAU methodology if they determine what reduction a particular Project must achieve to comply with statewide goals;
2) Project design features that comply with regulations to reduce emissions may demonstrate that those components of emissions are less that significant; and
3) Lead agencies could also demonstrate compliance with locally adopted climate plans or could apply specific numerical thresholds developed by some local agencies.

The County of Stanislaus County, the Lead CEQA agency for this Project, has not developed specific thresholds for GHGs. The SJVAPCD, a CEQA Trustee [Responsible] Agency for this Project, has developed thresholds to determine significance of a proposed Project – either implement BPS or achieve a 29% reduction from BAU (a specific numerical threshold). However, the SJVAPCD (2009) has established their BAU and baseline emissions based on the years 2002-2004 and 2020, respectively. The 2020 Projected baseline has passed, and at this time, no new guidance has been approved for determining BAU and Projected baseline for the next target year. Therefore, the 29% reduction from BAU cannot be applied to the proposed Project to determine significance. Additionally, a BPS threshold has not been established.

Therefore, the GHG analysis for the Project follows the suggestions from the Court's ruling on the Newhall Ranch development Project to determine significance using the Project design features. There is no practicable method for determining whether a BAU emissions baseline can be defined for this type of facility. In context, the proposed Project is not a planned residential community, commercial retail center or office building, or a permitted stationary source, where applicable BPS can be designed-into a Project and maintained under ownership control. A Project versus baseline assessment is not practicable for this type of facility. This situation is consistent with Newhall Ranch.

Although the SJVAPCD's approach to BAU is no longer applicable, the magnitude of Project GHG emissions is not large. To provide reference, the South Coast Air Quality Management District has adopted a GHG threshold of 10,000 $MTCO_2e$ for industrial Projects. The Placer County Air Pollution Control District has adopted a bright-line threshold of also 10,000 $MTCO_2e$. This same GHG threshold has also been adopted by the Monterey Bay Unified Air Pollution Control District. In addition, the GHG emissions associated with the Project are currently occurring since the Project would be developed to serve the future needs of the church. As such, the Project would not result in a substantial increase in GHG emissions and would result in a less than significant impact to emissions of GHGs.

Conclusions

The analysis of air quality and GHG impacts found that Project related emissions are under the SJVAPCD CEQA thresholds. As such, air pollutant emissions attributable to the Project would result in less than significant impacts. Due to the small magnitude of GHG emissions, the Project individually would not have a significant impact on global warming or climate change. As such, the Project would result in less than significant air quality and GHG impacts and no mitigation measures are necessary.

IMPACT: Less Than Significant

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

With the passage of Assembly Bill *(*AB*)* 32, the Global Warming Solutions Act of 2006, jurisdictions are required to reduce their GHG emissions to 1990 levels by 2020, as well as comply with other post-2020 reduction targets. The County's Sustainability website lists their sustainability efforts which include energy efficiency, renewable solar energy and battery storage, installation of Electric Vehicle (EV) chargers, compliance reporting and legislation support. The Project would be designed and operated in accordance with the applicable Title 24 regulations and the latest energy code standards, which impose energy and water conservation measures. The majority of the energy usage in the Project would consist of lighting and climate control. Adherence to the aforementioned energy requirements will ensure conformance with the State's and County of Fresno's goal of promoting energy and lighting efficiency. As such, the Project would be consistent with the County's sustainability policies and regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, the Project would be considered consistent with the County's plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gases and therefore, the Project would result in a less than significant impact from GHG emissions.

IMPACT: Less Than Significant

INDIRECT SOURCE REVIEW

The SJVAPCD Rule 9510 Indirect Source Review (ISR) encourages developers to incorporate clean air measures and reduce emissions of NO_X and PM_{10} from new development Projects. Large development Projects, including educational space greater than 9,000 square feet, are subject to the ISR requirements including the submittal of an Air Impact Assessment (AIA) and the implementation of on-site and/or off-site emissions reduction mitigation measures. For construction emissions, Rule 9510 requires a 20% reduction of the total NO_X emissions and a 45% reduction of the total PM_{10} exhaust emissions compared to the statewide average emissions. Additionally, a 33.3% reduction of the Project's operational baseline NOx emissions and a 50% reduction of the Project's operational baseline PM_{10} emissions over a period of ten years. These reductions can be achieved through on-site mitigation measures or off-site emission reduction fees.

Rule 9510 Project Emissions

As part of the AIA, the construction and operation NO_X and PM_{10} emissions were quantified using CalEEMod and the assumptions listed above. The operation emissions were determined for the first ten years for the Project operation. Per Rule 9510 §3.11, construction emissions consist of NO_X and exhaust PM_{10} emissions resulting from the use of internal combustion engines related to construction activity. Per Rule 9510 §3.29, operational emissions are the combination of area and mobile emissions associated with a facility. The annual construction phasing was not taken into account to determine the maximum annual emissions and only two years were considered. Table 10 summarizes the NO_X and PM_{10} emissions used to determine the required Rule 9510 emission

reductions. Construction and operations of the Project will not occur simultaneously, i.e., ISR Phases 1, 2, and 3, respectively.[1]

Table 10: Rule 9510 Emissions				
Project Phase	**Year**	**ISR Phase**	**NOx (tons/year)**	**PM_{10} Exhaust (tons/year)**
Construction	2026	1	0.3	0.006
Construction	2027	2	0.4	0.001
Operations	10-yr Average	3	0.2	0.008
Annual Maximum			**0.3**	**0.008**

Rule 9510 Fee Estimates

An off-site emission reduction fee is required for the portion of required emission reductions that are not reduced on-site. Rule 9510 Section 4.0 Exemptions Rule 4.3 states that "Development Projects that have a mitigated baseline below two (2.0) tons per year of NO_x and two (2.0) tons per year of PM_{10} shall be exempt from the requirements in sections 6.0 and 7.0." Based on the construction and operational emission estimates in Table 12, the Project is exempt from Sections 6 and 7 of Rule 9510 and would not result in the need for mitigation and off-site emission reduction fees.

A separate **ISR AIA Application Filing Fee of $909** for non-residential or mixed use Projects is due upon filing (Rule 3180, Section 3.0). The ISR AIA Application is included as Attachment 2.

CONCLUSION

The air quality and GHG impacts of the proposed Project were evaluated and shown to have a less than significant impact. The Rule 9510 evaluation determined that there will be an $909 administrative fee and the Project is exempt from the NOx and PM_{10} emission fees per the Rule 9510 Section 4.3 exemption.

[1] The emissions shown in Table 10 have been updated since the 2025 submittal to be consistent with the updated emissions in the other sections of this report, which reflect project-specific trip rates. The ISR AIA included in Attachment 2 of the 2025 report was submitted to the SJVAPCD prior to the completion of the TIA, therefore the emissions included in Attachment 2 differ slightly from those in this report. However, because the emissions submitted to SJVAPCD are higher than the revised emissions, the previous exemption determination remains valid.

CLOSING

Thank you very much for the opportunity to be of assistance to the Project. Should you have any questions, please contact me or Brad Boyes at (949) 248-8490.

Sincerely,



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cc: Bradford Boyes, Yorke Engineering, LLC
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Enclosures/Attachments:

1. CalEEMod Outputs
2. Rule 9510 Forms
3. Prioritization Calculator

REFERENCES

Barrios Transportation Consulting. 2026. Final Hickman Community Church Expansion Transportation Impact Analysis

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ATTACHMENT 1 – CALEEMOD OUTPUTS

Hickman Church Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

2.2.2. Onsite Construction Emissions by Year, Unmitigated

2.2.3. Offsite Construction Emissions by Year, Unmitigated

2.3. Operations Emissions Compared Against Thresholds

2.4. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2026)

3.1.1. Onsite - Unmitigated

3.1.2. Offsite - Unmitigated

3.2. Site Preparation (2026)

3.2.1. Onsite - Unmitigated

3.2.2. Offsite - Unmitigated

3.3. Grading (2026)

3.3.1. Onsite - Unmitigated

3.3.2. Offsite - Unmitigated

3.4. Building Construction (2026)

3.4.1. Onsite - Unmitigated

3.4.2. Offsite - Unmitigated

3.5. Building Construction (2027)

3.5.1. Onsite - Unmitigated

3.5.2. Offsite - Unmitigated

3.6. Paving (2027)

3.6.1. Onsite - Unmitigated

3.6.2. Offsite - Unmitigated

3.7. Architectural Coating (2027)

3.7.1. Onsite - Unmitigated

3.7.2. Offsite - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

8.1. Justifications

8.4. Construction

8.4.1. Construction Phases

8.4.2. Off-Road Equipment

8.4.4. Dust from Material Movement

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Hickman Church
Construction Start Date	1/1/2026
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10000
Precipitation (days)	29.0000
Location	854 I St, Hickman, CA 95323, USA
County	Stanislaus
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2224
EDFZ	14
Electric Utility	Turlock Irrigation District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.44

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Place of Worship	48.3600	1000sqft	1.11019	48,360.0	0.00000	—	—	—

User Defined Recreational	0.04000	User Defined Unit	0.00000	0.00000	0.00000	—	—	Outdoor structures
Parking Lot	224.000	Space	2.01600	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.16219	1.47375	5.08780	0.00797	0.01330	0.20251	0.21581	0.01330	0.04947	0.06276	—	1,013.30	1,013.30	0.03467	0.03855	1.04379	1,026.70
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.8284	10.3057	12.5460	0.02121	0.46838	7.15882	7.62720	0.42408	3.44261	3.86668	—	2,415.28	2,415.28	0.08870	0.11132	0.04213	2,450.67
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.70696	1.41712	3.56477	0.00594	0.03030	0.30654	0.33684	0.02825	0.11018	0.13843	—	733.041	733.041	0.02602	0.02734	0.30027	742.138
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12902	0.25862	0.65057	0.00108	0.00553	0.05594	0.06147	0.00516	0.02011	0.02526	—	121.363	121.363	0.00431	0.00453	0.04971	122.869

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.16219	1.47375	5.08780	0.00797	0.01330	0.20251	0.21581	0.01330	0.04947	0.06276	—	1,013.30	1,013.30	0.03467	0.03855	1.04379	1,026.70
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.45673	10.3057	12.5460	0.02121	0.46838	7.15882	7.62720	0.42408	3.44261	3.86668	—	2,415.28	2,415.28	0.08870	0.11132	0.04213	2,450.67
2027	13.8284	6.86508	9.38829	0.01169	0.26606	0.20251	0.38041	0.24434	0.04947	0.27115	—	1,370.98	1,370.98	0.05466	0.03730	0.02435	1,376.88
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.11669	1.41712	3.56477	0.00594	0.03030	0.30654	0.33684	0.02825	0.11018	0.13843	—	733.041	733.041	0.02602	0.02734	0.30027	742.138
2027	0.70696	0.20868	0.33077	0.00046	0.00747	0.00730	0.01477	0.00688	0.00174	0.00861	—	55.2019	55.2019	0.00211	0.00101	0.01270	55.5689
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.02130	0.25862	0.65057	0.00108	0.00553	0.05594	0.06147	0.00516	0.02011	0.02526	—	121.363	121.363	0.00431	0.00453	0.04971	122.869
2027	0.12902	0.03808	0.06037	0.00008	0.00136	0.00133	0.00270	0.00125	0.00032	0.00157	—	9.13931	9.13931	0.00035	0.00017	0.00210	9.20007

