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 Negative Declaration

Date: **June 6, 2024**

To: **Distribution List (See Attachment A)**

From: **Kristen Anaya, Associate Planner**
Planning and Community Development

Subject: **GENERAL PLAN AMENDMENT & REZONE APPLICATION NO. PLN2023-0166 – GALLO GLASS COMPANY**

Comment Period: **June 6, 2024 – July 9, 2024**

Respond By: **July 9, 2024**

Public Hearing Date: **August 1, 2024**

Time: **6:00 P.M.**

Location: **Tenth Street Place**
1010 10th Street, Modesto, CA 95354
Chambers – Basement Level

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 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 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: **Michael Hayes, VVH Consulting Engineers**

Project Location: **24 parcels located north of Tenaya Drive, between Santa Rita and South Santa Cruz Avenues, in the Modesto area.**

APN: **035-010-001, -003-017, -019-023, 035-011-001, -006, a portion of 035-004-070 which is an abandoned segment of the MID Lateral No. 1, and portions of Tenaya and Santa Rita Avenues that lie adjacent to those APNs.**

General Plan: **Industrial Transition**

Current Zoning: **Single-Family Residential (R-1)**

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

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

GENERAL PLAN AMENDMENT & REZONE APPLICATION NO. PLN2023-0166 – GALLO GLASS COMPANY
Attachment A

Distribution List

	CA DEPT OF CONSERVATION Land Resources / Mine Reclamation	X	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
	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION		STAN CO ERC
	CEMETERY DISTRICT		STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: MODESTO	X	STAN CO PARKS & RECREATION
	COMMUNITY SERVICES DIST:	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION	X	STAN CO PUBLIC WORKS - SURVEY
	COUNTY OF:		STAN CO RISK MANAGEMENT
X	DER GROUNDWATER RESOURCES DIVISION	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: STANISLAUS CONSOLIDATED	X	STAN CO SUPERVISOR DIST #4: SUPERVISOR GREWAL
	GSA:	X	STAN COUNTY COUNSEL
	HOSPITAL DIST:		StanCOG
X	IRRIGATION DIST: MODESTO	X	STANISLAUS FIRE PREVENTION BUREAU
X	MOSQUITO DIST: EASTSIDE	X	STANISLAUS LAFCO
X	STANISLAUS COUNTY EMERGENCY MEDICAL SERVICES		STATE OF CA SWRCB DIVISION OF DRINKING WATER DIST. 10
	MUNICIPAL ADVISORY COUNCIL:	X	SURROUNDING LAND OWNERS
X	PACIFIC GAS & ELECTRIC	X	INTERESTED PARTIES
	POSTMASTER:	X	TELEPHONE COMPANY: AT&T
X	RAILROAD: MODESTO & EMPIRE TRACTION	X	TRIBAL CONTACTS (CA Government Code §65352.3)
X	SAN JOAQUIN VALLEY APCD		US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: MODESTO CITY SCHOOLS		US FISH & WILDLIFE
	SCHOOL DIST 2:		US MILITARY (SB 1462) (7 agencies)
	WORKFORCE DEVELOPMENT		USDA NRCS
	STAN CO AG COMMISSIONER		
X	TUOLUMNE RIVER TRUST		

STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM

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

FROM: _____

SUBJECT: **GENERAL PLAN AMENDMENT & REZONE APPLICATION NO. PLN2023-0166 – GALLO GLASS COMPANY**

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

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

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

1.
2.
3.
4.

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

1.
2.
3.
4.

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

_____

_____

Response prepared by:

_____

Name Title Date

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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, 2020

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

8. Description of project:

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

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

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

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

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

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):
City of Modesto
Stanislaus County Department of Planning and Community Development – Building Permits Division
San Joaquin Valley Air Pollution Control District
Stanislaus County Department of Public Works
Stanislaus County Department of Environmental Resources

11. Attachments:
I. CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated May 8, 2024 and revised May 29, 2024
II. Records Search, conducted by the Central California Information Center, dated November 6, 2023

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

☐ **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
Prepared by Kristen Anaya, Associate Planner

June 6, 2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

> **a) Earlier Analysis Used. Identify and state where they are available for review.**
>
> **b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.**
>
> **c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.**

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

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

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

9) The explanation of each issue should identify:

> **a) the significant criteria or threshold, if any, used to evaluate each question; and**
>
> **b) the mitigation measure identified, if any, to reduce the impact to less than significant.**

ISSUES

I. AESTHETICS – Except as provided in Public Resources Code Section 21099, could the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

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

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

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance; the Stanislaus County General Plan; and Support 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 Included**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			**X**	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			**X**	

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

General Plan designation from Industrial Transition to Industrial, and zoning designation from R-1 to Planned Development will not constitute conversion of agricultural land.

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

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

Mitigation: None.

References: Application Information; Natural Resources Conservation Service Soil Survey; Application Information; Stanislaus Soil Survey (1957); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2020; Referral response from Modesto Irrigation District, dated May 1, 2024; Stanislaus County General Plan and Support 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 Included**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			**X**	

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2008 PM2.5 (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM-10), and "non-attainment" for PM 2.5, as defined by the Federal Clean Air Act.

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

Grading and construction activities associated with the new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations within a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally

clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces. Any construction will be required to occur in compliance with all SJVAPCD regulations.

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the SJVAPCD has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the SJVAB.

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

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

A memorandum, *CalEEMod Air Quality Study and Health Risk Prioritization Determination*, dated May 8, 2024 and revised May 29, 2024, was completed by Yorke Engineering, LLC, to quantify the amount of air pollutants per-day resulting from mobile and stationary sources associated with both construction and operations, and to study health related impacts of the proposed project. Impacts associated with the construction and operation of the proposed project was done using the California Emissions Estimator Model (CalEEMod) and California Air Pollution Control Officer's Association (CAPCOA) methodology. The CalEEMod evaluated the project with both exclusive outdoor storage and with construction of the proposed 150,000 square-foot warehouse, assuming the default trip rates as outlined by the applicable California Statewide travel Demand Model (CASDM) and Metropolitan Planning Organization/Regional Transportation Planning Agency (MPO/RTPA) default trip distances for the San Joaquin Valley Air Basin, and Institute of Traffic Engineers (ITE) default trip rates, that no soil will be imported or exported from the project site. The analysis found that expected criteria pollutant emissions resulting from the project in both scenarios (with construction of a warehouse, or with solely an outdoor storage pad) will be less than the thresholds of 100 pounds per-day for ROG, CO, SO2, NOx, PM10, and PM2.5. A Prioritization evaluation was conducted for the facility in both scenarios to calculate a prioritization score for each toxic air contaminant (TAC) and examine the health risk and emission impacts from project operations, including non-carcinogenic acute health risk, non-carcinogenic chronic health risk, and carcinogenic/cancer score. The primary TAC of concern is diesel particulate matter, which is a biproduct of diesel engine combustion. The prioritization evaluated health risk based on the Maximally Exposed Individual (MEI), which is an existing single-family residences located on the adjoining parcels east of the project site, less than 50-feet away from the project boundaries. Other sensitive receptors include Orville Wright Elementary School, located approximately 3,000 feet to the southeast. Potential toxic air contaminants resulting from the project would be caused by mobile emissions created by truck trips and idling. health risk is considered significant if the maximally exposed individual cancer risk exceeds 20 in one million, or if the maximally exposed individual acute hazard index or chronic hazard index equals or exceeds one. The Prioritization score for the project with warehousing included 5.74 in one million

carcinogenic risk, 0.0009 chronic health risk score, and 0.00 acute health risk score, well below the adopted thresholds. Without the warehouse, the scores were lower.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage locations as this project proposes to bring additional glass storage space closer to the facility campus, while downsizing other off-site locations' storage.

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

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Governor's Office of Planning and Research Technical Advisory, December 2018; CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated May 8, 2024 and revised May 29, 2024; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) Guidance, November 13, 2020; and the Stanislaus County General Plan and Support Documentation[1].

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

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			**X**	

Discussion: It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There is no known or documented sensitive or protected species or natural community located on the site. The project is located within the Riverbank Quad of the United States Geological Survey 7.5-minute quadrangle maps. According to the California Natural Diversity Database (CNDDB) Quad Species List, there are 9 animal or botanical species which are state or federally listed as endangered or threatened, or proposed threatened species, that have been recorded to either occur or have occurred within the Quad. These species include: Swainson's hawk, vernal pool fairy shrimp, vernal pool tadpole shrimp, green sturgeon, steelhead, chinook salmon (spring and fall-run), Crotchs bumble bee, valley elderberry longhorn beetle.

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

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

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

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

Mitigation: None.

References: California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; United States Geological Survey 7.5-minute quadrangle series; Stanislaus County General Plan and Support Documentation[1].

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

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

Mitigation: None.

References: Records Search, conducted by the Central California Information Center, dated November 6, 2023; Referral response from the Tuolumne Me-Wuk Tribal Council, dated March 25, 2024; Stanislaus County General Plan and Support Documentation[1].

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

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

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

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

Any future construction must meet California Green Building Standards Code (CALGreen Code), which includes mandatory provisions applicable to all new residential, commercial, and school buildings. The intent of the CALGreen Code is to establish minimum statewide standards to significantly reduce the greenhouse gas emissions from new construction. The Code includes provisions to reduce water use, wastewater generation, and solid waste generation, as well as requirements for bicycle parking and designated parking for fuel-efficient and carpool/vanpool vehicles in commercial development. It is the intent of the CALGreen Code that buildings constructed pursuant to the Code achieve at least a 15 percent reduction in energy usage when compared to the State's mandatory energy efficiency standards contained in Title 24. The Code also

sets limits on VOCs (volatile organic compounds) and formaldehyde content of various building materials, architectural coatings, and adhesives. A development standard will be placed on the project requiring all construction activities be in compliance with all SJVAPCD regulations and with Title 24, Green Building Code, which includes energy efficiency requirements.

