CALIFORNIA ENVIRONMENTAL QUALITY ACT
ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM

TREANA WINERY EXPANSION PROJECT

Public Review Period February 13, 2023 – March 14, 2023

1. PROJECT TITLE:	Treana Winery Expansion Project
Entitlements:	Planned Development (P22-0026/PD22-03)
2. LEAD AGENCY:	City of Paso Robles 1000 Spring Street Paso Robles, CA 93446
Contact Person:	Darren Nash, City Planner
Phone Number:	(805) 237-3904
Email:	dnash@prcity.com
3. PROJECT LOCATION:	4280 Second Wind Way APN: 025-471-016, 032
4. PROJECT PROPONENT(s):	Hope Family Wines
Contact Person:	Austin Hope
Phone Number:	(805) 238-6979
Email:	austin@hfwines.com
5. GENERAL PLAN DESIGNATION:	BP (Business Park)
6. ZONING:	AP, PD overlay (Airport, Planned Development Overlay)

7. PROJECT DESCRIPTION:

The proposed project includes the expansion of the existing Treana Winery at 4280 Second Wind Way in the City of Paso Robles. The proposed project would include approximately 225,000 square feet of additional production and storage space, consisting of the construction of two new buildings to the existing 132,440 square foot of winery operations facility. The proposed building height at the ridge of the building is 53-feet. The proposed project also includes the development of an additional 24,830 square feet of parking lot area and 98,860 square feet of other paved surfaces.

The project site is approximately 16.5 acres and is east of Second Wind Way, west of Wright Way, and north of Dry Creek Road. Construction of the proposed project is anticipated to begin in May 2023 and be completed by May 2024. Thus, the first full year of proposed project operations would be 2025. The proposed project would generate approximately 380 new vehicle trips per weekday (133 truck trips and 247 passenger car trips).

8. Surrounding Land Uses and Setting: Briefly describe the project's surroundings:

The 16.5-acre parcel is relatively flat, sloping very gently to the west at less than 1 percent slope. The property is situated along Dry Creek Road along the southern edge of the Paso Robles Municipal Airport. The surrounding properties are developed with airport industrial uses, with some properties vacant with anticipated development in the near future. The site has been actively cultivated going back to at least 1977. There are no drainage features, riparian habitat, or wetlands observed at the site.

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

Any necessary permits required by the San Luis Obispo County will need to be obtained prior to the issuance of a grading permit, or at the time required by the APCD.

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with AB 52, the City provided formal notification on 12/08/2022 to the designated contact or tribal representative of traditionally and culturally affiliated California Native American tribes that have requested notice. The Northern Chumash Tribe of San Luis Obispo County and Region requested that any archaeological reports and research on this project be provided. City Staff provided a cultural study that was prepared for the 2018 Dry Creek Road Realignment and Rehabilitation project, that included portions of the subject Treana Winery site. Based on the location of the property not in vicinity of a water way, and since the site has been cultivated for many years, a phase I archeological survey beyond what was included in the 2018 study done for the road, has not been completed on this site for this project.

A condition of approval will be included with the project approval that would require that in the event that these resources are inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or fossil recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency(ies). Any potentially significant artifacts, sites or features observed shall be collected and recorded in conjunction with best management practices and professional standards. Any cultural items recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

11. Initial Study Framework. This initial study evaluates the impacts of the addition to an existing wine production facility. The entire project site is on approximately 16.5-acre property, the proposed project would be developed in one phase.

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 Discussion:

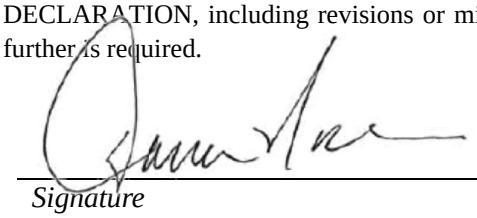
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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

2/10/23

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 would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

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

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

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses 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). Reference 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 significance 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 significance