2.2.2. Onsite Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06836	1.18714	3.99355	0.00672	0.01079	0.00000	0.01079	0.01079	0.00000	0.01079	—	674.380	674.380	0.02736	0.00547	0.00000	676.694
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.41802	10.2733	12.1650	0.01963	0.46838	7.08259	7.55097	0.42408	3.42474	3.84881	—	2,126.77	2,126.77	0.08627	0.01725	0.00000	2,134.07
2027	13.8134	6.82073	8.86830	0.01169	0.26606	0.00000	0.26606	0.24434	0.00000	0.24434	—	1,265.90	1,265.90	0.05135	0.01027	0.00000	1,270.24

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06183	1.20836	2.99548	0.00506	0.02843	0.17602	0.20445	0.02639	0.07821	0.10460	—	511.990	511.990	0.02077	0.00415	0.00000	513.747
2027	0.70357	0.20313	0.29767	0.00045	0.00744	0.00000	0.00744	0.00684	0.00000	0.00684	—	46.4182	46.4182	0.00188	0.00038	0.00000	46.5775
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01128	0.22053	0.54668	0.00092	0.00519	0.03212	0.03731	0.00482	0.01427	0.01909	—	84.7658	84.7658	0.00344	0.00069	0.00000	85.0566
2027	0.12840	0.03707	0.05433	0.00008	0.00136	0.00000	0.00136	0.00125	0.00000	0.00125	—	7.68506	7.68506	0.00031	0.00006	0.00000	7.71143

2.2.3. Offsite Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.09383	0.28661	1.09425	0.00125	0.00251	0.20251	0.20502	0.00251	0.04947	0.05197	—	338.919	338.919	0.00731	0.03308	1.04379	350.003
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.08480	0.79322	0.85937	0.00403	0.01151	0.21847	0.22998	0.01151	0.05756	0.06907	—	650.787	650.787	0.01524	0.09700	0.04213	680.117
2027	0.08077	0.29888	0.78770	0.00125	0.00251	0.20251	0.20502	0.00251	0.04947	0.05197	—	314.853	314.853	0.00821	0.03183	0.02435	324.566
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05486	0.20876	0.56928	0.00089	0.00186	0.13052	0.13239	0.00186	0.03197	0.03383	—	221.051	221.051	0.00525	0.02318	0.30027	228.392
2027	0.00339	0.00555	0.03310	0.00002	0.00003	0.00730	0.00733	0.00003	0.00174	0.00177	—	8.78376	8.78376	0.00023	0.00064	0.01270	8.99146
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01001	0.03810	0.10389	0.00016	0.00034	0.02382	0.02416	0.00034	0.00583	0.00617	—	36.5975	36.5975	0.00087	0.00384	0.04971	37.8128
2027	0.00062	0.00101	0.00604	< 0.000005	0.00001	0.00133	0.00134	0.00001	0.00032	0.00032	—	1.45425	1.45425	0.00004	0.00011	0.00210	1.48864

2.3. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.14259	1.01712	7.05204	0.01233	0.04849	0.78743	0.83592	0.04709	0.20054	0.24763	151.459	2,478.95	2,630.41	15.6081	0.58214	3.70102	3,197.79
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.72502	1.07595	4.39425	0.01148	0.04476	0.78743	0.83219	0.04427	0.20054	0.24481	151.459	2,396.63	2,548.09	15.6149	0.58589	0.27793	3,113.33
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.69478	0.85401	4.01870	0.00866	0.04367	0.50318	0.54685	0.04290	0.12819	0.17109	151.459	2,106.17	2,257.63	15.5952	0.56692	1.17465	2,817.63
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30930	0.15586	0.73341	0.00158	0.00797	0.09183	0.09980	0.00783	0.02340	0.03122	25.0758	348.701	373.777	2.58196	0.09386	0.19448	466.490

2.4. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.66109	0.52100	4.54702	0.00934	0.00839	0.78743	0.79582	0.00791	0.20054	0.20845	—	952.794	952.794	0.04319	0.04713	3.51422	971.433
Area	1.45518	0.01770	2.10315	0.00013	0.00374	—	0.00374	0.00282	—	0.00282	—	8.64902	8.64902	0.00036	0.00007	—	8.68021
Energy	0.02631	0.47842	0.40187	0.00287	0.03636	—	0.03636	0.03636	—	0.03636	—	1,509.27	1,509.27	0.41607	0.52329	—	1,675.61
Water	—	—	—	—	—	—	—	—	—	—	2.89952	8.23430	11.1338	0.30052	0.01165	—	22.1174
Waste	—	—	—	—	—	—	—	—	—	—	148.560	0.00000	148.560	14.8480	0.00000	—	519.759
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18681	0.18681
Total	2.14259	1.01712	7.05204	0.01233	0.04849	0.78743	0.83592	0.04709	0.20054	0.24763	151.459	2,478.95	2,630.41	15.6081	0.58214	3.70102	3,197.79

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.58878	0.59753	3.99238	0.00861	0.00840	0.78743	0.79583	0.00791	0.20054	0.20845	—	879.122	879.122	0.05035	0.05096	0.09112	895.658
Area	1.10993	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02631	0.47842	0.40187	0.00287	0.03636	—	0.03636	0.03636	—	0.03636	—	1,509.27	1,509.27	0.41607	0.52329	—	1,675.61
Water	—	—	—	—	—	—	—	—	—	—	2.89952	8.23430	11.1338	0.30052	0.01165	—	22.1174
Waste	—	—	—	—	—	—	—	—	—	—	148.560	0.00000	148.560	14.8480	0.00000	—	519.759
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18681	0.18681
Total	1.72502	1.07595	4.39425	0.01148	0.04476	0.78743	0.83219	0.04427	0.20054	0.24481	151.459	2,396.63	2,548.09	15.6149	0.58589	0.27793	3,113.33
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.38828	0.36687	2.57966	0.00572	0.00547	0.50318	0.50865	0.00515	0.12819	0.13334	—	584.403	584.403	0.03040	0.03195	0.98784	595.671
Area	1.28019	0.00873	1.03717	0.00006	0.00184	—	0.00184	0.00139	—	0.00139	—	4.26527	4.26527	0.00018	0.00004	—	4.28065
Energy	0.02631	0.47842	0.40187	0.00287	0.03636	—	0.03636	0.03636	—	0.03636	—	1,509.27	1,509.27	0.41607	0.52329	—	1,675.61
Water	—	—	—	—	—	—	—	—	—	—	2.89952	8.23430	11.1338	0.30052	0.01165	—	22.1174
Waste	—	—	—	—	—	—	—	—	—	—	148.560	0.00000	148.560	14.8480	0.00000	—	519.759
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18681	0.18681
Total	1.69478	0.85401	4.01870	0.00866	0.04367	0.50318	0.54685	0.04290	0.12819	0.17109	151.459	2,106.17	2,257.63	15.5952	0.56692	1.17465	2,817.63
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07086	0.06695	0.47079	0.00104	0.00100	0.09183	0.09283	0.00094	0.02340	0.02433	—	96.7545	96.7545	0.00503	0.00529	0.16355	98.6202
Area	0.23364	0.00159	0.18928	0.00001	0.00034	—	0.00034	0.00025	—	0.00025	—	0.70616	0.70616	0.00003	0.00001	—	0.70871
Energy	0.00480	0.08731	0.07334	0.00052	0.00664	—	0.00664	0.00664	—	0.00664	—	249.877	249.877	0.06888	0.08664	—	277.417
Water	—	—	—	—	—	—	—	—	—	—	0.48005	1.36328	1.84333	0.04975	0.00193	—	3.66178
Waste	—	—	—	—	—	—	—	—	—	—	24.5957	0.00000	24.5957	2.45825	0.00000	—	86.0521
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03093	0.03093
Total	0.30930	0.15586	0.73341	0.00158	0.00797	0.09183	0.09980	0.00783	0.02340	0.03122	25.0758	348.701	373.777	2.58196	0.09386	0.19448	466.490

3. Construction Emissions Details

3.1. Demolition (2026)

3.1.1. Onsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37957	9.09100	9.46289	0.01719	0.41954	—	0.41954	0.38033	—	0.38033	—	1,764.49	1,764.49	0.07158	0.01432	—	1,770.55
Demolition	—	—	—	—	—	0.75855	0.75855	—	0.11487	0.11487	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01040	0.24907	0.25926	0.00047	0.01149	—	0.01149	0.01042	—	0.01042	—	48.3423	48.3423	0.00196	0.00039	—	48.5082
Demolition	—	—	—	—	—	0.02078	0.02078	—	0.00315	0.00315	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00190	0.04546	0.04731	0.00009	0.00210	—	0.00210	0.00190	—	0.00190	—	8.00362	8.00362	0.00032	0.00006	—	8.03109
Demolition	—	—	—	—	—	0.00379	0.00379	—	0.00057	0.00057	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02903	0.02429	0.28574	0.00000	0.00000	0.05718	0.05718	0.00000	0.01340	0.01340	—	53.6702	53.6702	0.00182	0.00245	0.00582	54.4502
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.01362	0.76893	0.17972	0.00403	0.01151	0.16130	0.17281	0.01151	0.04416	0.05567	—	597.117	597.117	0.01343	0.09456	0.03631	625.667
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00080	0.00060	0.00811	0.00000	0.00000	0.00154	0.00154	0.00000	0.00036	0.00036	—	1.51523	1.51523	0.00004	0.00007	0.00265	1.53887
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00038	0.02073	0.00487	0.00011	0.00032	0.00436	0.00467	0.00032	0.00119	0.00151	—	16.3535	16.3535	0.00037	0.00259	0.01653	17.1513
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00015	0.00011	0.00148	0.00000	0.00000	0.00028	0.00028	0.00000	0.00007	0.00007	—	0.25086	0.25086	0.00001	0.00001	0.00044	0.25478
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00007	0.00378	0.00089	0.00002	0.00006	0.00080	0.00085	0.00006	0.00022	0.00028	—	2.70751	2.70751	0.00006	0.00043	0.00274	2.83959

3.2. Site Preparation (2026)

3.2.1. Onsite - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Grading (2026)

3.3.1. Onsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41802	10.2733	12.1650	0.01963	0.46838	—	0.46838	0.42408	—	0.42408	—	2,126.77	2,126.77	0.08627	0.01725	—	2,134.07
Dust From Material Movement	—	—	—	—	—	7.08259	7.08259	—	3.42474	3.42474	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00916	0.22517	0.26663	0.00043	0.01027	—	0.01027	0.00929	—	0.00929	—	46.6142	46.6142	0.00189	0.00038	—	46.7741
Dust From Material Movement	—	—	—	—	—	0.15523	0.15523	—	0.07506	0.07506	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00167	0.04109	0.04866	0.00008	0.00187	—	0.00187	0.00170	—	0.00170	—	7.71751	7.71751	0.00031	0.00006	—	7.74399
Dust From Material Movement	—	—	—	—	—	0.02833	0.02833	—	0.01370	0.01370	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03871	0.03239	0.38098	0.00000	0.00000	0.07624	0.07624	0.00000	0.01787	0.01787	—	71.5603	71.5603	0.00243	0.00326	0.00776	72.6003
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00085	0.00064	0.00865	0.00000	0.00000	0.00164	0.00164	0.00000	0.00038	0.00038	—	1.61625	1.61625	0.00004	0.00007	0.00283	1.64146
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00016	0.00012	0.00158	0.00000	0.00000	0.00030	0.00030	0.00000	0.00007	0.00007	—	0.26759	0.26759	0.00001	0.00001	0.00047	0.27176
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Building Construction (2026)