A comment was received from SJVAPCD in response to the Early Consultation prepared for the proposed project indicating that construction and operation-related emissions for the project are not expected to exceed any of the significance thresholds as identified in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), including: 100 tons per-year of carbon monoxide (CO), ten tons per-year of oxides of nitrogen (NOx), ten tons per-year of reactive organic gases (ROG), 27 tons per-year of oxides of sulfur (SOx), 15 tons per-year of particulate matter of ten microns or less in size (PM10), or 15 tons per-year of particulate matter of 2.5 microns or less in size (PM2.5); however, the District indicated that the project may be subject to the following District Rules: Rules 2010 and 2201 (Air Quality Permitting for Stationary Sources), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 Nuisance, Rules 4601 Architectural Coatings, 4641 Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations, Rule 4550 (Conservation Management Practices), and Rule 4570 (Confined Animal Facilities). Further, they recommended that emissions generated by the proposed project should be studied further via a California Emission Estimator Model (CalEEMod) analysis, and that in order to determine potential health impacts on surrounding receptors (such as residences, hospitals, day-care facilities, etc.) a Prioritization (screening-level assessment) and/or Health Risk Assessment (HRA) should be performed for the project. Potential toxic air contaminants resulting from the project would be caused by mobile emissions created by truck trips and idling. The project will include the addition of 30-60 truck trips per-day. As mentioned in Section III – Air Quality of this Initial Study, a memorandum, *CalEEMod Air Quality Study and Health Risk Prioritization Determination*, dated May 8, 2024 and revised May 29, 2024, was completed by Yorke Engineering, LLC, to quantify the amount of air pollutants per-day resulting from mobile and stationary sources associated with both construction and operations, and to study health related impacts resulting from toxic air contaminants generated by the proposed project. The memo found that the project would not exceed significance thresholds for impacts on ambient air quality or health risk.
Additionally, the Air District has identified emission reduction strategies that can reduce health impacts of industrial uses. Of the list of such strategies, the applicant has identified that they incorporate the following in their regular operations: propane powered trucks, prohibition on prolonged truck idling while loading and unloading, a solid screen of hedges will be planted along the northern and eastern property line(s) adjacent to residential-zoned properties with sensitive receptors, incorporate markings and signage to identify operational traffic circulation patterns and minimize vehicle travel, having truck entries occur from South Santa Cruz Avenue—a major collector—turning onto a segment of Tenaya Avenue which is proposed to be abandoned, installation of solar panels on building roofs or otherwise constructed to have light-colored roofing material with a solar reflective index of greater than 78, use of low volatile organic compounds (VOC) for architectural and industrial maintenance coatings, designation of an area during construction to charge electric powered construction equipment, prohibition of non-emergency diesel-powered generators during construction, and installation of drought-tolerate screen landscaping adjacent to any adjoining residential parcels under separate ownership.

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

Additionally, Senate Bill 743 (SB743) requires that the transportation impacts under the California Environmental Quality Act (CEQA) evaluate impacts by using Vehicle Miles Traveled (VMT) as a metric. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage

locations, at 720 South Riverside Drive, Modesto, approximately 1.6 miles away and 2612 Crows Landing Road, Ceres, approximately 2.8 miles away. The existing off-site material storage at these locations will be reduced and relocated to the proposed project site in order to bring additional glass storage space closer to the facility campus and reduce drive distances. Accordingly, VMT impacts are anticipated to be less than significant.

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

Mitigation: None.

References: Application information; CEQA Guidelines; CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated May 8, 2024 and revised May 29, 2024; Title 16 of County Code; CA Building Code; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County 2016 General Plan EIR; Governor's Office of Planning and Research Technical Advisory, December 2018; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; Referral response from Modesto Irrigation District, dated May 1, 2024; Stanislaus County General Plan and Support Documentation[1].

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

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

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

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

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

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

Mitigation: None.

References: Referral response from the Department of Environmental Resources (DER), dated March 26, 2024; Referral response from the Stanislaus County Department of Public Works dated May 30, 2024; Stanislaus Soil Survey (1957); Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying

warming potentials of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40 percent of 1990 levels by 2030.

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

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

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

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

as discussed in Section VI – Energy of this Initial Study, the applicant identified a number of Air District emission reduction strategies that are included in facility operations and will be incorporated into the project that will help health impacts of industrial uses.

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

Mitigation: None.

References: Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; CalEEMod Air Quality Study and Health Risk Prioritization Determination, completed by Yorke Engineering, LLC, dated May 8, 2024 and revised May 29, 2024; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation[1].

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

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

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

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

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

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

Mitigation: None.

References: Application information; Referral response received from the Airport Land Use Commission Secretary, dated March 29, 2024; Referral response received from the Department of Environmental Resources, Hazardous Materials Division, dated March 28, 2024; Referral response from the California Department of Transportation Aeronautics Division, dated March 27, 2024; Stanislaus County Airport Land Use Compatibility Plan; Stanislaus County General Plan and Support Documentation[1].

X. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	

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

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

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

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

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

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

Groundwater Sustainability Plan has been submitted to the California Department of Water Resources (DWR) and is currently going through the review process.

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

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

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

Mitigation: None.

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

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

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

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

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

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

The Land Use Element describes the Industrial Transition designation as a designation intended for land within spheres of influence which for the most part are not zoned or developed for industrial usage, but lie in the path of a valid expansion of a contiguous industrial area and may continue to be zoned and used for non-industrial purposes pending demand for such industrial expansion. In this case, the project site consists of land in the Local Agency Formation Commission (LAFCO)-adopted Sphere of Influence (SOI) of the City of Modesto, and lies immediately adjacent to the existing Industrial-zoned Gallo Glass Company campus to the west and south which is in need of glass storage space in closer proximity to existing Gallo facilities. The intent of the proposed Industrial designation is for areas served by public sewer and water, for areas for various forms of industrial uses, and meets the following criteria:

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

- The proposed site development shall not cause land use conflicts with surrounding properties. From this viewpoint, expansion of existing areas is more desirable than designating totally new areas. The proposed use constitutes an expansion of the Gallo Glass Company facility, located to the west and south.
- Any new areas proposed for Industrial designation shall be consistent with the general plan of any city in whose sphere of influence they lie. The City of Modesto's General Plan has designed the project site as Industrial.
- Any new areas proposed for Industrial designation shall be consistent with the Countywide Integrated Waste
- Management Plan.

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

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

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

The project site is in the service boundary of Modesto Irrigation District (MID) who responded to the project indicating that an existing abandoned 30-inch concrete pipeline within former Lateral No. 1 right-of-way should be removed, saw cut, and plugged as needed, requested easements remain in place to protect existing high voltage electrical overhead infrastructure within and adjacent to the project area, and requested that any relocation or installation of electrical facilities conform to MID's Electric Service Rules, as required by the Electrical Engineering Department. Additionally, they requested adequate dust control during any future construction, and that prior to issuance of a building permit for any new construction, the full set of construction plans should be submitted to their Electrical Engineering Department for review. These comments will be added to the project as Development Standards. Referral response from Modesto Irrigation District, dated May 1, 2024

Mitigation: None.

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

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

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

Mitigation: None.

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

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

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

. The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. The site itself is impacted by noise generated from the existing Gallo Glass Company facility to the west and south, and traffic from State Route 132. On-site grading and construction resulting from this project may result in a temporary increase in the area's ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. In order to provide increase noise attenuation and

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

Mitigation: None.

References: Application Information**;** Referral response received from the Airport Land Use Commission Secretary, dated March 29, 2024; Referral response from the Airport Land Use Commission, dated March 29, 2024; Referral response from the California Department of Transportation Aeronautics Division, dated March 27, 2024Stanislaus County General Plan and Support Documentation[1].

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

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

Mitigation: None.

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

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

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

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

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

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

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

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

Mitigation: None.

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

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

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

Mitigation: None.

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

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

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

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

Additionally, Senate Bill 743 (SB743) requires that the transportation impacts under the California Environmental Quality Act (CEQA) evaluate impacts by using Vehicle Miles Traveled (VMT) as a metric. Stanislaus County has currently not

adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. One of the guidelines, presented in the December 2018 document Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant, which includes, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day as generally assumed to cause a less-than significant transportation impact. As mentioned, the project is anticipated to generate between 30-60 truck trips per-day; however, a portion of these trips will be redistributed from other off-site storage locations, at 720 South Riverside Drive, Modesto, approximately 1.6 miles away and 2612 Crows Landing Road, Ceres, approximately 2.8 miles away. The existing off-site material storage at these locations will be reduced and relocated to the proposed project site in order to bring additional glass storage space closer to the facility campus and reduce drive distances. Accordingly, VMT impacts are anticipated to be less than significant.

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

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

Mitigation: None.

References: Referral response from the Stanislaus County Department of Public Works dated May 30, 2024; Referral response received from the San Joaquin Valley Air Pollution Control District, dated April 3, 2024; Stanislaus County General Plan and Support Documentation[1].

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

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

Tribal Cultural Resources are considered to be less than significant.

Mitigation: None.

References: Records Search, conducted by the Central California Information Center, dated November 6, 2023; Referral response from the Tuolumne Me-Wuk Tribal Council, dated March 25, 2024; Stanislaus County General Plan and Support Documentation[1].

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

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

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

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

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

and/or markings, if warranted; and that a grading and drainage plan be prepared in conformance with Stanislaus County PW Standards and Specifications and be reviewed and approved by the Public Works. All of Public Works' comments will be added to the project as development standards

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

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

Mitigation: None.

References: Application Information; Referral response from Department of Environmental Resources, Groundwater Resources Division, dated April 1, 2024; Referral Response from Central Valley Regional Water Quality Control Board, dated March 29, 2024; Referral response received from the Department of Environmental Resources, Environmental Health Division, dated March 26, 2024; Referral response from Modesto Irrigation District, dated May 1, 2024; Referral response from the Stanislaus County Department of Public Works dated May 30, 2024; Stanislaus County General Plan and Support 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 Included**	**Less Than Significant Impact**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**	

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

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

Mitigation: None.

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

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

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

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

The project site is located adjacent to the existing Gallo Glass Company facility to the south and west. The project site is located within an urbanized County pocket, in the City of Modesto's Local Agency Formation Commission's (LAFCO)-adopted Sphere of Influence (SOI). Single-family homes are located north and east of the project site; developed as part of the Del Este Subdivision, Sierra Subdivision, and Modesto Colony. Lots from these subdivisions are primarily developed with single-family dwellings; however, a number of vacant residential parcels are scattered throughout the area, and under same ownership as the applicant, and therefore unlikely to develop new single-family dwelling. Further, as mentioned in Section IX - *Hazards and Hazardous Materials* of this Initial Study, the Airport Land Use Compatibility Plan limits

development, including more dense residential development. Due to the project site being located within the City's SOI, annexation into the City of Modesto's jurisdiction is a possibility. The area surrounding the site is designated Industrial in the City's General Plan, and is Industrial transition in the County's General Plan. All of the surrounding land to the north and east is zoned Medium Density Residential, Industrial, and Multiple Family Residential and are subject to meeting the uses and development standards dictated by the respective zoning district's ordinances. Any further development would be required to obtain land use entitlements prior to development, including consideration of whether the redesignation would be consistent with the surrounding area's development, and whether the use would constitute leap frog or pre-mature development and would not negatively impact the surrounding area.

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

Mitigation: None.