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	**1**
Discussion: The land along Dry Creek Road, east of Airport Road is relatively flat without significant change in elevation, therefore there is not an identified scenic vista in this area of the city. The site is located between Dry Creek Road and the Paso Robles Municipal Airport adjacent to other airport lease sites, some developed with industrial uses and others vacant. Based on the site being at the same elevation as the surrounding properties and based on the quality site planning providing landscape setbacks along with quality architecture, the proposed development will not have an adverse impact on a scenic vista. The landscape plan provides for the landscape setback area along Dry Creek Road to be continued from the existing landscaping along to the new frontage areas. Where necessary existing landscape areas will be renewed to update along with the new project. The building architecture provides architectural elements such as building sections that protrude from the building along with windows, awnings that break up the large expanse of buildings. Colors and materials are used to enhance the design and provide a significant architectural statement for the new additions of the Treana facility.					
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	
Discussion: The 16.5 acre project site is flat and does not have any scenic resources. There are no trees (besides landscape trees with the existing facility) rock outcroppings, or historic buildings. It is not located on a state scenic highway. Therefore, there is no impact to scenic resources.					
c) 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?	☐	☐	☐	☒	**2**
Discussion: The proposed building height is proposed to be 53-feet, which is 3 feet taller than the allowed maximum 50-foot height, per the City's Zoning Ordinance[2]. The planning commission will need to evaluate the request for the additional 3-foot height. In terms of visual character, the buildings will have visibility along Dry Creek Road, and has been designed to be setback approximately 35-feet from the southerly property line as indicated in Section a above, enhanced landscaping and architecture will be provided that will continue along the project's setback area along Dry Creek Road. Additionally, the development includes a well-articulated and attractively designed building as indicated in Section a above. While there is no established architectural character for the industrial developed along Dry Creek Road, that proposed Treana project will be providing a new project that will complement and enhance the surrounding area. Based on the proposed building height, setbacks, and architecture, the project's impacts on the visual character of the urbanized setting will not have an impact.					
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	**2, 10**
Discussion: Existing sources of light and glare in the area includes light from commercial/industrial development to the south and east. The project will be required to meet the building code requirements related to light shielding and glare, as well as meet standard city conditions that exterior light fixtures be shielded in a manner to not create off-site glare. The light fixtures will be reviewed by city staff to verify that the proposed light fixtures comply with the shielding standards at the time of building plan check review process. Due to the existing light shielding policies and since this project is located in an industrial and airport area, it is not anticipated that this project will create substantial light, glare that would affect day or night time views in the area, therefore this project's impacts on day or nighttime views in the area will be less than significant.					

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
II. AGRICULTURE AND FORESTRY 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 Dept. 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:					
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?	☐	☐	☐	☒	**1, 14**
Discussion: The project site is designated in the General Plan and is zoned on the City's Zoning Map for industrial and business park development. The Farmland Mapping and Monitoring Program of the California Resources Agency identifies the site as Farmland of Local Potential[14]. The Open Space Element of the Paso Robles General Plan (Figure OS-1, Important Farmland) identifies the site as Farmland of Local Potential[1]. Both of these resources indicated the land is neither prime nor unique farmland of statewide importance. Therefore, the project would not result in impacts on converting prime or other significant soils to urban land uses.					
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	
Discussion: The project would not conflict with zoning for agricultural use. The Project Site is not zoned for agriculture and is not under a Williamson Act Contract.					
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))?	☐	☐	☐	☒	
Discussion: There are no forest land or timberland resources within the City of Paso Robles. The Project would have no impact.					
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	
Discussion: The City of Paso Robles does not contain forest land resources. The Project would have no impact.					
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	
Discussion**:** The site is located within the city limits of Paso Robles within City of Paso Robles Airport lease area. There is no rezoning process necessary for this project, as the proposed development aligns with the land use designation. This project is not on land identified as farmland or forest land. The impact of the project is less than significant.					

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
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:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐	**11**

Discussion:

An Air Quality and Green House Gas study was provided evaluating the project (See Attachment 5). As part of the California Clean Air Act (CCAA), the SLO County Air Pollution Control District (APCD) is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLO County APCD's 2001 Clean Air Plan addresses the attainment and maintenance of state and federal ambient air quality standards. The 2001 Clean Air Plan was adopted by SLO County APCD on March 26, 2002.12

The 2001 Clean Air Plan outlines the APCD's strategies to reduce ozone-precursor pollutants (i.e., ROG and NOx) from a wide variety of sources. The SLO County APCD's Clean Air Plan includes a stationary-source control program, which includes control measures for permitted stationary sources; as well as transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by SLO County APCD. Transportation and land use control measures are implemented at the local or regional level, by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled (VMT), and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLO County APCD to forecast population-related emissions and air quality attainment, including those contained in the 2001 Clean Air Plan.

According to SLO County APCD Guidance, "a consistency analysis with the Clean Air Plan is required for a Program Level environmental review, and may be necessary for a Project Level environmental review, depending on the project being considered."13 As a result, consistency with the 2001 Clean Air Plan has been evaluated based on the proposed project's consistency with the land use management strategies and transportation control measures identified in the 2001 Clean Air Plan. The land use management strategies and transportation control measures applicable to the proposed project are summarized below:

- L-3 Balancing Jobs and Housing. Within cities and unincorporated communities, the gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.