3.4.1. Onsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06836	1.18714	3.99355	0.00672	0.01079	—	0.01079	0.01079	—	0.01079	—	674.380	674.380	0.02736	0.00547	—	676.694
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06836	1.18714	3.99355	0.00672	0.01079	—	0.01079	0.01079	—	0.01079	—	674.380	674.380	0.02736	0.00547	—	676.694
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04227	0.73412	2.46960	0.00416	0.00667	—	0.00667	0.00667	—	0.00667	—	417.033	417.033	0.01692	0.00338	—	418.464

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00771	0.13398	0.45070	0.00076	0.00122	—	0.00122	0.00122	—	0.00122	—	69.0446	69.0446	0.00280	0.00056	—	69.2816
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08713	0.05343	1.01076	0.00000	0.00000	0.15484	0.15484	0.00000	0.03629	0.03629	—	162.823	162.823	0.00358	0.00662	0.60663	165.493
Vendor	0.00670	0.23318	0.08348	0.00125	0.00251	0.04767	0.05018	0.00251	0.01317	0.01568	—	176.096	176.096	0.00373	0.02646	0.43716	184.510
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07862	0.06578	0.77382	0.00000	0.00000	0.15484	0.15484	0.00000	0.03629	0.03629	—	145.347	145.347	0.00493	0.00662	0.01575	147.460
Vendor	0.00618	0.24865	0.08555	0.00125	0.00251	0.04767	0.05018	0.00251	0.01317	0.01568	—	176.279	176.279	0.00373	0.02646	0.01132	184.267
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04890	0.03686	0.49593	0.00000	0.00000	0.09397	0.09397	0.00000	0.02200	0.02200	—	92.6216	92.6216	0.00249	0.00410	0.16193	94.0663
Vendor	0.00393	0.14992	0.05171	0.00077	0.00155	0.02902	0.03057	0.00155	0.00803	0.00958	—	108.944	108.944	0.00231	0.01636	0.11633	113.994
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00892	0.00673	0.09051	0.00000	0.00000	0.01715	0.01715	0.00000	0.00401	0.00401	—	15.3346	15.3346	0.00041	0.00068	0.02681	15.5738
Vendor	0.00072	0.02736	0.00944	0.00014	0.00028	0.00530	0.00558	0.00028	0.00147	0.00175	—	18.0370	18.0370	0.00038	0.00271	0.01926	18.8729

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Building Construction (2027)

3.5.1. Onsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06836	1.18714	3.99355	0.00672	0.01079	—	0.01079	0.01079	—	0.01079	—	674.423	674.423	0.02736	0.00547	—	676.738
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00094	0.01626	0.05471	0.00009	0.00015	—	0.00015	0.00015	—	0.00015	—	9.23868	9.23868	0.00037	0.00007	—	9.27038
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00017	0.00297	0.00998	0.00002	0.00003	—	0.00003	0.00003	—	0.00003	—	1.52957	1.52957	0.00006	0.00001	—	1.53482
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07459	0.06005	0.70411	0.00000	0.00000	0.15484	0.15484	0.00000	0.03629	0.03629	—	142.290	142.290	0.00448	0.00662	0.01430	144.389
Vendor	0.00618	0.23883	0.08360	0.00125	0.00251	0.04767	0.05018	0.00251	0.01317	0.01568	—	172.563	172.563	0.00373	0.02520	0.01005	180.177
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00103	0.00074	0.01000	0.00000	0.00000	0.00208	0.00208	0.00000	0.00049	0.00049	—	2.00855	2.00855	0.00006	0.00009	0.00326	2.04022
Vendor	0.00009	0.00319	0.00112	0.00002	0.00003	0.00064	0.00068	0.00003	0.00018	0.00021	—	2.36238	2.36238	0.00005	0.00035	0.00229	2.46884
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00019	0.00013	0.00183	0.00000	0.00000	0.00038	0.00038	0.00000	0.00009	0.00009	—	0.33254	0.33254	0.00001	0.00002	0.00054	0.33778
Vendor	0.00002	0.00058	0.00020	< 0.000005	0.00001	0.00012	0.00012	0.00001	0.00003	0.00004	—	0.39112	0.39112	0.00001	0.00006	0.00038	0.40874
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Paving (2027)

3.6.1. Onsite - Unmitigated

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

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

Off-Road Equipment	0.25376	6.82073	8.86830	0.01169	0.26606	—	0.26606	0.24434	—	0.24434	—	1,265.90	1,265.90	0.05135	0.01027	—	1,270.24
Paving	0.52819	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00695	0.18687	0.24297	0.00032	0.00729	—	0.00729	0.00669	—	0.00669	—	34.6822	34.6822	0.00141	0.00028	—	34.8012
Paving	0.01447	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00127	0.03410	0.04434	0.00006	0.00133	—	0.00133	0.00122	—	0.00122	—	5.74203	5.74203	0.00023	0.00005	—	5.76173
Paving	0.00264	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05509	0.04435	0.51999	0.00000	0.00000	0.11435	0.11435	0.00000	0.02680	0.02680	—	105.082	105.082	0.00331	0.00489	0.01056	106.633
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00153	0.00109	0.01477	0.00000	0.00000	0.00307	0.00307	0.00000	0.00072	0.00072	—	2.96666	2.96666	0.00008	0.00013	0.00481	3.01344
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00028	0.00020	0.00270	0.00000	0.00000	0.00056	0.00056	0.00000	0.00013	0.00013	—	0.49117	0.49117	0.00001	0.00002	0.00080	0.49891
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Architectural Coating (2027)

3.7.1. Onsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	—	—	—	0.00067	—	—	—	—	—	—	—	50.6408	50.6408	0.00205	0.00041	—	50.8146
Architectural Coatings	13.8134	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	—	—	—	0.00003	—	—	—	—	—	—	—	2.49735	2.49735	0.00010	0.00002	—	2.50592
Architectural Coatings	0.68121	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	—	—	—	0.00001	—	—	—	—	—	—	—	0.41347	0.41347	0.00002	< 0.000005	—	0.41488
Architectural Coatings	0.12432	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01492	0.01201	0.14082	0.00000	0.00000	0.03097	0.03097	0.00000	0.00726	0.00726	—	28.4579	28.4579	0.00090	0.00132	0.00286	28.8779
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00074	0.00053	0.00720	0.00000	0.00000	0.00150	0.00150	0.00000	0.00035	0.00035	—	1.44616	1.44616	0.00004	0.00007	0.00234	1.46896
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00014	0.00010	0.00131	0.00000	0.00000	0.00027	0.00027	0.00000	0.00006	0.00006	—	0.23943	0.23943	0.00001	0.00001	0.00039	0.24320
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.66109	0.52100	4.54702	0.00934	0.00839	0.78743	0.79582	0.00791	0.20054	0.20845	—	952.794	952.794	0.04319	0.04713	3.51422	971.433
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.66109	0.52100	4.54702	0.00934	0.00839	0.78743	0.79582	0.00791	0.20054	0.20845	—	952.794	952.794	0.04319	0.04713	3.51422	971.433
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.58878	0.59753	3.99238	0.00861	0.00840	0.78743	0.79583	0.00791	0.20054	0.20845	—	879.122	879.122	0.05035	0.05096	0.09112	895.658
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.58878	0.59753	3.99238	0.00861	0.00840	0.78743	0.79583	0.00791	0.20054	0.20845	—	879.122	879.122	0.05035	0.05096	0.09112	895.658
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.07086	0.06695	0.47079	0.00104	0.00100	0.09183	0.09283	0.00094	0.02340	0.02433	—	96.7545	96.7545	0.00503	0.00529	0.16355	98.6202

User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.07086	0.06695	0.47079	0.00104	0.00100	0.09183	0.09283	0.00094	0.02340	0.02433	—	96.7545	96.7545	0.00503	0.00529	0.16355	98.6202

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	810.029	810.029	0.31553	0.45076	—	952.242
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	128.412	128.412	0.05002	0.07146	—	150.956
Total	—	—	—	—	—	—	—	—	—	—	—	938.440	938.440	0.36555	0.52221	—	1,103.20
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	810.029	810.029	0.31553	0.45076	—	952.242
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	128.412	128.412	0.05002	0.07146	—	150.956

Total	—	—	—	—	—	—	—	—	—	—	—	938.440	938.440	0.36555	0.52221	—	1,103.20
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	134.110	134.110	0.05224	0.07463	—	157.655
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	21.2600	21.2600	0.00828	0.01183	—	24.9925
Total	—	—	—	—	—	—	—	—	—	—	—	155.370	155.370	0.06052	0.08646	—	182.647

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.02631	0.47842	0.40187	0.00287	0.03636	—	0.03636	0.03636	—	0.03636	—	570.831	570.831	0.05052	0.00107	—	572.414
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.02631	0.47842	0.40187	0.00287	0.03636	—	0.03636	0.03636	—	0.03636	—	570.831	570.831	0.05052	0.00107	—	572.414
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.02631	0.47842	0.40187	0.00287	0.03636	—	0.03636	0.03636	—	0.03636	—	570.831	570.831	0.05052	0.00107	—	572.414
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.02631	0.47842	0.40187	0.00287	0.03636	—	0.03636	0.03636	—	0.03636	—	570.831	570.831	0.05052	0.00107	—	572.414
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.00480	0.08731	0.07334	0.00052	0.00664	—	0.00664	0.00664	—	0.00664	—	94.5075	94.5075	0.00836	0.00018	—	94.7696
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00480	0.08731	0.07334	0.00052	0.00664	—	0.00664	0.00664	—	0.00664	—	94.5075	94.5075	0.00836	0.00018	—	94.7696

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.04181	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06812	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.34525	0.01770	2.10315	0.00013	0.00374	—	0.00374	0.00282	—	0.00282	—	8.64902	8.64902	0.00036	0.00007	—	8.68021
Total	1.45518	0.01770	2.10315	0.00013	0.00374	—	0.00374	0.00282	—	0.00282	—	8.64902	8.64902	0.00036	0.00007	—	8.68021

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.04181	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06812	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.10993	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.19013	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01243	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03107	0.00159	0.18928	0.00001	0.00034	—	0.00034	0.00025	—	0.00025	—	0.70616	0.70616	0.00003	0.00001	—	0.70871
Total	0.23364	0.00159	0.18928	0.00001	0.00034	—	0.00034	0.00025	—	0.00025	—	0.70616	0.70616	0.00003	0.00001	—	0.70871

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	2.89952	8.23430	11.1338	0.30052	0.01165	—	22.1174

User Defined Recreational	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	2.89952	8.23430	11.1338	0.30052	0.01165	—	22.1174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	2.89952	8.23430	11.1338	0.30052	0.01165	—	22.1174
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	2.89952	8.23430	11.1338	0.30052	0.01165	—	22.1174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	0.48005	1.36328	1.84333	0.04975	0.00193	—	3.66178
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	0.48005	1.36328	1.84333	0.04975	0.00193	—	3.66178

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	148.560	0.00000	148.560	14.8480	0.00000	—	519.759
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	148.560	0.00000	148.560	14.8480	0.00000	—	519.759
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	148.560	0.00000	148.560	14.8480	0.00000	—	519.759
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	148.560	0.00000	148.560	14.8480	0.00000	—	519.759
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	24.5957	0.00000	24.5957	2.45825	0.00000	—	86.0521
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	24.5957	0.00000	24.5957	2.45825	0.00000	—	86.0521

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18681	0.18681
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18681	0.18681
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18681	0.18681
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18681	0.18681
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03093	0.03093
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03093	0.03093