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

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

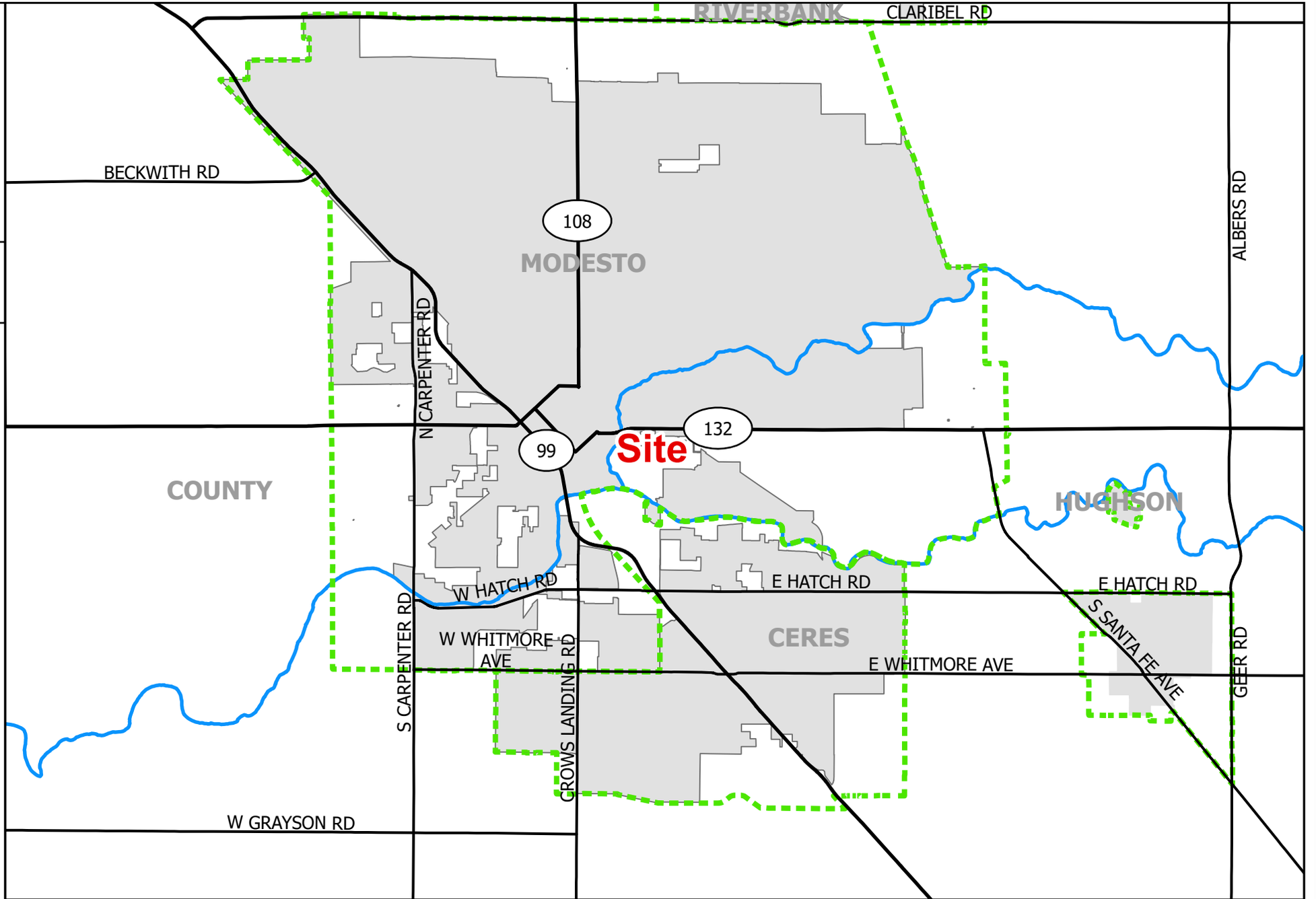
GALLO GLASS COMPANY

GPA REZ PLN2023-0166

AREA MAP

LEGEND

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



N

0 1 3 Miles

0 2 3 Kilometers

Source: Planning Department GIS

Date Exported: 5/16/2024

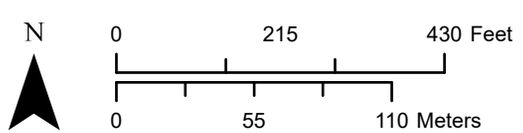
GALLO GLASS COMPANY

GPA REZ PLN2023-0166

GENERAL PLAN

LEGEND

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



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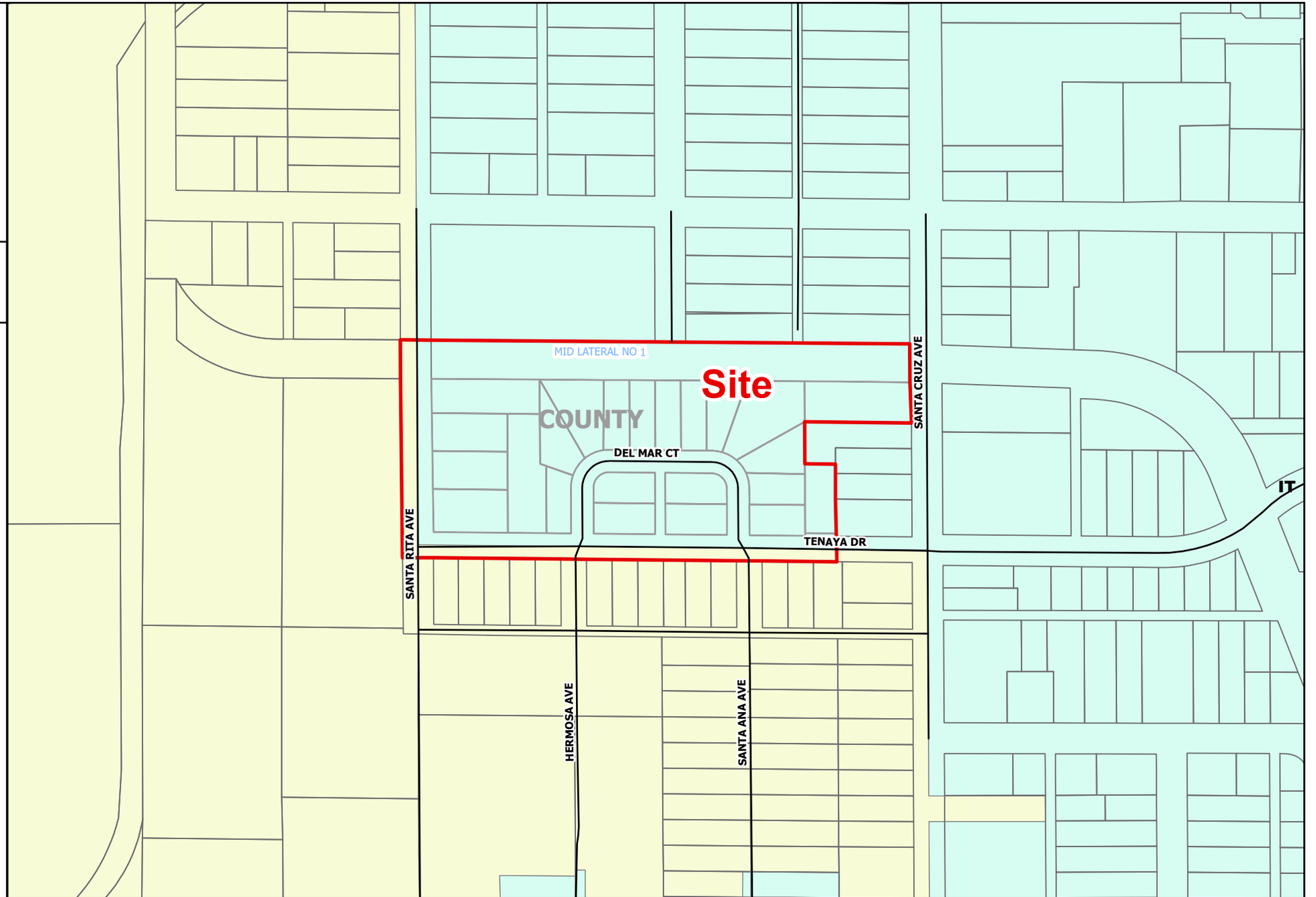