  Project Consistency: The proposed project would be consistent with this measure. The proposed project is within the City's limits and would not result in the development of new housing. The proposed project would result in the creation of 20 to 30 new jobs depending on the time of year, which would reduce the gap between jobs and housing in the region.

- T-3 Bicycling and Bikeway Enhancements. The goal of this measure is to encourage a modal shift to bicycles through implementation of infrastructure improvements and administrative actions that provide inexpensive commute options and increased safety and convenience for commuters.

  Project Consistency: The proposed project with mitigation would be consistent with this measure. The proposed project promotes bicycle use through Mitigation Measure AQ-1. The proposed project would also include employee lockers, which also promotes bicycle use.

- T-8 Teleworking, Teleconferencing, and Telelearning. The objective of this measure is to reduce the number of trips and miles traveled by employees and students by promoting teleworking, tele-conferencing, and telelearning.

  Project Consistency: The proposed project with mitigation would be consistent with this measure. The proposed project promotes reducing employee VMT through various options under Mitigation Measure AQ-1.

As noted above, the proposed project with mitigation would be consistent with the applicable 2001 Clean Air Plan land use management strategies and transportation control measures. Furthermore, construction and operational emissions resulting from the proposed project would not exceed SLO County APCD's significance thresholds with mitigation, as discussed further below under b). **Therefore, the proposed project would result in a less-than-significant impact with mitigation.**

Mitigation Measure AQ-1 - The Applicant shall implement the following:

a. Exceed CalGreen Standards by 25% for providing on-site bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only.
b. Implement programs to reduce employee vehicle miles traveled (e.g. incentives, SLO Regional Rideshare trip reduction program, vanpools, onsite employee housing, alternative schedules (e.g. 9–80s, 4–10s, telecommuting, satellite work sites etc.).

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?	☐	☒	☐	☐	**11**

Discussion:
Short-term construction emissions that occur from activities, such as site-grading and building construction and long-term air quality impacts related to the operation of the proposed project were evaluated.

Short-term Construction Emissions - The emissions generated from construction activities include:

- Dust (including PM10 and PM2.5) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling and travel on unpaved surfaces;
- Combustion emissions of criteria air pollutants (ROG, NOx, CO, PM10, and PM2.5) primarily from operation of heavy off-road construction equipment, haul trucks, (primarily diesel-operated), and construction worker automobile trips (primarily gasoline-operated); and
- Fugitive ROG emissions from architectural coating.

Estimated unmitigated maximum daily and quarterly emissions that would be generated by construction of the proposed project are shown in Table 3 and Table 4, respectively. Maximum daily and quarterly emissions associated with proposed project construction would be below SLO County APCD's significance thresholds for construction.

According to the SLO County APCD, all fugitive dust sources shall be managed to ensure that dust emissions are adequately controlled to below the 20% opacity limit identified in the APCD Rule 401 Visible Emissions and to ensure that dust is not emitted offsite. Projects shall implement one of the following fugitive dust mitigation sets to both minimize fugitive dust emissions and associated complaints that could result in a violation of the APCD Rule 402 Nuisance. The correct fugitive dust mitigation set for a given project depends on the project scale or proximity to sensitive receptors. Since the proposed project requires greater than 4-acres of grading and is within 1,000 feet of a sensitive receptor, the following fugitive dust control measures in Mitigation Measure AQ-2 are required. Therefore, although construction of the proposed project would result in a less-than significant impact, implementation of Mitigation Measure AQ-2 would further reduce the less than significant impact.

Mitigation Measure AQ-2 - The Applicant shall implement the following measures to control fugitive dust:

a. Reduce the amount of the disturbed area where possible;
b. Use of water trucks or sprinkler systems, in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that during drought conditions, water use may be a concern and the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control;
c. All dirt stock pile areas should be sprayed daily as needed;
d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
j. To prevent Track Out, designate access points and require all employees, subcontractors, and others to use them. Install and operate a "track-out prevention device" where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices require periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304;
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Table 3: Unmitigated Maximum Daily Construction Emissions

Construction Activity	Emissions (lbs/day)					
	ROG	NO_X	ROG+NO_X	Fugitive PM_{10}	Exhaust PM_{10}	Total PM_{10}
Demolition 2023	2.40	26.47	28.87	0.66	1.04	1.70
Site Preparation 2023	2.72	27.57	30.29	19.84	1.27	21.10
Grading 2023	1.77	18.54	20.31	7.29	0.78	8.07
Building Construction 2023	2.17	17.19	19.35	1.77	0.72	2.49
Building Construction 2024	2.03	16.16	18.19	1.77	0.63	2.40
Paving 2024	1.41	9.56	10.97	0.15	0.47	0.62
Architectural Coating 2024	26.13	1.37	27.50	0.71	0.06	0.78
Maximum Daily Emissions	**26.13**	**27.57**	**30.29**	**19.84**	**1.27**	**21.10**
SLO County APCD Significance Thresholds	--	--	137	--	7	--
Exceeds Threshold?	--	--	No	--	No	--

SOURCE: CalEEMod Version 2020.4.0

NOTES: The maximum daily emissions of combined ROG+NOx occur during the site preparation phase. However, the maximum daily emissions of ROG and NOx individually occur during the architectural coating and site preparation phases, respectively. Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions.