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	1/14/2026	5.00000	10.00000	—
Site Preparation	Site Preparation	1/30/2026	2/6/2026	5.00000	5.00000	—
Grading	Grading	2/7/2026	2/18/2026	5.00000	8.00000	—
Building Construction	Building Construction	2/19/2026	1/7/2027	5.00000	230.000	—
Paving	Paving	1/8/2027	1/21/2027	5.00000	10.00000	—
Architectural Coating	Architectural Coating	2/3/2027	2/28/2027	5.00000	18.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Tier 3	1.000000	8.00000	367.000	0.40000
Demolition	Concrete/Industrial Saws	Diesel	Tier 3	1.000000	8.00000	33.0000	0.73000
Demolition	Excavators	Diesel	Tier 3	1.000000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Tier 3	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Tier 3	1.000000	8.00000	367.000	0.37000
Grading	Excavators	Diesel	Tier 3	1.000000	8.00000	36.0000	0.38000
Grading	Excavators	Diesel	Tier 3	1.000000	8.00000	36.0000	0.38000
Building Construction	Rough Terrain Forklifts	Diesel	Tier 4 Final	1.000000	7.00000	134.000	0.29000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.000000	7.00000	84.0000	0.37000
Building Construction	Generator Sets	Diesel	Tier 3	1.000000	8.00000	14.0000	0.74000
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.000000	8.00000	84.0000	0.37000
Paving	Pavers	Diesel	Tier 3	1.000000	8.00000	81.0000	0.42000
Paving	Rollers	Diesel	Tier 3	2.00000	6.00000	36.0000	0.38000
Paving	Paving Equipment	Diesel	Tier 3	2.00000	6.00000	89.0000	0.36000
Architectural Coating	Air Compressors	Diesel	Tier 3	1.000000	6.00000	14.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	7.50000	10.7900	LDA,LDT1,LDT2
Demolition	Vendor	—	7.17000	HHDT,MHDT

Demolition	Hauling	8.70000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	0.00000	10.7900	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.17000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	10.00000	10.7900	LDA,LDT1,LDT2
Grading	Vendor	—	7.17000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	20.3112	10.7900	LDA,LDT1,LDT2
Building Construction	Vendor	7.92620	7.17000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15.0000	10.7900	LDA,LDT1,LDT2
Paving	Vendor	—	7.17000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	4.06224	10.7900	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.17000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	72,540.0	24,180.0	5,269.02

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	7,491.00	0.00000
Site Preparation	0.00000	0.00000	7.50000	0.00000	0.00000
Grading	0.00000	0.00000	8.00000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	2.01600

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Place of Worship	0.00000	0%
Paving	User Defined Recreational	0.00000	0%
Paving	Parking Lot	2.01600	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	609.277	0.23733	0.33904
2027	0.00000	609.277	0.23733	0.33904

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Place of Worship	110.986	0.00000	156.009	37,070.5	783.874	0.00000	1,101.86	261,821
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Place of Worship	Wood Fireplaces	0	0
Place of Worship	Gas Fireplaces	0	0
Place of Worship	Propane Fireplaces	0	0
Place of Worship	Electric Fireplaces	0	0
Place of Worship	No Fireplaces	0	0
Place of Worship	Conventional Wood Stoves	0	0
Place of Worship	Catalytic Wood Stoves	0	0
Place of Worship	Non-Catalytic Wood Stoves	0	0
Place of Worship	Pellet Wood Stoves	0	0
User Defined Recreational	Wood Fireplaces	0	0
User Defined Recreational	Gas Fireplaces	0	0
User Defined Recreational	Propane Fireplaces	0	0
User Defined Recreational	Electric Fireplaces	0	0
User Defined Recreational	No Fireplaces	0	0
User Defined Recreational	Conventional Wood Stoves	0	0

User Defined Recreational	Catalytic Wood Stoves	0	0
User Defined Recreational	Non-Catalytic Wood Stoves	0	0
User Defined Recreational	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	72,540.0	24,180.0	5,269.02

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

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

Place of Worship	485,265	609.277	0.2373	0.3390	1,781,144
User Defined Recreational	0.00000	609.277	0.2373	0.3390	0.00000
Parking Lot	76,927.7	609.277	0.2373	0.3390	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Place of Worship	1,513,132	0.00000
User Defined Recreational	0.00000	0.00000
Parking Lot	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Place of Worship	275.652	0.00000
User Defined Recreational	0.00000	0.00000
Parking Lot	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Place of Worship	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000

Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.00004	1.000000	0.00000	1.000000
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.9900	annual days of extreme heat
Extreme Precipitation	2.35000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00000	annual hectares burned

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A

Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	74.1008
AQ-PM	56.8637
AQ-DPM	14.8227
Drinking Water	97.3024
Lead Risk Housing	54.6692
Pesticides	95.0000
Toxic Releases	27.7444
Traffic	2.43750
Effect Indicators	—
CleanUp Sites	20.4741
Groundwater	92.6283
Haz Waste Facilities/Generators	16.6380
Impaired Water Bodies	66.7367
Solid Waste	63.6655
Sensitive Population	—
Asthma	25.2991
Cardio-vascular	57.9636
Low Birth Weights	40.9418
Socioeconomic Factor Indicators	—
Education	60.3138
Housing	17.9341
Linguistic	33.3063
Poverty	51.0930
Unemployment	81.0125

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	46.59309637
Employed	29.51366611
Median HI	45.88733479
Education	—
Bachelor's or higher	31.19466188
High school enrollment	10.27845502
Preschool enrollment	44.15501091
Transportation	—
Auto Access	58.09059412
Active commuting	67.03451816
Social	—
2-parent households	49.03118183
Voting	63.27473374
Neighborhood	—
Alcohol availability	84.10111639
Park access	6.185037854
Retail density	1.219042731
Supermarket access	16.51482099
Tree canopy	75.47799307
Housing	—
Homeownership	67.43231105
Housing habitability	78.91697677
Low-inc homeowner severe housing cost burden	86.82150648
Low-inc renter severe housing cost burden	60.50301553

Uncrowded housing	58.11625818
Health Outcomes	—
Insured adults	62.50481201
Arthritis	0.0
Asthma ER Admissions	74.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	49.5
Cognitively Disabled	10.2
Physically Disabled	22.7
Heart Attack ER Admissions	48.6
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	44.4
Elderly	33.9
English Speaking	43.7
Foreign-born	16.0
Outdoor Workers	12.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	97.6
Traffic Density	1.9
Traffic Access	0.0
Other Indices	—
Hardship	57.6
Other Decision Support	—
2016 Voting	74.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	59.0000
Healthy Places Index Score for Project Location (b)	41.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	Demolition duration and paving durations updated per estimate from builder information. Applicant discussed default values with builder and updated where appropriate. No Site Preparation Phase included as project is an expansion of existing site.
Construction: Off-Road Equipment	All equipment Tier 3 or higher per builder's existing fleet. Telehandler confirmed to be Tier 4 and backhoe Tier 4I.
Construction: Dust From Material Movement	Flat site, minimal excavation.
Operations: Vehicle Data	Project is closed on Saturday.

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	End Date	1/29/2026	1/14/2026
Demolition	Demolition	Work Days per Phase	20.0000	10.00000
Paving	Paving	End Date	2/2/2027	1/21/2027
Paving	Paving	Work Days per Phase	18.0000	10.00000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Rubber Tired Dozers	Engine Tier	Average	Tier 3
Demolition	Rubber Tired Dozers	Number per Day	2.00000	1.000000
Demolition	Concrete/Industrial Saws	Engine Tier	Average	Tier 3

Demolition	Excavators	Engine Tier	Average	Tier 3
Demolition	Excavators	Number per Day	3.00000	1.000000
Grading	Graders	Engine Tier	Average	Tier 3
Grading	Rubber Tired Dozers	Engine Tier	Average	Tier 3
Grading	Rubber Tired Dozers	Number per Day	3.00000	1.000000
Grading	Rubber Tired Dozers	Horsepower	84.0000	367.000
Grading	Excavators	Engine Tier	Average	Tier 3
Building Construction	Rough Terrain Forklifts	Engine Tier	Average	Tier 4 Final
Building Construction	Rough Terrain Forklifts	Horsepower	367.000	134.000
Building Construction	Tractors/Loaders/Backhoes	Engine Tier	Average	Tier 4 Interim
Building Construction	Tractors/Loaders/Backhoes	Number per Day	3.00000	1.000000
Building Construction	Generator Sets	Engine Tier	Average	Tier 3
Paving	Tractors/Loaders/Backhoes	Engine Tier	Average	Tier 4 Interim
Paving	Pavers	Engine Tier	Average	Tier 3
Paving	Rollers	Engine Tier	Average	Tier 3
Paving	Paving Equipment	Engine Tier	Average	Tier 3
Architectural Coating	Air Compressors	Engine Tier	Average	Tier 3
Architectural Coating	Air Compressors	Horsepower	37.0000	14.0000

8.4.4. Dust from Material Movement

Phase Name	Model Parameter	Units	Default Value	New Value
Site Preparation	Material Imported	Ton of Debris	—	0.00000
Site Preparation	Material Exported	Ton of Debris	—	0.00000
Site Preparation	Total Acres Graded	acres	0.00000	7.50000

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
Place of Worship	Weekday Trip Rate	size/day	6.95000	2.29500
Place of Worship	Saturday Trip Rate	size/day	5.99000	0.00000
Place of Worship	Sunday Trip Rate	size/day	27.6300	3.22600

ATTACHMENT 2 – RULE 9510 FORMS

San Joaquin Valley AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

Indirect Source Review (ISR) - Air Impact Assessment (AIA) Application

A. Applicant Information

Applicant/Business Name: Hickman Community Church			
Mailing Address: 854 I Street	City: Hickman	State: CA	Zip: 95323
Contact: Mike Ernst	Title: Deacon		
Is the Applicant a licensed state contractor? ☑ No ☐ Yes, please provide State License number:			
Phone:	Email:		

B. Agent Information (if applicable)

Agent/Business Name: Justin Capp			
Mailing Address: P.O. Box 861	City: Modesto	State: CA	Zip: 95353
Contact: Justin Capp	Title: Structural Engineer		
Phone: (209) 524-4774	Email: Justin.Capp@JustinWCapp.com		

C. Project Information

Project Name: Hickman Community Church Expansion			
Project Location	Street: 854 I Street	City: Hickman	Zip: 95353
Cross Streets: Lake Road and I Street		County: Stanislaus	
Permitting Agency: Stanislaus	Planner: Marcus Ruddicks	Contact Number: (209) 525-6330	
Permit Type and Number (if known): **Use Permit Application Filed for Expansion**			
Subject to Project-Level Discretionary Approval? ☑ Yes ☐ No		Last Project-Level Discretionary Approval Date:	
		Last Project-Level Ministerial Approval Date:	

D. Project Description

Please briefly describe the project (e.g.: 300 multi-family residential units apartments or 6 miles road widening):
Campus expansion to include 48,380 square foot addition of classroom buildings, storage buildings, a new sanctuary and amphitheater. Parking will be expanded to replace the existing baseball field.