GALLO GLASS COMPANY

GPA REZ PLN2023-0166

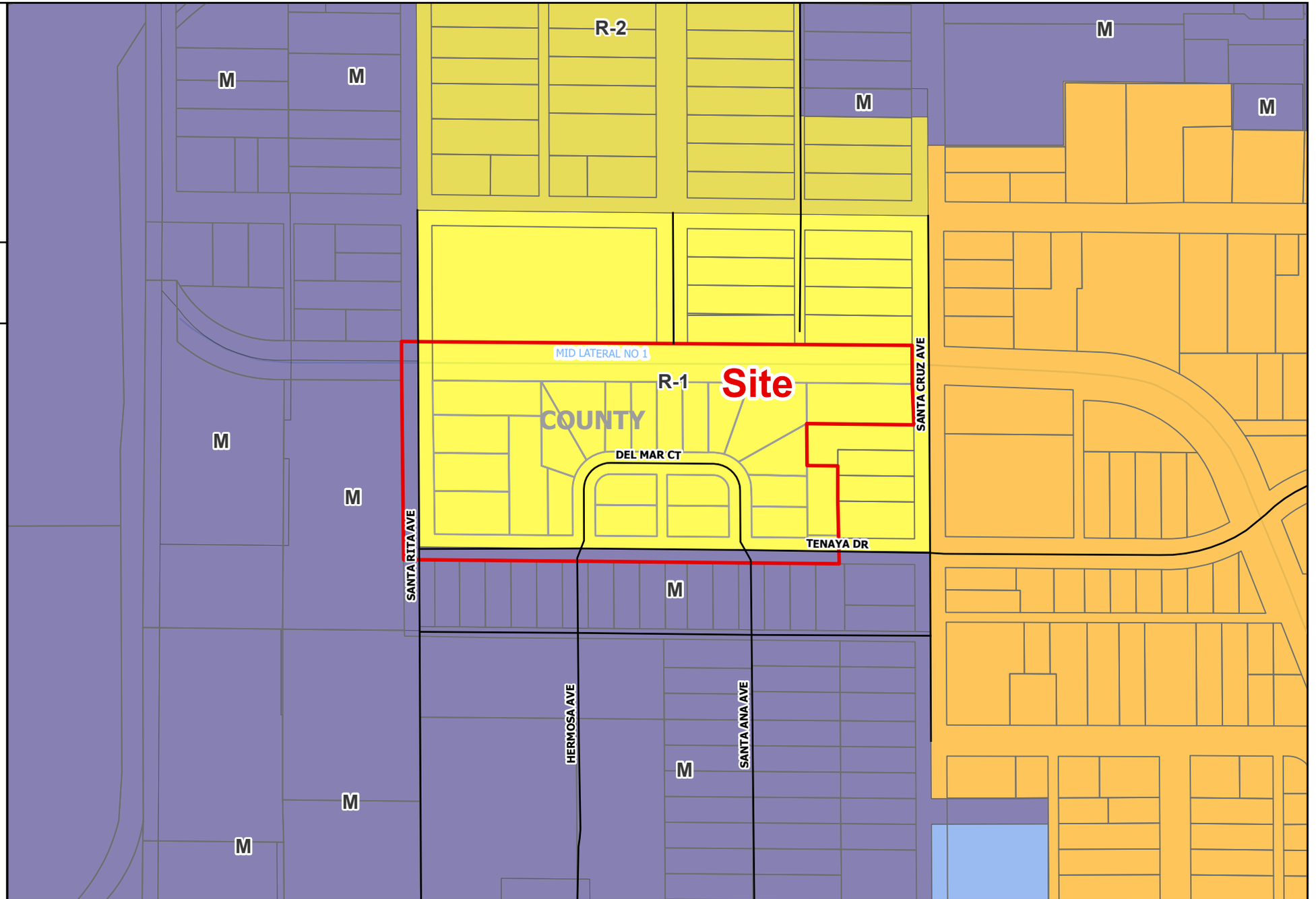
ZONING

LEGEND

- Project Parcel
- Parcel
- Highway
- Street
- Canal

Zoning Designation

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



N

0 215 430 Feet

0 55 110 Meters

Source: Planning Department GIS

Date Exported: 5/16/2024

GALLO GLASS COMPANY

GPA REZ PLN2023-0166

2023 AERIAL AREA MAP

LEGEND

- Project Parcel
- Parcel
- Street
- Canal

N

0 295 590 Feet

0 70 140 Meters

Source: Planning Department GIS

Date Exported: 5/16/2024

GALLO GLASS COMPANY

GPA REZ PLN2023-0166

2023 AERIAL SITE MAP

LEGEND

- Project Parcel
- Parcel
- Street
- Canal

N

0 95 190 Feet

0 20 40 Meters

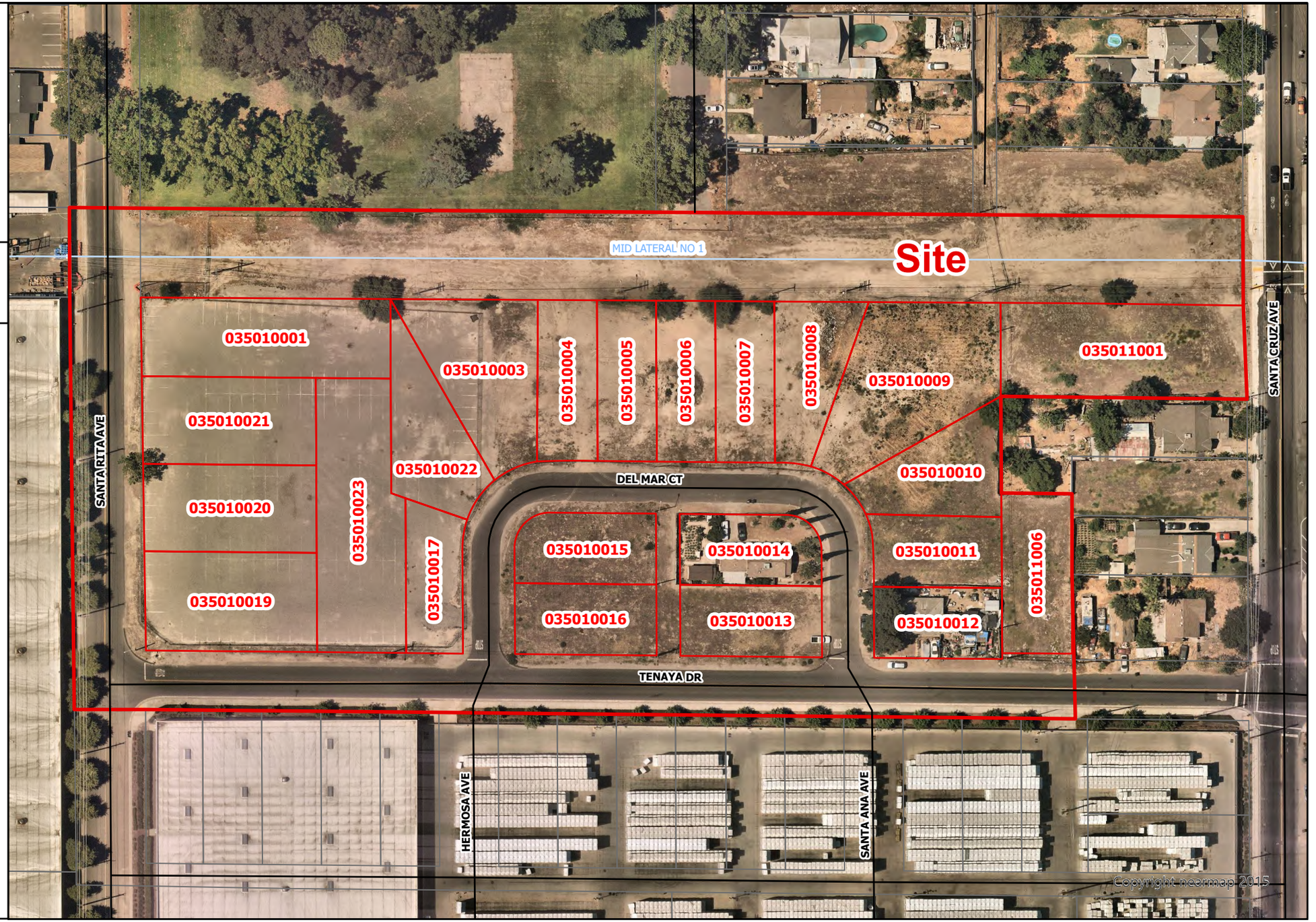
Source: Planning Department GIS

Date Exported: 5/16/2024

GALLO GLASS COMPANY

GPA REZ PLN2023-0166

Project Parcel APN Map



LEGEND

- Project Site
- Project Parcel
- Parcel
- Canal
- Street

N

0 95 190 US Feet

0 25 50 Meters

Source: Planning Department GIS

Date Exported: 5/16/2024

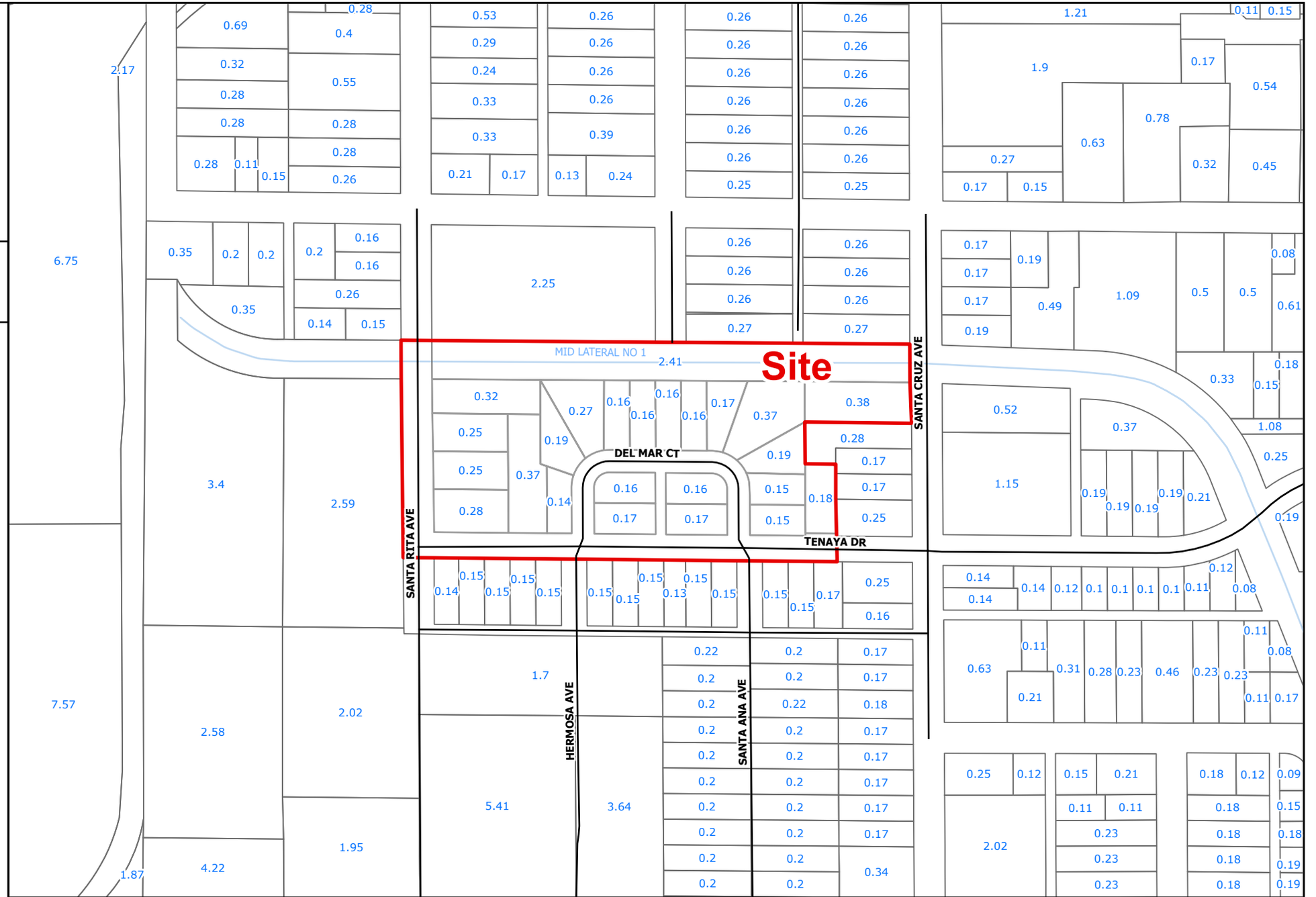
GALLO GLASS COMPANY

GPA REZ PLN2023-0166

ACREAGE MAP

LEGEND

- Project Parcel
- Parcel
- Acres
- Street
- Canal



N

0 220 440 Feet

0 55 110 Meters

Source: Planning Department GIS

Date Exported: 5/16/2024

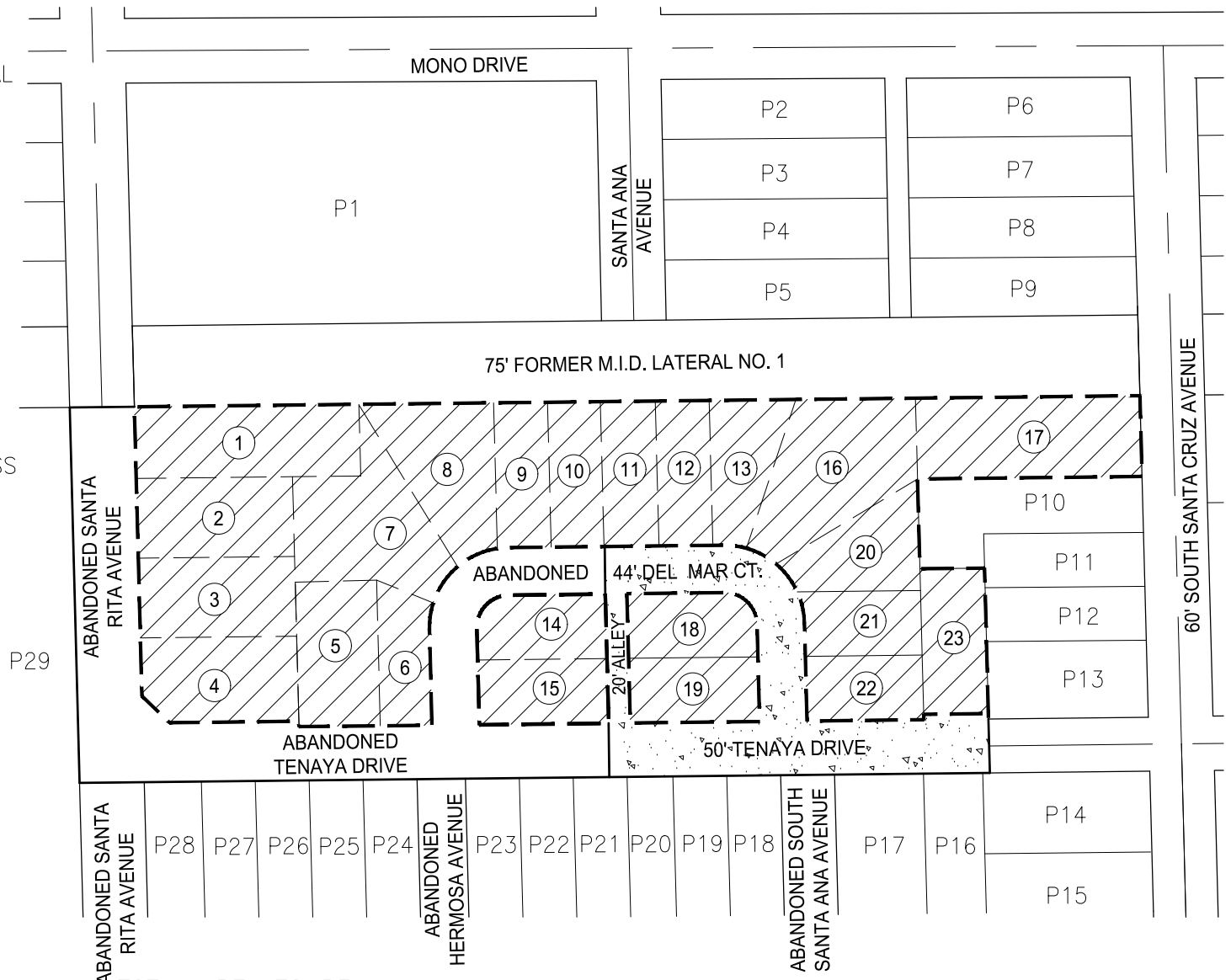
PROPERTY LIST:

R1 – SINGLE FAMILY RESIDENTIAL

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

P–D – INDUSTRIAL, GALLO GLASS

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



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

RIGHT–OF–WAY ABANDONMENT PER SEPARATE DOCUMENT

N

0 150' 300'

SCALE: 1" = 150'

SHEET 2 OF 2

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

W:\10056100\survey\DRAWING\SHEET FILES\Santa Rita rezone and abandonment exhibits\REZONE EXHIBIT.dwg 5/24/24 6:13

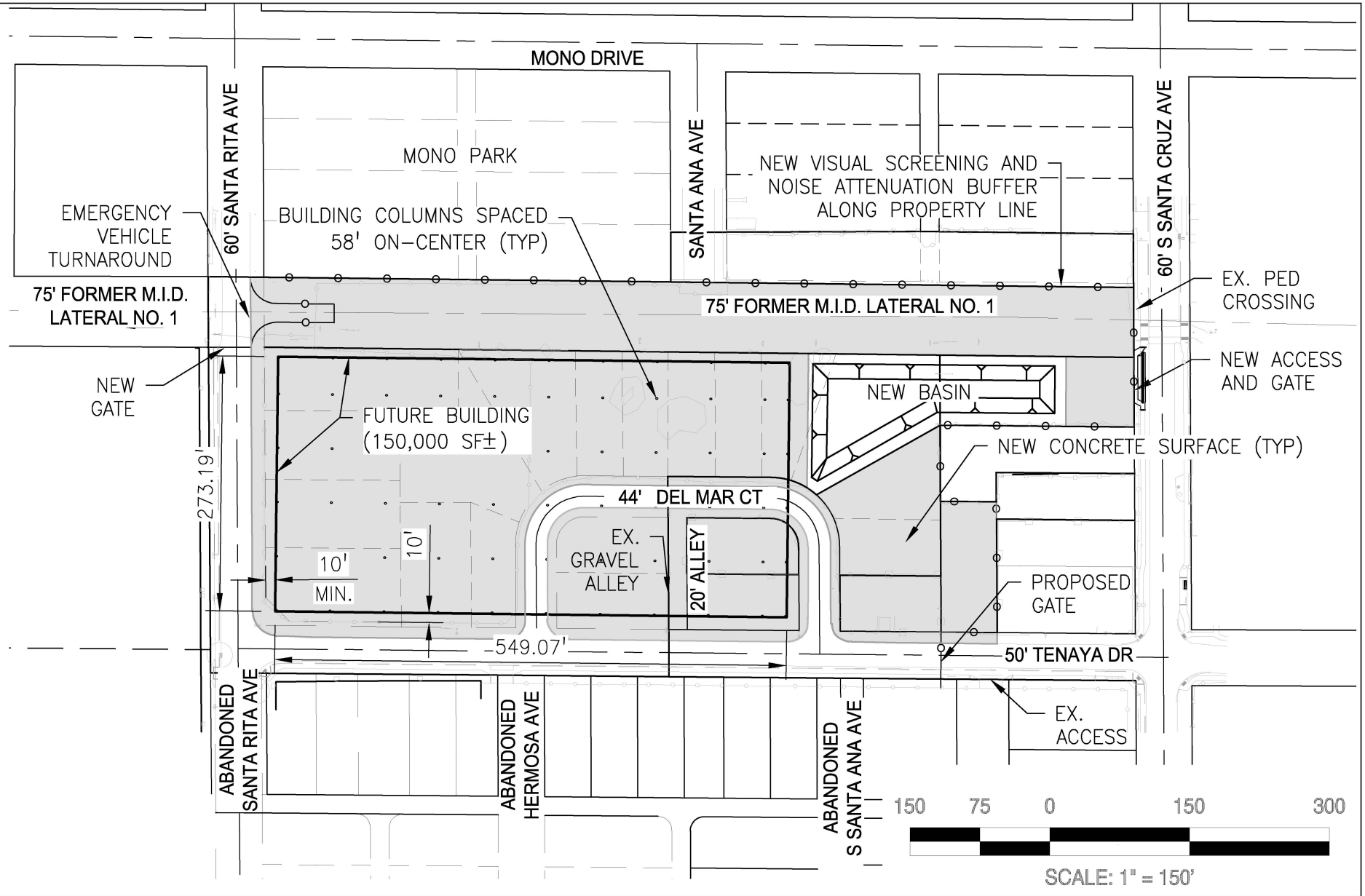
NRS | MAY 2024

E. & J. GALLO WINERY

YOSEMITE BOULEVARD
MODESTO, STANISLAUS COUNTY, CALIFORNIA

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

EXHIBIT 1



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Fax: 209.568.4478

Client/Project

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

Title

PRELIMINARY SITE PLAN

N

Figure No.
1.0

MAY, 2024
1005-6100

ORIGINAL SHEET – ANSI A

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2024-05-29 06:58 By: bveitch

Yorke
ENGINEERING, LLC
www.YorkeEngr.com

May 29, 2024

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

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

Dear Mr. Smith:

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

EXECUTIVE SUMMARY

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

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

Screening health risk assessments for construction and operation of either an indoor storage warehouse or an outdoor storage area resulted in health risk prioritization score values below SJVAPCD established risk thresholds. Thus, the Project health risk is considered less than significant.

PROJECT DESCRIPTION

The proposed Project includes (1) amendment of the General Plan designation of 23 parcels from Industrial Reserve to Industrial and the zoning designation from Low-Density Residential (R-1) to Planned Development to allow for an expanded outdoor storage of approximately 6.7 acres associated with the existing adjacent Gallo Glass facility and (2) the construction of a 150,000 square foot warehouse for future additional storage as needed (Project). The Project is located north of Tenaya Avenue, former Modesto Irrigation District Lateral Number 1, and east of Santa Rita Road, between Yosemite Boulevard and the Tuolumne River, in Modesto, CA. A map indicating the location of the proposed Project is included in Attachment 1. Gallo has not finalized

the construction plans and will either build a warehouse for indoor storage or a concrete pad for outdoor storage. To provide a comprehensive evaluation, both Project options were evaluated.

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

ASSUMPTIONS

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

- CalEEMod defaults were applied to all phases of the Project, unless otherwise specified.
- Applicable California Statewide Travel Demand Model (CSTDM) or Metropolitan Planning Organization/Regional Transportation Planning Agency (MPO/RTPA) default trip distances for the San Joaquin Valley Air Basin, and Institute of Traffic Engineers (ITE) default trip rates, as contained in CalEEMod, were assumed for the operational traffic analysis.
- CalEEMod construction timelines are generally accurate, unless otherwise stated.
- During the site preparation and grading phases of construction, it is anticipated that no soil will need to be exported from or imported to the Project site.
- The default equipment from CalEEMod for each construction phase is representative of actual construction equipment used during construction.

LIST OF TABLES

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

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

AIR QUALITY IMPACTS ANALYSES

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

Project Emissions Estimation

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

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

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

Source: Applicant 2024, CalEEMod version 2022.1.1.22

Notes:

Electric Utility - Modesto Irrigation District

1 acre = 43,560 sf

Construction start date: 10/15/2024

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

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

Source: Applicant 2024, CalEEMod version 2022.1.1.22

Notes:

Electric Utility - Modesto Irrigation District

1 acre = 43,560 sf

Construction start date: 10/15/2024

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

Project Specific Trip Rates for VMT Estimates

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

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. CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Per SJVAPCD Policy APR - 2030, if the construction or operational emissions on a pollutant-by-pollutant basis exceed 100 pounds per day, an Ambient Air Quality Analysis (AAQA) shall be performed to ensure that the CAAQS or NAAQS are exceeded. As shown in Tables 2a and 2b, the construction emissions from both storage options are less than 100 lb/day, thus an AAQA is not required.

Criteria Pollutants from Project Operation

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

Results of Criteria Emissions Analyses

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

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

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

PROJECTED IMPACT: Less Than Significant

Table 2a: Construction Emissions Summary and AAQA Significance Evaluation - Warehouse

Baseline (lb/day)	Design (lb/day)	Threshold (lb/day)	AAQA Significance
30.4	30.4	100	LTS
36.0	36.0	100	LTS
33.7	33.7	100	LTS
0.05	0.05	100	LTS
21.4	9.4	100	LTS
11.6	5.4	100	LTS

Table 2b: Construction Emissions Summary and AAQA Significance Evaluation - Storage Pad

Baseline (lb/day)	Design (lb/day)	Threshold (lb/day)	AAQA Significance
3.7	3.7	100	LTS
36.0	36.0	100	LTS
33.7	33.7	100	LTS
0.05	0.05	100	LTS
21.4	9.4	100	LTS
11.6	5.4	100	LTS

Table 3a: Operational Emissions Summary and AQAA Significance Evaluation - Warehouse

Baseline (lb/day)	Design (lb/day)	Threshold (lb/day)	AAQA Significance
4.6	4.6	100	LTS
0.8	0.8	100	LTS
13.0	13.0	100	LTS
0.01	0.01	100	LTS
0.9	0.9	100	LTS
0.2	0.2	100	LTS

Table 3b: Operational Emissions Summary and AAQA Significance Evaluation - Storage Pad			
Baseline (lb/day)	**Design (lb/day)**	**Threshold (lb/day)**	**AAQA Significance**
0.9	0.9	100	LTS
0.8	0.7	100	LTS
5.4	5.4	100	LTS
0.01	0.01	100	LTS
0.9	0.9	100	LTS
0.2	0.2	100	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 due to the Project Operations. To evaluate the portion of the exhaust PM_{10} from operations due to diesel combustion, CARB's On-Road EMFAC database was queried. Approximately 75% of the total fleet exhaust PM_{10} emissions within the SJVAPCD were due to diesel combustion. Therefore, for internal consistency, operational mobile source exhaust PM_{10} determined with CalEEMod was assumed to be 75% DPM.