For **Residential/Non-Residential/Mixed-Use** please check the box next to each applicable land use below:

☐ Commercial / Retail	☑ Educational	☐ Office	☐ Warehouse
☐ Residential	☐ Government	☐ Industrial	☐ Distribution Center
☐ Recreational (e.g. park)	☐ Medical	☐ Manufacturing	☐ Other: ____

For **Transportation/Transit** please check the box next to each applicable land use below:

☐ New Road Construction ☐ Expansion to an Existing Road ☐ Bridge / Overpass ☐ Interchange or Intersection Improvements

Select land use setting: ☐ Urban ☑ Rural

E. Notice of Violation

Is this application being submitted as a result of receiving a Notice of Violation (NOV)? ☑ No ☐ Yes, NOV #:

FOR DISTRICT USE ONLY

Filing Fee Received: _____ Date Paid: _____ Applicant #: _____	Check #: _____ Project #: _____	Date Stamp: Finance	Date Stamp: Permit

F. Voluntary Emission Reduction Agreement (VERA)

Is this project part of a larger project for which there is a VERA with the District? ☑ No ☐ Yes, VERA #:

G. Optional Section

Do you want to receive information about the Healthy Air Living Business Partners Program? ☑ No ☐ Yes

H. Parcel and Land Owner Information

	APN (000-000-00 Format)	Gross Acres	Land Owner
1.	019-047-012		Hickman Community Church
2.	019-047-013		Hickman Community Church
3.		9.99 Total	

Additional sheets for listing APN numbers can be found on the District's website at www.valleyair.org/ISR.

I. Project Development and Operation

Will the project require demolition of existing structures?	☑ Yes, *complete J*
	☐ No, *complete K*

J. Demolition

Total square feet of building(s) footprint to be demolished: 7,491	Number of Building Stories: 1
Demolition Start Date (Month/Year): 1/1/2026	Number of Days for Demolition: 10

K. Timing

Expected number of work days per week during construction? ☑ 5 days ☐ 6 days ☐ 7 days	
For **Transportation/Transit** projects, *please complete L-1*	
For **Residential/Non-Residential/Mixed-Use** projects, will it be developed in multiple phases?	☐ No, *complete L-2*
	☐ Yes, *complete L-3*

L-1. Transportation / Transit Development and Timing Details

Please note that development timelines provided within this section should reflect actual work time, and should not account for possible project delays.

Start of Construction (Month/Year):	End of Construction (Month/Year):
Number of actual construction days:	
Length of road being constructed: miles	Width of road being constructed: feet
Predominant Soil Type (choose one): ☐ Sand Gravel ☐ Weathered Rock – Earth ☐ Blasted Rock	
Amount of soil imported: cubic yards	Amount of soil exported: cubic yards
Amount of asphalt imported: cubic yards	Amount of asphalt exported: cubic yards
Total area to be disturbed: acres	Maximum area disturbed per day: acres
Average truck capacity: cubic yards	Will water trucks be used? ☐ Yes ☐ No

L-2. Single Phase Development

Start of Construction (Month/Year): 1/1/2026	Gross Acres: 9.99
End of Construction (Month/Year): 1/1/2031	Net Acres (area devoted to buildings/structures): 1.19
First Date of Occupation (Month/Year): continued operation during construction	Paved Parking Area (# of Spaces): 224
Building Square Footage: 50,102 (1,742 Outdoor Structure)	Number of Dwelling Units: NA

L-3. Phased Site Development and Building Construction

In addition to the information below you can submit phase specific activity timeline found on District's website at www.valleyair.org/ISR.

1	Start of Construction (Month/Year):	Gross Acres:
	End of Construction (Month/Year):	Net Acres (area devoted to buildings/structures):
	First Date of Occupation (Month/Year):	Paved Parking Area (# of Spaces):
	Building Square Footage:	Number of Dwelling Units:
2	Start of Construction (Month/Year):	Gross Acres:
	End of Construction (Month/Year):	Net Acres (area devoted to buildings/structures):

	First Date of Occupation (Month/Year):	Paved Parking Area (# of Spaces):
	Building Square Footage:	Number of Dwelling Units:
3	Start of Construction (Month/Year):	Gross Acres:
	End of Construction (Month/Year):	Net Acres (area devoted to buildings/structures):
	First Date of Occupation (Month/Year):	Paved Parking Area (# of Spaces):
	Building Square Footage:	Number of Dwelling Units:
4	Start of Construction (Month/Year):	Gross Acres:
	End of Construction (Month/Year):	Net Acres (area devoted to buildings/structures):
	First Date of Occupation (Month/Year):	Paved Parking Area (# of Spaces):
	Building Square Footage:	Number of Dwelling Units:

Additional sheets for phasing information can be found on the District's website at www.valleyair.org/ISR.

M. On-Site Emission Reduction Measures (Mitigation Measures)

Listed below are categories of possible mitigation measures for applicants to implement that will reduce a project's impact on air quality. Check "Yes" next to any measure that will be utilized for this project, and please complete the corresponding page in this form to identify specifics related to that measure. If a category is not applicable to the project, check "No" and provide justification for not selecting the measure. Also, the applicant is encouraged to provide any mitigation measures including supporting documentation that are not listed on this application form for District consideration. For reference, see www.valleyair.org/ISR for potential additional mitigiation measures.

Clean Construction Fleet Mitgation Measure below can be selected for all development types

1. Clean Construction Fleet (Note: Making a commitment to using less polluting construction equipment)
☐ Yes, *please complete mitigation measure 1 below*
☐ No, *please provide justification why not selected:*_____

Operational Mitgation Measure below can be selected for all development types, except for transportation and transit projects

2. Clean On-Road Trucks (e.g. Heavy Duty Trucks, Medium Duty Trucks, and Light Duty Trucks)
Note: Operational fleet will use zero and/or near-zero emissions for all or part of its activities.
☐ Yes, *please complete applicable mitigation measure 2a through 2c below*
☐ No, *please provide justification why not selected:*_____

3. On-Site Zero Emission Off-Road Vehicles and Equipment (e.g. electric forklifts and electric yard trucks)
☐ Yes, *please complete applicable mitigation measure 3 below*
☐ No, *please provide justification why not selected:*_____

4. Solar Panels (e.g. incorporate solar panels in the project)
☐ Yes, *please complete applicable mitigation measure 4 below*
☐ No, *please provide justification why not selected:*_____

5. Electric Vehicle (EV) Chargers (e.g. incorporate onsite EV charging infrastructure)
☐ Yes, *please complete applicable mitigation measure 5 below*
☐ No, *please provide justification why not selected:*_____

6. Clean Lawn and Garden Equipment (e.g. eletric mowers, electric leaf blowers, electric trimmers, etc.)
☐ Yes, *please complete applicable mitigation measure 6 below*
☐ No, *please provide justification why not selected:*_____

7. Land Use/Location (e.g. increased residential density, increase job density, etc.) Not applicable for rural settings.
☐ Yes, *please complete applicable mitigation measures 7a through 7c below*
☐ No, *please provide justification why not selected:*_____

8. Parking Policy/Pricing (e.g. unbundle residential parking costs, limit residential parking supply, etc.) Not applicable for rural settings.
☐ Yes, *please complete applicable mitigation measure 8a through 8d below*
☐ No, *please provide justification why not selected:*_____

9. Commute Trip Reduction Programs (e.g. workplace parking charge, provide ridesharing program, etc.) Not applicable for rural settings.
☐ Yes, *please complete applicable mitigation measures 9a through 9c below*
☐ No, *please provide justification why not selected:*_____

10. Exceed Title 24 (e.g. exceed California Title 24 required energy efficiency for building(s) associated with the project)
☐ Yes, *please complete applicable mitigation measure 10 below*
☐ No, *please provide justification why not selected:*_____

N. Review Period

You may request a five (5) day period to review a draft of the District's analysis of your project before it is finalized. However, if you choose this option, it will delay the project's finalization by five (5) business days.

☐ I request to review a draft of the District's analysis.

O. Fee Deferral Schedule

If the project's on-site air pollution reductions (mitigation measure) insufficiently reduced air pollution as outlined in Rule 9510, an off-site fee is assessed based on the excess air pollution. The money collected from this fee will be used by the District to reduce air pollution emissions 'off-site' on behalf of the project.

An Applicant may request a deferral of all or part of the 'off-site' fees up to, but not to exceed, the start date of construction. The start of construction is any of the following, whichever occcurs first: start of grading, start of demolition, or any other site development activities not mentioned above.

☐ I request a Fee Deferral Schedule, and have enclosed the Fee Deferral Schedule Application.

The Fee Deferral Schedule Application, can be found on the District's website at www.valleyair.org/ISR.

P. Change of Project Developer

The Applicant assumes all responsibility for ISR compliance for this project. If the project developer changes, the Applicant must notify the Buyer, and both Buyer and Applicant must file a 'Change of Project Developer' form with the District. If there is a change of project developer, and a 'Change of Project Developer' form is not filed with the District, the Applicant will remain liable for ISR compliance.

The Change of Project Developer form can be found on the District's website at www.valleyair.org/ISR.

Q. Attachments

Required:

☑ Tract Map or Project Design Map

☑ Vicinity Map

☑ Application Filing Fee
$909.00 for mixed use / non-residential / transportation / transit projects
OR
$607.00 for residential projects only

If applicable:

☐ Letter from Applicant granting Agent authorization

☐ Fee Deferral Schedule Application

☐ Monitoring & Reporting Schedule

☐ Supporting documentation for selected Mitigation Measures

R. Certification Statement

I certify that I have reviewed and completed the entire application and hereby attest that the information relayed within is true and correct to the best of my knowledge. I commit to implementation of those on-site mitigation measures that I have selected above. I am responsible for notifying the District if I will be unable to implement these mitigation measures. If a committed mitigation measure is not implemented, the project may be re-assessed for air quality impacts.

(An authorized Agent may sign the form in lieu of the Applicant if an authorization letter signed by the Applicant is provided).

Name (printed): _____	Title: _____
Signature: _____	Date: _____

Mitigation Measures

Mitigation Measure 1: Construction Clean Fleet

Will the project use a construction clean fleet to achieve the emission reductions required by District Rule 9510?
(By checking "yes" the Applicant is commiting to achieving the following emission reduction requirements: 20% for NOx and 45% for PM10 compared to the statewide average.)

☐ No, *please complete justification in Section M above*
☐ Yes*, *please be aware of the requirements below:*

***If yes**, daily records of the total hours of operation for each piece of equipment greater than 50-horsepower being used on the project site during construction must be maintained. Within 30-days of completing construction of each project phase, a report summarizing total hours of operation by equipment type, equipment model year and horsepower for each piece of construction equipment greater than 50-horsepower must be submitted to the District. To assist in this recordkeeping, the *Construction Clean Fleet Data Template* is available on the District's website at www.valleyair.org/ISR.

Please note: if the required construction emission reductions under Rule 9510 cannot be achieved, fees are required in order to mitigate the remaining balance of emissions. For each project phase, the District will verify that the fleet details achieved the required emission reductions

Mitigation Measure 2a: Clean On-Road Heavy Duty Trucks

Will the project use any operational clean Heavy Duty Trucks (On-road vehicles with a gross vehicle weight greater than 26,000 pounds)?
For example, zero-emission electric trucks and/or near-zero emission trucks meeting CARBs established emission standard of 0.02 g/bhp-hr NOx.

☐ No, *please complete justification in Section M above*
☐ Yes*, *please complete section below:*

1. Number of trucks for Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

2. Trip length in miles each of the following types of trucks will travel one way for the Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

3. Expected number of one-way trips per year for each of the following types of trucks for the Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

***If yes**, by selecting this measure there will be a condition placed on the monitoring and reporting schedule to ensure compliance. Records of the fleet data, including truck type, will be required to be submitted to the District on an annual basis.

Please note: by selecting this measure, you are certifying to the District that the above operational clean fleet vehicles have not been funded by state or District grant programs.

Mitigation Measure 2b: Clean On-Road Medium Duty Vehicles

Will the project use any operational clean Medium Duty Vehicles (On-road vehicles with a gross vehicle weight between 14,001 pounds and 26,000 pounds)?
For example, zero-emission electric vehicles, zero emission last mile delivery trucks or vans and/or near-zero emission vehicles meeting CARB's established emission standard of 0.02 g/bhp-hr NOx.