Per CalEEMod, total annual VMT is 439,359 miles for 70,684 trips for the warehouse, yielding an average trip length of 6.22 miles. Thus, the 1-mile localized mobile source exhaust emissions are characterized as 116.1% of the total operational mobile source exhaust emissions, i.e., 16.1% of 3.43 pounds per year (lbs/year) of exhaust PM_{10} is 0.55 lbs/year localized, and 75% of this amount is 0.41 lbs/yr DPM localized. Also, construction exhaust PM_{10} (DPM) emissions total 233 pounds. Amortized over a 70-year project life, annual average DPM is 2.07 lbs/yr from construction for the warehouse scenario. Thus, total annualized localized DPM emission are 2.49 lbs/yr in the vicinity of the project site. To assess potential health risk impacts on the nearest sensitive receptor to the project site, i.e., residential land use within 100 meters, localized operational and construction DPM emissions within 1 mile of the Project site for the construction and operations of a warehouse are provided in Table 4a. The calculation methodology described above was used to calculate the localized operational and construction DPM emissions within 1 mile of the Project site for the outdoor storage pad scenario, which are provided in Table 4b.

Table 4a: Diesel Particulate Matter Emissions Summary - Warehouse			
Description	**Exhaust PM_{10} Emissions (lbs/year)**	**Percent DPM**	**DPM Emissions (lbs/year)**
Localized Operations	0.55	75%	0.41
Localized Construction	2.07	100%	2.07
Total Localized DPM			**2.49**

Notes:

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

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

Construction emissions amortized over 70-year project life

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

Table 4a: Diesel Particulate Matter Emissions Summary – Storage Pad			
Description	**Exhaust PM_{10} Emissions (lbs/year)**	**Percent DPM**	**DPM Emissions (lbs/year)**
Localized Operations	0.56	75%	0.42
Localized Construction	0.60	100%	0.60
Total Localized DPM			**1.02**

Notes:

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

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

Construction emissions amortized over 70-year project life

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

Consistent with SJVAPCD guidelines, the scoring procedure was conducted using the District's December 2022 *Prioritization Calculator*, which follows CAPCOA's August 2016 *Air Toxic "Hot Spots" Program Facility Prioritization Guidelines*. Per SJVAPCD guidelines, t health risk is considered significant if the maximally exposed individual cancer risk exceeds 20 in one million or the maximally exposed individual acute hazard index or chronic hazard index equals or exceeds one. The results of the health risk screening are provided in Table 5a and 5b for the warehouse and storage pad operating scenarios, respectively. As shown in Tables 5a and 5b, the estimated health risk from either the construction and operation of a warehouse or an outdoor storage pad are below the current SJVAPCD threshold of significance.

Table 5a: DPM Health Risk Screening Summary – Warehouse			
Risk Score	**Prioritization Score**	**Threshold**	**Significance**
Cancer Score	5.74	20	LTS
Chronic Score	0.0009	1	LTS
Acute Score	0.000	1	LTS

Notes:
Localized emissions are within 1-mile radius of the project site
Receptor distance R ≤ 100 meters; proximity factor = 1.0
LTS - Less Than Significant

Table 5b: DPM Health Risk Screening Summary – Storage Pad			
Risk Score	**Prioritization Score**	**Threshold**	**Significance**
Cancer Score	2.36	20	LTS
Chronic Score	0.0003	1	LTS
Acute Score	0.000	1	LTS

Notes:
Localized emissions are within 1-mile radius of the project site
Receptor distance R ≤ 100 meters; proximity factor = 1.0
LTS - Less Than Significant

PROJECTED IMPACT: Less Than Significant

CONCLUSION

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

Sincerely,

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

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

Enclosures/Attachments:

1. Rezone Project Map
2. CalEEMod Outputs
3. Prioritization Calculator

AIR QUALITY AND GHG REFERENCES

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

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

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

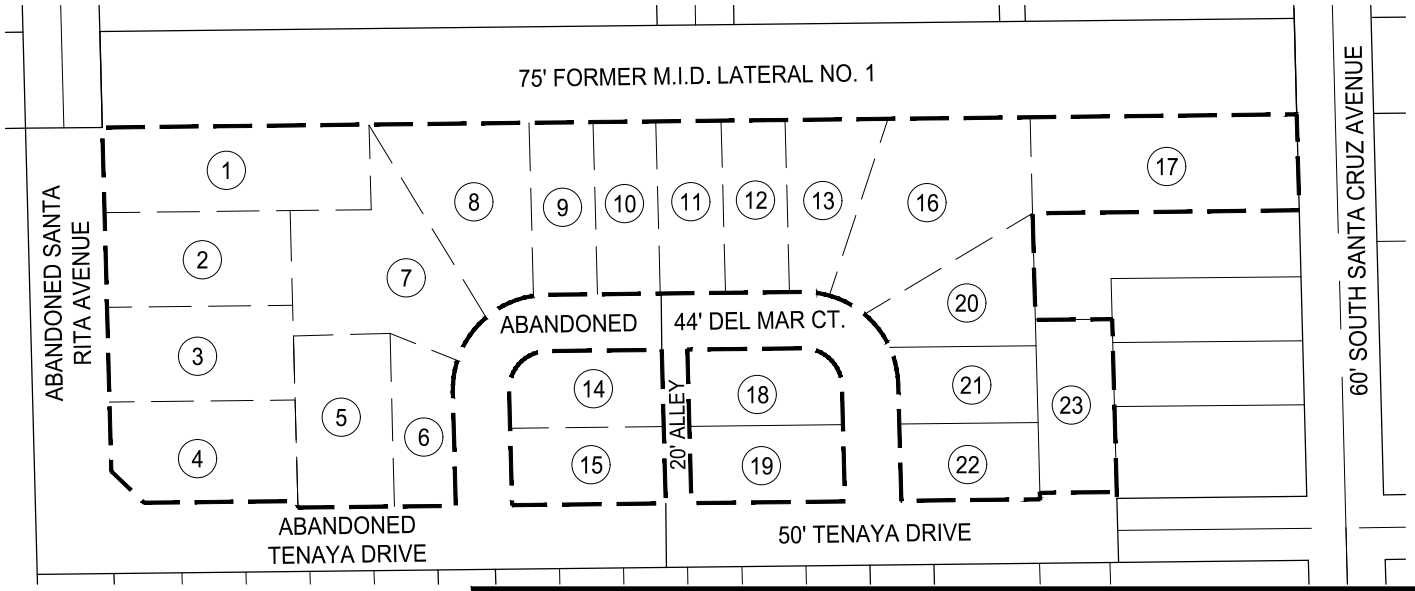
San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015b. Air Quality Thresholds of Significance – Toxic Air Contaminants. Website (http://www.valleyair.org/transportation/0714-GAMAQI-TACs-Thresholds-of-Significance.pdf) accessed May 1, 2024.

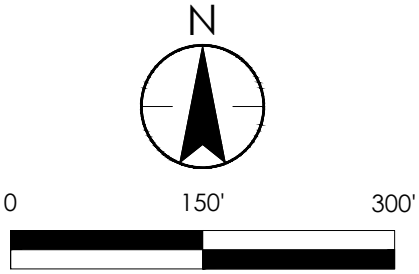
San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015c. Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). Website (https://www.valleyair.org/transportation/GAMAQI.pdf) accessed May 1, 2024.

ATTACHMENT 1 – REZONE PROJECT MAP

PARCEL LIST:

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





LICENSED LAND SURVEYOR
RYAN VANCE
No. 8225
STATE OF CALIFORNIA
PRELIMINARY

SHEET 1 OF 2

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

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

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NRS | MAY 2024

E. & J. GALLO WINERY

YOSEMITE BOULEVARD
MODESTO, STANISLAUS COUNTY, CALIFORNIA

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

EXHIBIT 1

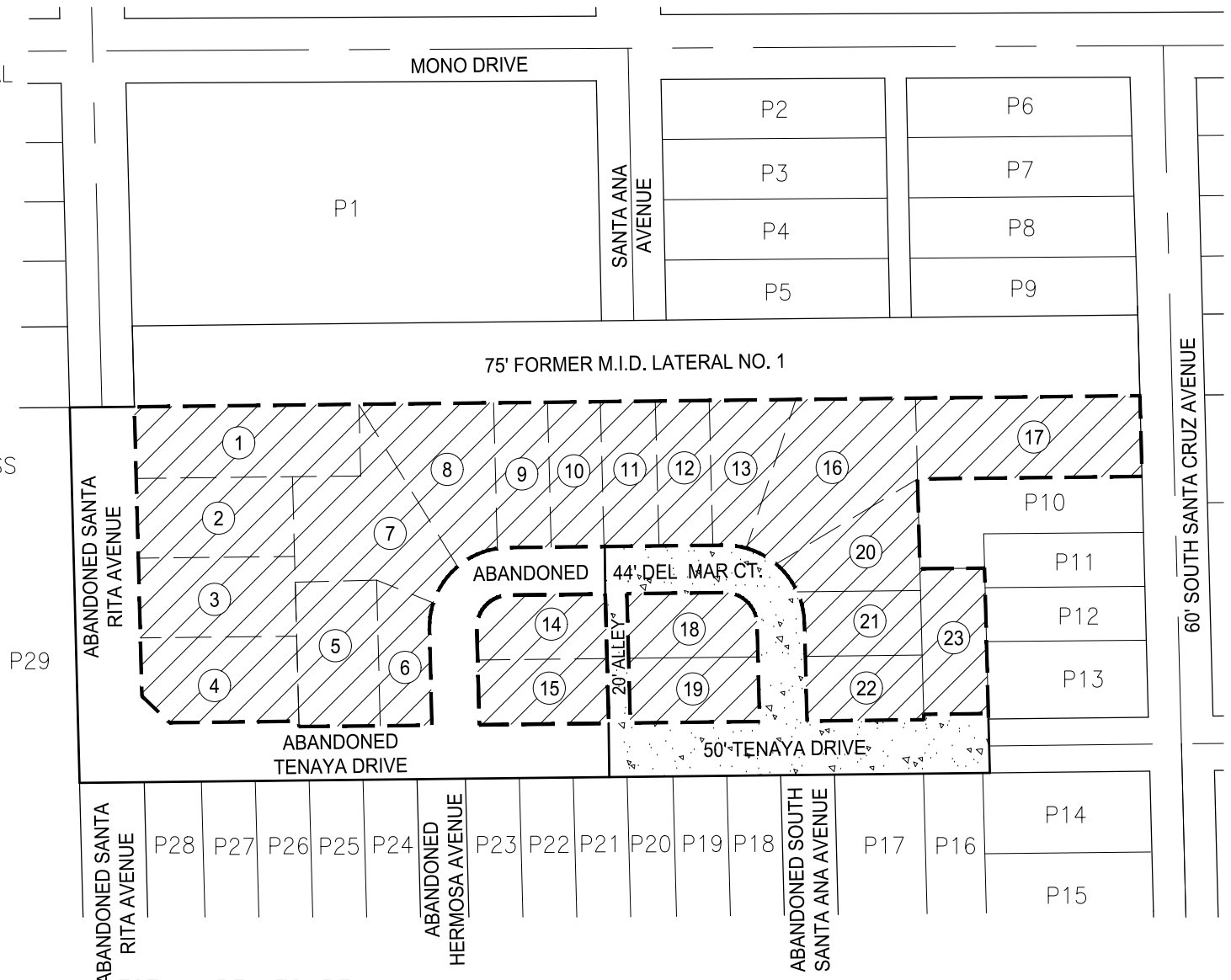
PROPERTY LIST:

R1 – SINGLE FAMILY RESIDENTIAL

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

P–D – INDUSTRIAL, GALLO GLASS

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



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

RIGHT–OF–WAY ABANDONMENT PER SEPARATE DOCUMENT

N

0 150' 300'

SCALE: 1" = 150'

SHEET 2 OF 2

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

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NRS | MAY 2024

E. & J. GALLO WINERY

YOSEMITE BOULEVARD
MODESTO, STANISLAUS COUNTY, CALIFORNIA

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

EXHIBIT 1

ATTACHMENT 2 – CALEEMOD OUTPUTS

Gallo- Warehouse Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Gallo- Warehouse
Construction Start Date	10/15/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10
Precipitation (days)	29.2
Location	1125 Del Mar Ct, Modesto, CA 95354, USA
County	Stanislaus
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2259
EDFZ	15
Electric Utility	Modesto Irrigation District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.23

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

Unrefrigerated Warehouse-No Rail	111	1000sqft	2.55	111,294	0.00	—	—	Warehouse
Other Asphalt Surfaces	10.6	1000sqft	0.24	0.00	0.00	—	—	Truck Docks
Other Non-Asphalt Surfaces	21.0	1000sqft	0.48	0.00	0.00	—	—	Stormwater Basin
Other Asphalt Surfaces	67.1	1000sqft	1.54	67,123	0.00	—	—	Other Paved Areas

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

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

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	30.4	36.0	33.7	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,426	5,426	0.22	0.19	0.12	5,446
Mit.	30.4	36.0	33.7	0.05	1.60	7.80	9.40	1.47	3.97	5.44	—	5,426	5,426	0.22	0.19	0.12	5,446
% Reduced	—	—	—	—	—	61%	56%	—	61%	53%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.39	7.05	10.1	0.02	0.27	0.56	0.70	0.25	0.24	0.36	—	2,171	2,171	0.08	0.08	1.08	2,199
Mit.	2.39	7.05	10.1	0.02	0.27	0.44	0.70	0.25	0.11	0.35	—	2,171	2,171	0.08	0.08	1.08	2,199
% Reduced	—	—	—	—	—	22%	—	—	56%	1%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.44	1.29	1.84	< 0.005	0.05	0.10	0.13	0.05	0.04	0.07	—	359	359	0.01	0.01	0.18	364
Mit.	0.44	1.29	1.84	< 0.005	0.05	0.08	0.13	0.05	0.02	0.06	—	359	359	0.01	0.01	0.18	364
% Reduced	—	—	—	—	—	22%	—	—	56%	1%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

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

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

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.49	11.6	17.4	0.03	0.44	0.75	1.19	0.41	0.18	0.59	—	3,673	3,673	0.14	0.14	4.24	3,723
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.72	36.0	33.7	0.05	1.60	7.80	9.40	1.47	3.97	5.44	—	5,426	5,426	0.22	0.19	0.12	5,446
2025	30.4	11.7	16.5	0.03	0.44	0.75	1.19	0.41	0.18	0.59	—	3,608	3,608	0.13	0.14	0.11	3,653
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.33	3.04	3.10	< 0.005	0.13	0.27	0.40	0.12	0.11	0.22	—	596	596	0.02	0.02	0.19	602
2025	2.39	7.05	10.1	0.02	0.27	0.44	0.70	0.25	0.11	0.35	—	2,171	2,171	0.08	0.08	1.08	2,199
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.06	0.55	0.57	< 0.005	0.02	0.05	0.07	0.02	0.02	0.04	—	98.6	98.6	< 0.005	< 0.005	0.03	99.7
2025	0.44	1.29	1.84	< 0.005	0.05	0.08	0.13	0.05	0.02	0.06	—	359	359	0.01	0.01	0.18	364

2.4. Operations Emissions Compared Against Thresholds

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

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

2.5. Operations Emissions by Sector, Unmitigated

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

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

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

2.6. Operations Emissions by Sector, Mitigated

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

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

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

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

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

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

3.2. Demolition (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	0.76	0.76	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

3.3. Site Preparation (2024) - Unmitigated

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

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

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

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

3.4. Site Preparation (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.45	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.5	72.5	< 0.005	< 0.005	—	72.8

Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.79	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	0.01	0.02	132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

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

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

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

3.6. Grading (2024) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.40	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	64.8	64.8	< 0.005	< 0.005	—	65.1
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

3.7. Building Construction (2024) - Unmitigated

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

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

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

3.8. Building Construction (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.64	0.74	< 0.005	0.03	—	0.03	0.03	—	0.03	—	136	136	0.01	< 0.005	—	137
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.14	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

3.9. Building Construction (2025) - Unmitigated

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

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

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

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

3.10. Building Construction (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	6.01	7.50	0.01	0.25	—	0.25	0.23	—	0.23	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.10	1.37	< 0.005	0.05	—	0.05	0.04	—	0.04	—	228	228	0.01	< 0.005	—	229

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

3.11. Paving (2025) - Unmitigated

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

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

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

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

3.12. Paving (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	6.52	8.84	0.01	0.29	—	0.29	0.26	—	0.26	—	1,351	1,351	0.05	0.01	—	1,355
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.32	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	66.6	66.6	< 0.005	< 0.005	—	66.8

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

3.13. Architectural Coating (2025) - Unmitigated

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

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

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

3.14. Architectural Coating (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134

Architectu Coatings	30.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.58	6.58	< 0.005	< 0.005	—	6.61
Architectu ral Coatings	1.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.09	1.09	< 0.005	< 0.005	—	1.09
Architectu ral Coatings	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.62	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	109	109	< 0.005	< 0.005	0.01	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

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

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

4.1.2. Mitigated

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

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

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

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

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

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

4.2.2. Electricity Emissions By Land Use - Mitigated

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

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

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

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

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

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

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

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

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

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

4.3.2. Mitigated

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

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

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

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

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

4.4.2. Mitigated

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

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

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

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

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

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

4.5.2. Mitigated

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

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

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

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.6.2. Mitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

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

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

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

5.2.2. Mitigated

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

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

5.3. Construction Vehicles

5.3.1. Unmitigated

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

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

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Demolition	—	—	—	—
Demolition	Worker	15.0	10.8	LDA,LDT1,LDT2
Demolition	Vendor	—	7.17	HHDT,MHDT
Demolition	Hauling	13.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	10.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.17	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	10.8	LDA,LDT1,LDT2
Grading	Vendor	—	7.17	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	74.9	10.8	LDA,LDT1,LDT2
Building Construction	Vendor	29.2	7.17	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	10.8	LDA,LDT1,LDT2
Paving	Vendor	—	7.17	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.0	10.8	LDA,LDT1,LDT2

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

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

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

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

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

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Unrefrigerated Warehouse-No Rail	0.00	0%
Other Asphalt Surfaces	0.24	100%
Other Non-Asphalt Surfaces	0.48	0%
Other Asphalt Surfaces	1.54	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

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

5.9.2. Mitigated

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

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

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

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

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

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

5.11.2. Mitigated

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

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

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

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

5.12.2. Mitigated

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

5.13. Operational Waste Generation

5.13.1. Unmitigated

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

5.13.2. Mitigated

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

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

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

5.18.1.2. Mitigated

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

5.18.1.2. Mitigated

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)

5.18.2.2. Mitigated

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	21.3	annual days of extreme heat
Extreme Precipitation	1.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

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

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

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract

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

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

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

7.3. Overall Health & Equity Scores

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Gallo- Storage Pad Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Gallo- Storage Pad
Construction Start Date	10/15/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10
Precipitation (days)	29.2
Location	1125 Del Mar Ct, Modesto, CA 95354, USA
County	Stanislaus
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2259
EDFZ	15
Electric Utility	Modesto Irrigation District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.23

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Parking Lot	111	1000sqft	2.55	0.00	0.00	—	—	Storage Pad
Other Non-Asphalt Surfaces	21.0	1000sqft	0.48	0.00	0.00	—	—	Stormwater Basin
Other Asphalt Surfaces	78.0	1000sqft	1.79	0.00	0.00	—	—	Other Paved Areas

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.72	36.0	33.7	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,426	5,426	0.22	0.19	0.07	5,446
Mit.	3.72	36.0	33.7	0.05	1.60	7.80	9.40	1.47	3.97	5.44	—	5,426	5,426	0.22	0.19	0.07	5,446
% Reduced	—	—	—	—	—	61%	56%	—	61%	53%	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.32	2.67	2.62	< 0.005	0.12	0.52	0.64	0.11	0.23	0.34	—	463	463	0.02	0.01	0.09	467
Mit.	0.32	2.67	2.62	< 0.005	0.12	0.24	0.35	0.11	0.10	0.20	—	463	463	0.02	0.01	0.09	467
% Reduced	—	—	—	—	—	54%	44%	—	58%	40%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.49	0.48	< 0.005	0.02	0.10	0.12	0.02	0.04	0.06	—	76.6	76.6	< 0.005	< 0.005	0.02	77.3
Mit.	0.06	0.49	0.48	< 0.005	0.02	0.04	0.06	0.02	0.02	0.04	—	76.6	76.6	< 0.005	< 0.005	0.02	77.3
% Reduced	—	—	—	—	—	54%	44%	—	58%	40%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.72	36.0	33.7	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,426	5,426	0.22	0.19	0.07	5,446
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.32	2.67	2.62	< 0.005	0.12	0.52	0.64	0.11	0.23	0.34	—	463	463	0.02	0.01	0.09	467
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.06	0.49	0.48	< 0.005	0.02	0.10	0.12	0.02	0.04	0.06	—	76.6	76.6	< 0.005	< 0.005	0.02	77.3

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.72	36.0	33.7	0.05	1.60	7.80	9.40	1.47	3.97	5.44	—	5,426	5,426	0.22	0.19	0.07	5,446
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.32	2.67	2.62	< 0.005	0.12	0.24	0.35	0.11	0.10	0.20	—	463	463	0.02	0.01	0.09	467
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.06	0.49	0.48	< 0.005	0.02	0.04	0.06	0.02	0.02	0.04	—	76.6	76.6	< 0.005	< 0.005	0.02	77.3

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.87	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	0.00	1,195	1,195	0.06	0.06	4.21	1,217
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.78	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	0.00	1,112	1,112	0.07	0.06	0.11	1,132
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.79	0.68	4.75	0.01	0.01	0.84	0.85	0.01	0.22	0.22	0.00	1,133	1,133	0.07	0.06	1.82	1,154

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	0.00	188	188	0.01	0.01	0.30	191