☐ No, *please complete justification in Section M above*
☐ Yes*, *please complete section below:*

1. Number of trucks for Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

2. Trip length in miles each of the following types of trucks will travel one way for the Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

3. Expected number of one-way trips per year for each of the following types of trucks for the Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

***If yes**, by selecting this measure there will be a condition placed on the monitoring and reporting schedule to ensure compliance. Records of the fleet data, including truck type, will be required to be submitted to the District on an annual basis.

Please note: by selecting this measure, you are certifying to the District that the above operational clean fleet vehicles have not been funded by state or District grant programs.

Mitigation Measure 2c: Clean On-Road Light Duty Vehicles

Will the project use any operational clean Light Duty Vehicles (On-road vehicles with a gross vehicle weight below 14,000 pounds)? For example, zero-emission electric vehicles, zero emission last mile delivery trucks or vans and/or near-zero emission vehicles meeting CARBs established emission standard of 0.02 g/bhp-hr NOx.

☐ No, *please complete justification in Section M above*

☐ Yes*, *please complete section below:*

1. Number of trucks for Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

2. Trip length in miles each of the following types of trucks will travel one way for the Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

3. Expected number of one-way trips per year for each of the following types of trucks for the Project:

zero emission trucks: _____	**near-zero** emission trucks: _____	**other types** of trucks: _____

***If yes**, by selecting this measure there will be a condition placed on the monitoring and reporting schedule to ensure compliance. Records of the fleet data, including truck type, will be required to be submitted to the District on an annual basis.

Please note: by selecting this measure, you are certifying to the District that the above operational clean fleet vehicles have not been funded by state or District grant programs.

Mitigation Measure 3: On-Site Zero Emission Off-Road Vehicles and Equipment

Will the project use any operational on-site zero emission Off-Road Vehicles and Equipment? (e.g. electric forklifts, electric yard trucks, electric aerial lifts)

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

Type of Zero Emission Vehicles and Equipment	No. of Vehicles and Equipment	Hours/Day	Days/Year	Horsepower	Fuel Type (Hydrogen or Electric)
1. Yard Truck					
2. Forklifts					
3. Aerial Lifts					
4. Other Equipment					

Please note: by selecting this measure, you are certifying to the District that the above operational off-road vehicles have not been funded by state or District grant programs.

Additional sheets for listing On-Site Zero Emission Vehicles/Equipment can be found on the District's website at www.valleyair.org/ISR.

Mitigation Measure 4: Solar Panels

Will the project include the installation of solar panels?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Total power output of solar panels to be installed: _____ kW *(e.g.: 200 homes x 3kW=600kW.)*
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 5: Electric Vehicle (EV) Chargers

Will the project include the installation of electric vehicle (EV) charger(s)?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Number of charging outlet(s) to be installed *(Note: a charger may have one or more charging outlets)*: _____
- Charging level (e.g.: Level 1, Level 2, or DC Fast Charge): _____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 6: Clean Landscape Equipment

Will the project utilize zero-emission landscaping equipment? (e.g. electric lawn mowers, electric leaf blowers, etc.) This measure requires that 100% of the landscape equipment be zero emissions.

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Documentation: Please attach supporting documentation. ☐ Attached

Mitigation Measure 7a: Increase Residential Density

Will the project have a residential density above 9.1 du/acre.? Density is measured in terms of dwelling units per acre.

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

Residential Density is the 'Number of Dwelling Units' for the project, divided by the total gross acres of the project.	**Dwelling Units per Acre:**_____

- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Documentation: Please attach supporting documentation (e.g.: map) to justify the provided residential density. ☐ Attached

Mitigation Measure 7b: Increase Job Density

Will the project have a higher density of jobs above 145 jobs per acre? Job density is the number of jobs per acre.

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

Job Density is the 'Number of Job' created by the project, divided by the total gross acres of the project.	**Jobs per Acre:**

- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Documentation: Please attach supporting documentation (e.g.: map) to justify the jobs per acre. ☐ Attached

Mitigation measure 7c: Integrate Below Market Rate Housing

Will the project require all or a portion of the multifamily residential units designated as affordable deed-restricted below-market-rate (BMR) housing?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Percentage of multifamily units permanently dedicated as affordable: _____%
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Documentation: Please attach supporting documentation to justify all or a portion of the multifamily residential units that are designated as deed-restricted below-market-rate housing. ☐ Attached

Mitigation Measure 8a: Limit Residential Parking Supply

Will the residential project reduce the total supply of available/allowable parking spaces?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Number of available/allowable parking spaces for the project (ie parking demand): _____
- Number of parking spaces the project will provide: _____ **(**this value must be less than the demand entered above**)**
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 8b: Unbundle Residential Parking Cost

Will the residential project provide the residents the option to purchase a parking space at an additional cost?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Annual parking cost per space ($):_____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 8c: Transit Subsidy

Will the project provide subsidized/discounted daily or monthly public transit passes?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Average transit fare without subsidy amount ($):_____
- Subsidy amount ($):_____ (Subsidy amount can be fare-per-ride or the cost of a monthly pass)
- % of employees /residents eligible for subsidy: _____
- % of transit mode share of work trips: _____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 8d: Implement Employee Parking "Cash-Out"

Will the project require employers to offer employee parking "cash-out"?
The term "cash-out" is used to describe the employer providing employees with a choice of forgoing their current subsidized/free parking for a cash payment.

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- % of employees eligible to receive "cash-out": _____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 9a: Workplace Parking Charge

Will the project implement workplace parking pricing at its employment centers (e.g., explicitly charging for parking for its employees, not providing employee parking and transportation allowances, educating employees about available alternatives)?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Baseline parking price per space ($):_____ (If unknown, please enter 25% of proposed parking price per space)
- Proposed parking price per space ($):_____
- % of employees paying for parking: _____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 9b: Market Commute Trip Reduction Option

Will the project implement marketing strategies to reduce commute trips (e.g., Onsite or online commuter information services, Onsite or online transit pass sales, employee transportation coordinators, guaranteed ride home services)?
This measure should promote and educate employees on alternative transportation options

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- % of Employees Eligible: _____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 9c: Provide Ridesharing Program

Will the project include a ride-sharing program?

☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- % of Employees eligible for the ride-sharing program: _____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Mitigation Measure 10: Exceed Title 24

Will the energy efficiency rating of the project's building(s) be greater than California Title 24 requirements?

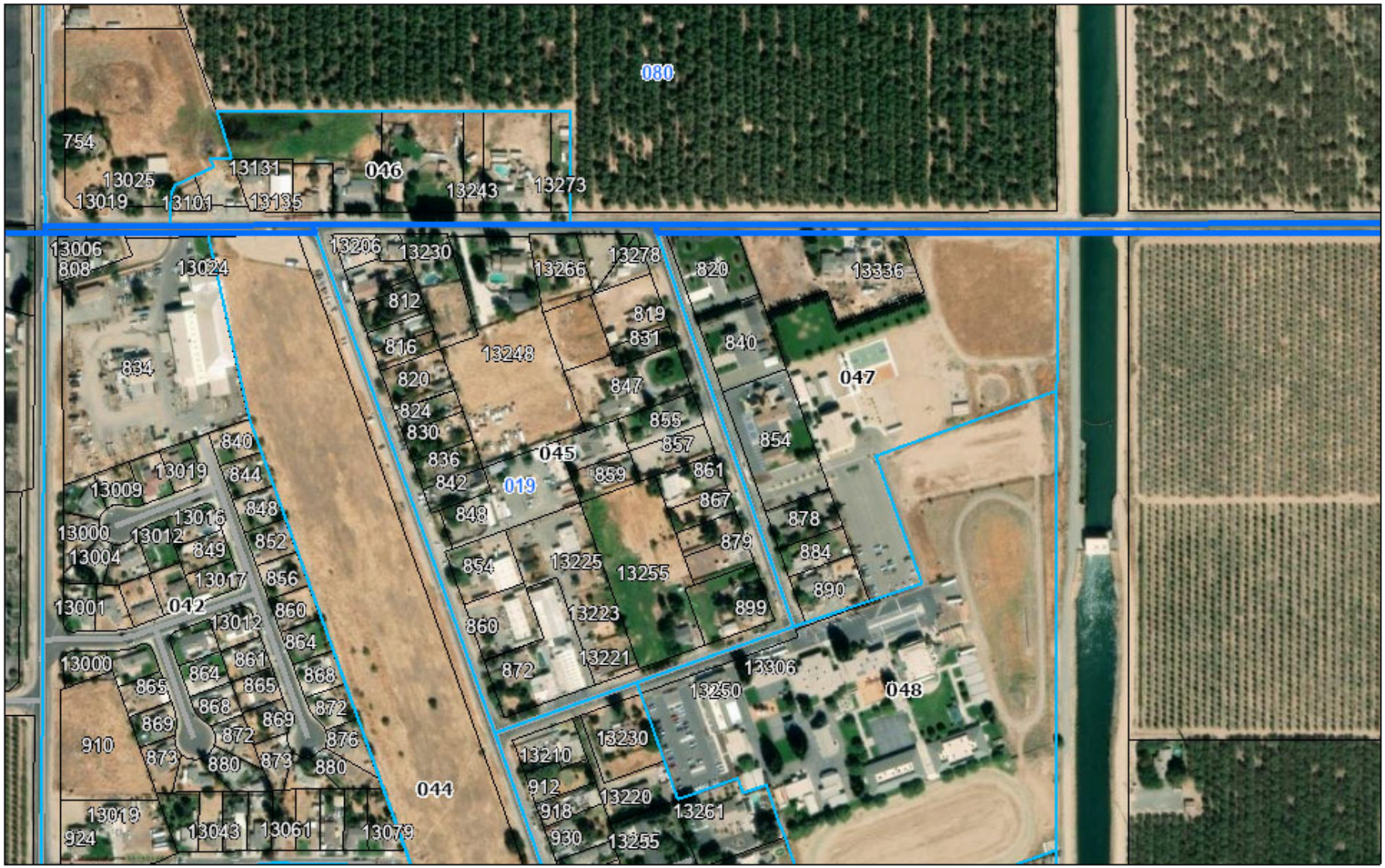
☐ No, *please complete justification in Section M above*

☐ Yes, *please complete section below:*

- Percent of increase greater than California Title 24 requirements: _____
- Will this mitigation measure be required as a condition of approval by the land use agency, by other county or municipal codes, or other?
  - ☐ No, (*note: if checked "no" this mitigation measure will require District enforcement)*
  - ☐ Yes, Name of enforcing agency: _____
    Source of Requirement: _____

Documentation: Please attach relevant analysis or summary pages of Title 24 documentation.	☐ Attached