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Area	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	127	127	0.01	< 0.005	—	128
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.87	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	0.00	1,195	1,195	0.06	0.06	4.21	1,217
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Area	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	127	127	0.01	< 0.005	—	128
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.78	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	0.00	1,112	1,112	0.07	0.06	0.11	1,132
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.75	0.68	4.75	0.01	0.01	0.84	0.85	0.01	0.22	0.22	—	1,006	1,006	0.06	0.06	1.82	1,026
Area	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	127	127	0.01	< 0.005	—	128
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.79	0.68	4.75	0.01	0.01	0.84	0.85	0.01	0.22	0.22	0.00	1,133	1,133	0.07	0.06	1.82	1,154
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	21.1	21.1	< 0.005	< 0.005	—	21.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	0.00	188	188	0.01	0.01	0.30	191

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Area	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	127	127	0.01	< 0.005	—	128
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.87	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	0.00	1,195	1,195	0.06	0.06	4.21	1,217
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Area	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	1.19	1.19	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

3.2. Demolition (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	0.76	0.76	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.27	0.29	0.01	0.02	0.25	0.27	0.02	0.07	0.09	—	964	964	0.02	0.15	0.06	1,010
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.32	6.32	< 0.005	< 0.005	0.01	6.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.8	52.8	< 0.005	0.01	0.05	55.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.06

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.74	8.74	< 0.005	< 0.005	0.01	9.16

3.3. Site Preparation (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.45	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.5	72.5	< 0.005	< 0.005	—	72.8
Dust From Material Movement	—	—	—	—	—	0.27	0.27	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.79	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	0.01	0.02	132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2024) - Mitigated

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

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

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.45	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.5	72.5	< 0.005	< 0.005	—	72.8
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

3.5. Grading (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969

Dust From Material Movement	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.40	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	64.8	64.8	< 0.005	< 0.005	—	65.1
Dust From Material Movement	—	—	—	—	—	0.16	0.16	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	0.01	2.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.40	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	64.8	64.8	< 0.005	< 0.005	—	65.1

Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	0.01	< 0.005	0.01	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.53	2.53	< 0.005	< 0.005	0.01	2.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	6.87	8.89	0.01	0.33	—	0.33	0.30	—	0.30	—	1,351	1,351	0.05	0.01	—	1,355
Paving	0.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.44	< 0.005	0.02	—	0.02	0.01	—	0.01	—	66.6	66.6	< 0.005	< 0.005	—	66.8
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.90	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	149	149	0.01	0.01	0.02	151
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.58	7.58	< 0.005	< 0.005	0.02	7.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.26	1.26	< 0.005	< 0.005	< 0.005	1.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Paving (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	6.87	8.89	0.01	0.33	—	0.33	0.30	—	0.30	—	1,351	1,351	0.05	0.01	—	1,355

Paving	0.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.44	< 0.005	0.02	—	0.02	0.01	—	0.01	—	66.6	66.6	< 0.005	< 0.005	—	66.8
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.90	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	149	149	0.01	0.01	0.02	151
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.58	7.58	< 0.005	< 0.005	0.02	7.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.84	0.63	5.40	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,067	1,067	0.05	0.05	4.21	1,089
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Parking Lot	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.74	0.72	4.82	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	985	985	0.06	0.06	0.11	1,004
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.12	0.87	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	167	167	0.01	0.01	0.30	170

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

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

4.2.2. Electricity Emissions By Land Use - Mitigated

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

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

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

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

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

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

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

4.4.2. Mitigated

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

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

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

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

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

4.5.2. Mitigated

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

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

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

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.6.2. Mitigated

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

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

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

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37

Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

5.2.2. Mitigated

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

5.3. Construction Vehicles

5.3.1. Unmitigated

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

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Demolition	—	—	—	—
Demolition	Worker	15.0	10.8	LDA,LDT1,LDT2
Demolition	Vendor	—	7.17	HHDT,MHDT
Demolition	Hauling	13.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	10.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.17	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	10.8	LDA,LDT1,LDT2
Grading	Vendor	—	7.17	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	10.8	LDA,LDT1,LDT2
Paving	Vendor	—	7.17	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

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

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

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

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

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

5.9.2. Mitigated

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

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

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

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

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

5.11.2. Mitigated

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

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

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

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

5.12.2. Mitigated

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

5.13. Operational Waste Generation

5.13.1. Unmitigated

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

5.13.2. Mitigated

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

Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

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

5.18.1.2. Mitigated

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

5.18.1.2. Mitigated

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)

5.18.2.2. Mitigated

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	21.3	annual days of extreme heat
Extreme Precipitation	1.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	70.3
AQ-PM	60.0
AQ-DPM	70.2
Drinking Water	97.8
Lead Risk Housing	94.2
Pesticides	0.00
Toxic Releases	53.7
Traffic	25.5
Effect Indicators	—
CleanUp Sites	88.1
Groundwater	4.42
Haz Waste Facilities/Generators	93.8
Impaired Water Bodies	72.2
Solid Waste	70.4
Sensitive Population	—
Asthma	92.6
Cardio-vascular	77.0
Low Birth Weights	94.4
Socioeconomic Factor Indicators	—
Education	89.7
Housing	90.5
Linguistic	74.1
Poverty	98.5

Unemployment	98.9

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.1429488
Employed	2.053124599
Median HI	4.863338894
Education	—
Bachelor's or higher	1.860644168
High school enrollment	15.50109072
Preschool enrollment	18.42679328
Transportation	—
Auto Access	5.325291929
Active commuting	72.38547414
Social	—
2-parent households	44.89926857
Voting	0.359296805
Neighborhood	—
Alcohol availability	9.790837931
Park access	81.35506224
Retail density	27.5888618
Supermarket access	6.788143205
Tree canopy	73.47619659
Housing	—
Homeownership	19.67150006

Housing habitability	21.05735917
Low-inc homeowner severe housing cost burden	38.43192609
Low-inc renter severe housing cost burden	39.0606955
Uncrowded housing	9.713845759
Health Outcomes	—
Insured adults	20.81355062
Arthritis	24.0
Asthma ER Admissions	8.9
High Blood Pressure	32.4
Cancer (excluding skin)	85.3
Asthma	1.3
Coronary Heart Disease	12.2
Chronic Obstructive Pulmonary Disease	2.1
Diagnosed Diabetes	10.7
Life Expectancy at Birth	0.7
Cognitively Disabled	1.3
Physically Disabled	4.5
Heart Attack ER Admissions	5.2
Mental Health Not Good	0.7
Chronic Kidney Disease	10.6
Obesity	0.5
Pedestrian Injuries	94.0
Physical Health Not Good	1.3
Stroke	11.3
Health Risk Behaviors	—
Binge Drinking	68.3
Current Smoker	0.4

No Leisure Time for Physical Activity	2.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	9.5
Elderly	84.9
English Speaking	22.0
Foreign-born	52.3
Outdoor Workers	2.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	56.2
Traffic Density	41.9
Traffic Access	0.0
Other Indices	—
Hardship	96.3
Other Decision Support	—
2016 Voting	0.6

7.3. Overall Health & Equity Scores

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

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

ATTACHMENT 3 – 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*	November 2, 2020		
Facility: Gallo Glass **ID#:** **Project #:** **Unit and Process#**	Warehouse				
Operating Hours hr/yr	8,760.00				

Receptor Proximity and Proximity Factors		Cancer Score	Chronic Score	Acute Score	Max Score
0< R<100	**1.000**	5.74E+00	8.51E-03	0.00E+00	5.74E+00
100≤R<250	**0.250**	1.44E+00	2.13E-03	0.00E+00	1.44E+00
250≤R<500	**0.040**	2.30E-01	3.40E-04	0.00E+00	2.30E-01
500≤R<1000	**0.011**	6.31E-02	9.36E-05	0.00E+00	6.31E-02
1000≤R<1500	**0.003**	1.72E-02	2.55E-05	0.00E+00	1.72E-02
1500≤R<2000	**0.002**	1.15E-02	1.70E-05	0.00E+00	1.15E-02
2000<R	**0.001**	5.74E-03	8.51E-06	0.00E+00	5.74E-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.

0

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#	Annual Emissions (lbs/yr)	Maximum Hourly (lbs/hr)	Average Hourly (lbs/hr)	Cancer	Chronic	Acute
Diesel engine exhaust, particulate matter (Diesel PM)	**9901**	2.49E+00		2.84E-04	5.74E+00	8.51E-03	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				0.00E+00	0.00E+00	0.00E+00	0.00E+00
				Totals	**5.74E+00**	**8.51E-03**	**0.00E+00**

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*	November 2, 2020		
Facility: Gallo Glass **ID#:** **Project #:** **Unit and Process#**	Storage Pad				
Operating Hours hr/yr	8,760.00				

Receptor Proximity and Proximity Factors		Cancer Score	Chronic Score	Acute Score	Max Score
0< R<100	**1.000**	2.36E+00	3.49E-03	0.00E+00	2.36E+00
100≤R<250	**0.250**	5.89E-01	8.73E-04	0.00E+00	5.89E-01
250≤R<500	**0.040**	9.42E-02	1.40E-04	0.00E+00	9.42E-02
500≤R<1000	**0.011**	2.59E-02	3.84E-05	0.00E+00	2.59E-02
1000≤R<1500	**0.003**	7.07E-03	1.05E-05	0.00E+00	7.07E-03
1500≤R<2000	**0.002**	4.71E-03	6.99E-06	0.00E+00	4.71E-03
2000<R	**0.001**	2.36E-03	3.49E-06	0.00E+00	2.36E-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.

0

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#	Annual Emissions (lbs/yr)	Maximum Hourly (lbs/hr)	Average Hourly (lbs/hr)	Cancer	Chronic	Acute
Diesel engine exhaust, particulate matter (Diesel PM)	**9901**	1.02E+00		1.16E-04	2.36E+00	3.49E-03	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
					0.00E+00	0.00E+00	0.00E+00
				Totals	**2.36E+00**	**3.49E-03**	**0.00E+00**

CENTRAL CALIFORNIA INFORMATION CENTER
California Historical Resources Information System
Department of Anthropology – California State University, Stanislaus
One University Circle, Turlock, California 95382
(209) 667-3307

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

Date: 11/6/2023

Records Search File #: 12713N
Project: Santa Rita Avenue Area Rezone and Roadway Abandonments (between Santa Rita Avenue, Tenaya Drive, Santa Cruz Avenue and Mono Drive)

Michael Hayes, Principal
VVH Consulting Engineers
430 10th Street
Modesto, CA 95354
209-568-4477 mhayes@vvhce.com

Dear Mr. Hayes:

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

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

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

The following details the results of the records search:

Prehistoric or historic resources within the project area:

- There are no formally recorded prehistoric or historic archaeological resources or historic buildings and structures within the project area.

- The General Land Office survey plat for T3S R9E (dated 1854) shows the NE ¼ 4 of Section 33 and the NW ¼ of Section 34 as 160-acre parcels.

ATTACHMENT II

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

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

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

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

Recommendations/Comments:

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

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

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

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

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

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

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

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

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

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

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

https://commerce.cashnet.com/ANTHROPOLOGY

Sincerely,

E. A. Greathouse

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

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