ArcGIS Web Map



8/14/2025, 8:41:55 AM

1:5,225

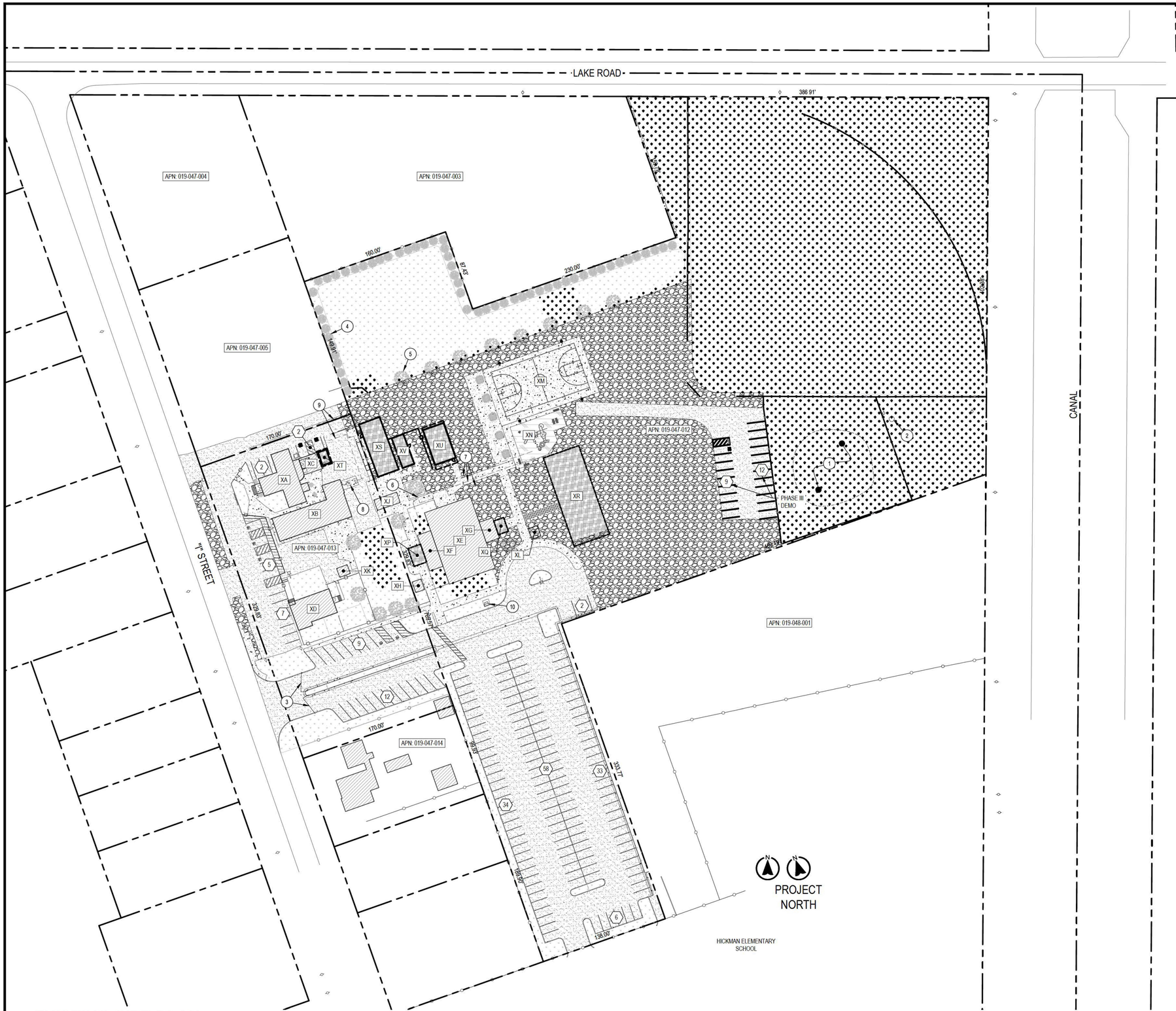
0 0.04 0.07 0.14 mi

0 0.05 0.1 0.2 km

Maxar

Vicinity Map





12 EXISTING SITE PLAN
SP1.0 1"=50'

BUILDING AREAS

MARK	DESCRIPTION	AREA (SF)	SPRINKLER	OCCUPANCY / CONSTRUCTION TYPE
XA	(E) CHURCH BUILDING (250 FIXED SEATS)	1,831	N	A3 / VB
XB	(E) CHURCH BUILDING (SUNDAY CLASSROOMS)	2,456	N	B / VB
XC	(E) CANOPY	391	N	B / VB
XD	(E) CHURCH BUILDING (SUNDAY CLASSROOMS)	1,286	N	B / VB
XE	(E) MULTI-PURPOSE BUILD NG (294 FIXED SEATS)	4,195	N	A3 / VB
XF	(E) ENTRY VEST BULE	605	N	B / VB
XG	(E) ENTRY VEST BULE	345	N	B / VB
XH	(E) CANOPY	120	N	U / VB
XJ	(E) CANOPY	303	N	U / VB
XK	(E) CANOPY	120	N	U / VB
XL	(E) CANOPY	120	N	U / VB
XM	(E) BASKETBALL COURT (PERMIT BLD2023-2002)	6,988	N	U / VB
XN	(E) PLAYGROUND (PERMIT BLD2023-2002)	2,614	N	U / VB
XP	(E) CANOPY (PHASE II DEMO)	287	N	U / VB
XQ	(E) CANOPY (PHASE II DEMO)	175	N	U / VB
XR	(E) CANOPY (PHASE III DEMO)	4,000	N	U / VB
XS	(E) MODULAR CLASSROOM BUILDING (PHASE IV DEMO)	1,442	N	B / VB
XT	(E) MODULAR CLASSROOM BUILDING (PHASE IV DEMO)	471	N	B / VB
XU	(E) MODULAR CLASSROOM BUILDING (PHASE IV DEMO)	966	N	B / VB
XV	(E) STORAGE BUILDING (PHASE VI DEMO)	150	N	U / VB
	TOTAL EXIST NG TO REMAIN		11,772	
	TOTAL DEMO		7,491	

SITE LEGEND

- PROPERTY LINE
- CHA N LINK FENCE
- EASEMENT
- ACCESS BLE PARK NG STALL (STANDARD, VAN)
- POWER POLE
- BUILDING AREA LABEL
- NUMBER OF PARK NG SPACES N BANK
- (E) BU LD NG
- (N) BUILDING
- A/C PAV NG
- CONCRETE
- GRAVEL
- FH FIRE HYDRANT
- LIGHT POLE
- LANDSCAP NG

KEYNOTES

1. (E) STORM DRAINAGE BAS N TO BE EXPANDED IN PHASE III
2. (E) WELL TO REMAIN
3. (E) SW NG GATE
4. (E) TREES TO REMA N, TYP. UON
5. (E) TREE TO BE DEMOLISHED, TYP. OF (4)
6. (E) 3,000 GALLON SEPTIC TANK
7. (E) 100' LONG LEACH LINES, TYP. OF (3)
8. (E) 1,800 GALLON SEPTIC TANK
9. (E) LEACH L NES, TYP. OF (2), TOTAL LENGTH OF 200'
10. (E) TRANSFORMER

CLIENT:

HICKMAN COMMUNITY CHURCH
854 I STREET
HICKMAN, CA 95323

ENGINEER:

JUSTIN W. CAPP, Inc.
ENGINEERING + DESIGN
JUSTIN W. CAPP
CE #61393, SE #4813
1003 12th STREET, MODESTO, CA 95354
PO BOX 861, MODESTO, CA 95353
(209) 524-4774,
www.justinwcapp.com

REVISION HISTORY:

No.	DATE	ISSUANCE
	05/05/22	PRELIMINARY SITE PLAN
	07/28/22	PRELIMINARY SITE PLAN #2
	08/02/22	PRELIMINARY SITE PLAN #3
	01/03/23	STAFF APPROVAL APPLICATION
	03/15/23	REVISED STAFF APPROVAL APPLICATION
	12/20/24	REVISED STAFF APPROVAL APPLICATION

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ENGINEER'S SEAL:

REGISTERED PROFESSIONAL ENGINEER — JUSTIN W. CAPP — NO. 4813 — EXP. 6/30/23 — STRUCTURAL — STATE OF CALIFORNIA

12/20/2024

KEY PLAN:

PROJECT NAME:

SITE IMPROVEMENTS

PROJECT ADDRESS:
APN: 019-047-012, 019-047-013
854 I STREET, HICKMAN, CA 95323

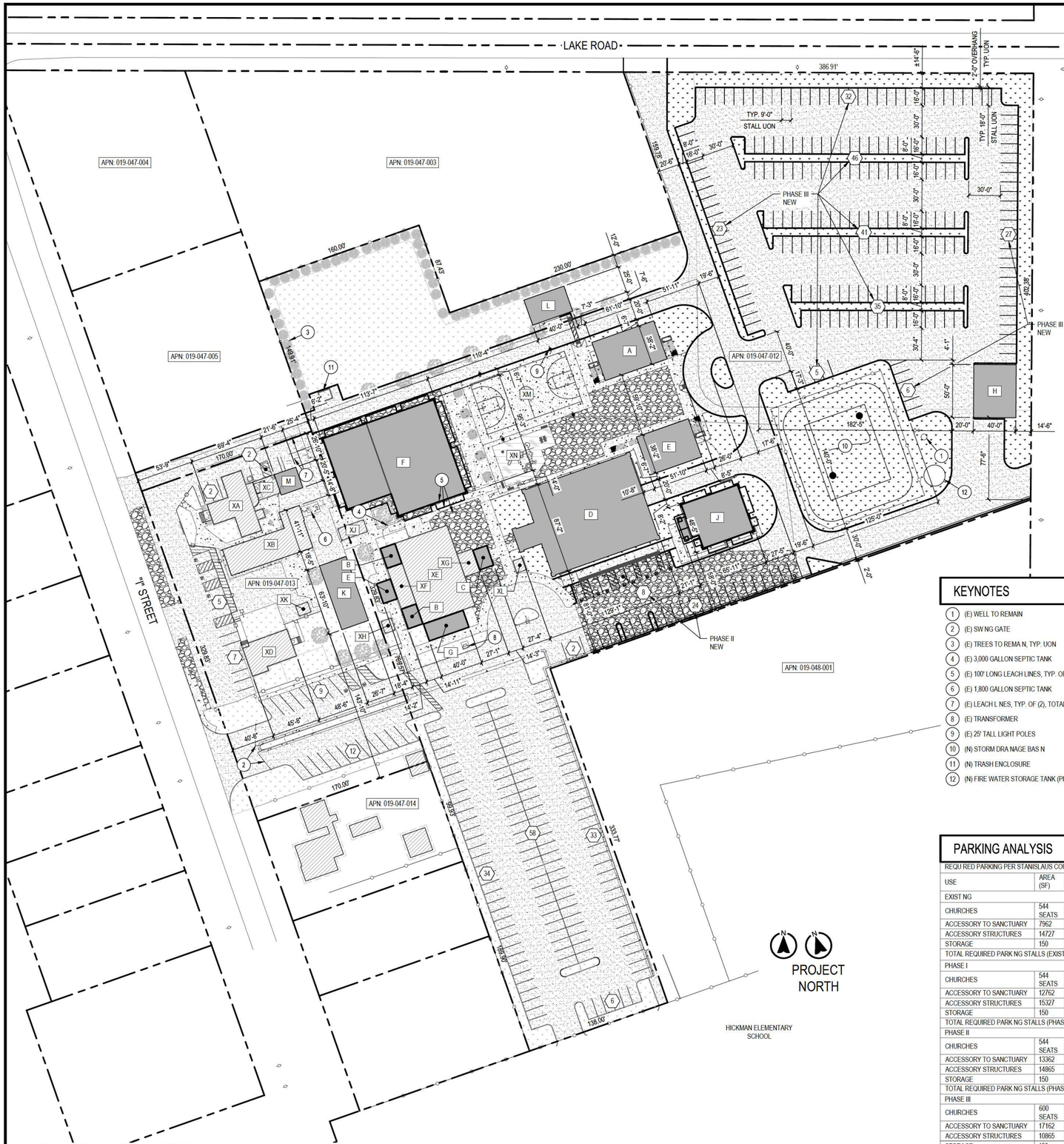
DRAWING TITLE:

EXISTING SITE PLAN

CAD FILE NAME:
22073_SP1 SERIES.DWG

DRAWING SCALE:
AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	SP1.0
	DATE: 05/05/22	



PROJECT DATA

OWNER	HICKMAN COMMUNITY CHURCH 854 I STREET HICKMAN, CA 95323
APPLICANT	HICKMAN COMMUNITY CHURCH 854 I STREET HICKMAN, CA 95323 PHONE: (209) 874-1400 CONTACT: BOB FAR NHA
PROJECT ADDRESS	854 I STREET HICKMAN, CA 95323
ASSESSOR PARCEL NUMBER (APN)	CHURCH CAMPUS SPANS (2) PARCELS: 019-047-012 & 019-047-013 PROJECT LOCATED ON APN: 019-047-012
SITE AREA	8 91 ACRES (387,882 SF)
EXIST NG BU LD NG AREA (SF)	19,456
PROPOSED BU LD NG AREA (SF)	59,562
TOTAL BU LD NG COVERAGE (SF)	71,334
LANDCAPING AREA (SF)	100,446
PAV NG (SF)	228,190
LOT COVERAGE	77%
ZON NG	GENERAL AG 10 ACRE (019-047-012) RURAL RES DENTIAL (019-047-013)
JURISDICTION	STANISLAUS COUNTY

SITE LEGEND

- PROPERTY L NE
- CHAIN L NK FENCE
- EASEMENT
- ACCESSIBLE PARKING STALL (STANDARD / VAN)
- POWER POLE
- BU LD NG AREA LABEL
- NUMBER OF PARKING SPACES IN BANK
- (E) BUILDING
- (N) BU LD NG
- A/C PAVING
- CONCRETE
- GRAVEL
- FIRE HYDRANT
- LIGHT POLE
- LANDSCAPING

KEYNOTES

1. (E) WELL TO REMAIN
2. (E) SW NG GATE
3. (E) TREES TO REMA N, TYP. UON
4. (E) 3,000 GALLON SEPTIC TANK
5. (E) 100' LONG LEACH LINES, TYP. OF (3)
6. (E) 1,800 GALLON SEPTIC TANK
7. (E) LEACH L NES, TYP. OF (2), TOTAL LENGTH OF 200'
8. (E) TRANSFORMER
9. (E) 25' TALL LIGHT POLES
10. (N) STORM DRA NAGE BAS N
11. (N) TRASH ENCLOSURE
12. (N) FIRE WATER STORAGE TANK (PHASE III)

BUILDING AREAS

MARK	DESCR PTION	AREA (SF)	SPRINKLER	OCCUPANCY / CONSTRUCTION TYPE
XA	(E) CHURCH BUILDING (250 FIXED SEATS)	1831	N	A3 / VB
XB	(E) CHURCH BUILDING (SUNDAY CLASSROOMS)	2456	N	B / VB
XC	(E) CANOPY	391	N	B / VB
XD	(E) CHURCH BUILDING (SUNDAY CLASSROOMS)	1286	N	B / VB
XE	(E) MULTI-PURPOSE BUILDING (294 FIXED SEATS)	4195	N	A3 / VB
XF	(E) ENTRY VESTIBULE	605	N	B / VB
XG	(E) ENTRY VESTIBULE	345	N	B / VB
XH	(E) CANOPY	120	N	U / VB
XJ	(E) CANOPY	303	N	U / VB
XK	(E) CANOPY	120	N	U / VB
XL	(E) CANOPY	120	N	U / VB
XM	(E) BASKETBALL COURT (PERMIT BLD2023-2002)	6,988	N	U / VB
XN	(E) PLAYGROUND (PERMIT BLD2023-2002)	2,614	N	U / VB
PHASE I PROPOSED BUILDINGS				
A	CLASSROOM BUILDING (2-STORY)	2,600 (1ST FLR) + 2,200 (2ND FLR) = 4,800 (TOTAL BLDG)	N	B / VB
B	ENTRY CANOPY x 2	300 (EACH) x 2 = 600 (TOTAL)	N	U / VB
PHASE II PROPOSED BU LD NGS				
C	RESTROOMS x 2	300 (EACH) x 2 = 600 (TOTAL)	N	B / VB
PHASE III PROPOSED BUILDINGS				
D	REPLACEMENT SANCTUARY BU LD NG (600 SEATS)	9,700	Y	A3 / VB
E	MEETING / CLASSROOM BUILDING (2-STORY)	2,200 (1ST FLR) + 1,600 (2ND FLR) = 3,800 (TOTAL BLDG)	Y	B / VB
PHASE IV PROPOSED BUILDINGS				
F	MEETING / CLASSROOM BUILDING (2-STORY)	9,510 (1ST FLR) + 9,510 (2ND FLR) = 19,020 (TOTAL BLDG)	Y	B / VB
G	KITCHEN	700	Y	B / VB
H	STORAGE BUILDING	2,000	N	U / VB
PHASE V PROPOSED BUILDINGS				
J	MEETING / CLASSROOM BUILDING (2-STORY)	2,800 (1ST FLR) + 2,800 (2ND FLR) = 5,600 (TOTAL BLDG)	Y	B / VB
PHASE VI PROPOSED BUILDINGS				
K	STORAGE BUILDING	1,700	N	U / VB
L	PICNIC CANOPY	1,000	N	U / VB
M	STORAGE BUILDING	440	N	U / VB
	TOTAL NEW	59,562		
	TOTAL SITE	71,334		

PARKING ANALYSIS

REQU RED PARKING PER STANISLAUS COUNTY MUNICIPAL CODE §21.76

USE	AREA (SF)	FACTOR	STALLS REQ'D
EXIST NG			
CHURCHES	544 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	181
ACCESSORY TO SANCTUARY	7962	ZERO (INCLUDED N SANCTUARY)	0
ACCESSORY STRUCTURES	14727	ZERO (UNOCCUP ED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARK NG STALLS (EXISTING) =			181
PHASE I			
CHURCHES	544 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	181
ACCESSORY TO SANCTUARY	12762	ZERO (INCLUDED N SANCTUARY)	0
ACCESSORY STRUCTURES	15327	ZERO (UNOCCUP ED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARK NG STALLS (PHASE I) =			181
PHASE II			
CHURCHES	544 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	181
ACCESSORY TO SANCTUARY	13362	ZERO (INCLUDED N SANCTUARY)	0
ACCESSORY STRUCTURES	14865	ZERO (UNOCCUP ED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARK NG STALLS (PHASE II) =			181
PHASE III			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	17162	ZERO (INCLUDED N SANCTUARY)	0
ACCESSORY STRUCTURES	10865	ZERO (UNOCCUP ED STRUCTURES)	0
STORAGE	150	1 SPACE PER 500 SF	0
TOTAL REQUIRED PARK NG STALLS (PHASE III) =			200
PHASE IV			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	33303	ZERO (INCLUDED N SANCTUARY)	0
ACCESSORY STRUCTURES	10865	ZERO (UNOCCUP ED STRUCTURES)	0
STORAGE	2150	1 SPACE PER 500 SF	4
KITCHEN	700	1 SPACE PER 200 SF	4
TOTAL REQUIRED PARK NG STALLS (PHASE IV) =			208
PHASE V			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	38903	ZERO (INCLUDED N SANCTUARY)	0
ACCESSORY STRUCTURES	10865	ZERO (UNOCCUP ED STRUCTURES)	0
STORAGE	2150	1 SPACE PER 500 SF	4
KITCHEN	700	1 SPACE PER 200 SF	4
TOTAL REQUIRED PARK NG STALLS (PHASE V) =			208
PHASE VI			
CHURCHES	600 SEATS	1 SPACE PER 3 FIXED SEATS OR 1 SPACE PER 3 MAX CAPACITY OF ASSEMBLY AREA	200
ACCESSORY TO SANCTUARY	38903	ZERO (INCLUDED N SANCTUARY)	0
ACCESSORY STRUCTURES	11865	ZERO (UNOCCUP ED STRUCTURES)	0
STORAGE	4140	1 SPACE PER 500 SF	8
KITCHEN	700	1 SPACE PER 200 SF	4
TOTAL REQUIRED PARK NG STALLS (PHASE VI) =			212

PROV DED PARK NG

DESCRIPTION		STALLS PROVIDED
EXIST NG		
STANDARD (9x19)		183
ACCESSIBLE	STANDARD	4
	VAN	6
	TOTAL	193
PHASE I		
STANDARD (9x19)		183
ACCESSIBLE	STANDARD	3
	VAN	5
	TOTAL	191
PHASE II		
STANDARD (9x19)		207
ACCESSIBLE	STANDARD	9
	VAN	7
	TOTAL	223
PHASE III, IV, V, & VI		
STANDARD (9x19)		402
ACCESSIBLE	STANDARD	9
	VAN	6
	TOTAL	417

PROPOSED SITE PLAN

12 / SP1.1 — 1"=50'

CLIENT:

HICKMAN COMMUNITY CHURCH
854 I STREET
HICKMAN, CA 95323

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12/20/2024

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22073_SP1 SERIES.DWG

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AS NOTED

JOB NUMBER:	DRAWN: JWD	SHEET NUMBER:
22073	CHK'D: JWC	SP1.1
	DATE: 05/05/22	

ATTACHMENT 3 – PRIORITIZATION CALCULATOR

Name

Prioritization Calculator

Applicability	Use to provide a Prioritization score based on the emission potency method. Entries required in yellow areas, output in gray areas.
Author or updater	Matthew Cegielski — *Last Update* December 1, 2022
Facility:	Hickman Church Construction Phases 1 - 5
ID#:	NA
Project #:	NA
Unit and Process#	1-0 p1

Operating Hours hr/yr	2,080.00			
Receptor Proximity and Proximity Factors	**Cancer Score**	**Chronic Score**	**Acute Score**	**Max Score**
0< R<100 1.000	6.40E+00	4.00E-02	0.00E+00	6.40E+00
100≤R<250 0.250	1.60E+00	9.99E-03	0.00E+00	1.60E+00
250≤R<500 0.040	2.56E-01	1.60E-03	0.00E+00	2.56E-01
500≤R<1000 0.011	7.04E-02	4.39E-04	0.00E+00	7.04E-02
1000≤R<1500 0.003	1.92E-02	1.20E-04	0.00E+00	1.92E-02
1500≤R<2000 0.002	1.28E-02	7.99E-05	0.00E+00	1.28E-02
2000<R 0.001	6.40E-03	4.00E-05	0.00E+00	6.40E-03

Receptor proximity is in meters. Priortization scores are calculated by multiplying the total scores summed below by the proximity factors. Record the Max score for your receptor distance. If the substance list for the unit is longer than the number of rows here or if there are multiple processes use additional worksheets and sum the totals of the Max Scores.

Use the substance dropdown list in the CAS# Finder to locate CAS# of substances.

Substance	CAS# Finder
Wood preservatives (containing arsenic and chromate)	1206

1-0 p1

Enter the unit's CAS# of the substances emitted and their amounts.

Prioritzation score for each substance generated below. Totals on last row.

Substance	**CAS#**	**MW Correction**	**Annual Emissions (lbs/yr)**	**Maximum Hourly (lbs/hr)**	**Corrected Annual Emissions (lbs/yr)**	**CorrectedMaximum Hourly (lbs/hr)**	**Average Hourly (lbs/hr)**	**Cancer**	**Chronic**	**Acute**
Diesel engine exhaust, particulate matter (Diesel PM)	**9901**	**1.0000**	2.77E+00		2.77E+00	0.00E+00	1.33E-03	6.40E+00	4.00E-02	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00