Table 4: Unmitigated Quarterly Construction Emissions

Quarter	Quarterly Emissions (tons/quarter)			
	ROG+NO_X	PM_{10}		
		Fugitive	Exhaust	Total
Year 2023 - Quarter 1	0.71	0.08	0.02	0.10
Year 2023 - Quarter 2	0.63	0.08	0.02	0.10
Year 2023 - Quarter 3	0.63	0.08	0.02	0.10
Year 2023 – Quarter 4	0.60	0.08	0.02	0.10
Year 2024 - Quarter 1	0.31	0.06	0.03	0.08
Maximum Quarterly Emissions	**0.71**	**0.08**	**0.03**	**0.10**
SLO County APCD Significance Thresholds (Tier 1/Tier 2)	2.5/6.3	2.5/none	0.13/0.32	none
Exceeds Threshold?	No	No	No	--

SOURCE: CalEEMod Version 2020.4.0

NOTES: CalEEMod does not provide quarterly emissions for PM_{10}. Quarterly emissions are annual emissions divided by 4 for 2023 and annual emissions for 2024. Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions.

Operations

The proposed project would generate operational pollutant emissions from transportation, energy, and area sources. Operational emissions from transportation, energy and areas sources were estimated using the CalEEMod. The proposed project land use types and size and other project-specific information were used to make the calculations. Unless otherwise noted, the CalEEMod model defaults for San Luis Obispo County were used. CalEEMod trip rates were revised according to the vehicle trip generation estimated provided by Central Coast Transportation Consulting.14 The operational emissions estimates assume an operational year of 2025, the first full year of proposed project operation. CalEEMod output worksheets are included in Attachment A: CalEEMod Data Inputs and Emissions Outputs. The existing facility is operated under SLO County APCD permit number 1550-1 and is limited to wine fermentation and storage operation with a maximum fermenting capacity of 2,500,000 gallons per year and a maximum porous barrel storage capacity of 1,989,480 gallons (based on 33,720 barrels at 59 gallons per barrel). The proposed project expansion would not require an increase to existing permit limits/operational restrictions. Thus, no emissions from wine fermentation and storage were calculated since the existing facility is already approved to operate at the permitted level, which would not change with the proposed project expansion. The proposed project expansion would require APCD review because no additional storage and fermentation areas can be added without authorization from the Air Pollution Control Officer. The required APCD review would ensure no potentially significant impacts from wine processing and storage would occur under the proposed project expansion.

Estimated maximum daily and annual operational pollutant emissions that would be associated with the proposed project are presented in Table 5 and Table 6, respectively. Maximum daily and annual emissions associated with proposed project operation would be below SLO County APCD significance thresholds. **Therefore, operation of the proposed project would result in a less-than-significant impact. Furthermore, Mitigation Measure AQ-1 would promote the reduction of employee VMT and emissions of ozone precursors and particulate matter.**

Table 5: Unmitigated Maximum Daily Operational Emissions

Operational Source	Emissions (lbs/day)						
	ROG	NO_X	ROG+NO_X	Fugitive PM_{10}	Exhaust PM_{10}	Total PM_{10}	CO
Area Sources	5.17	0.00	5.17	0.00	0.00	0.00	0.04
Energy	0.05	0.00	0.05	0.00	0.00	0.00	0.00
Mobile	0.45	8.05	8.50	2.29	0.05	2.35	5.31
Maximum Daily Emissions	**5.68**	**8.05**	**13.73**	**2.29**	**0.05**	**2.35**	**5.35**
SLO County APCD Significance Thresholds	--	--	25	25	1.25	--	550
Exceeds Threshold?	--	--	No	No	No	--	No

SOURCE: CalEEMod Version 2020.4.0.
NOTES: Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions. Slight differences due to rounding.

Table 6: Unmitigated Annual Operational Emissions

Operational Sources	Annual Emissions (tons/year)						
	ROG	NO_X	ROG+NO_X	Fugitive PM_{10}	Exhaust PM_{10}	Total PM_{10}	CO
Area Sources	0.94	0.00	0.94	0.00	0.00	0.00	0.01
Energy	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.07	1.37	1.44	0.34	0.01	0.35	0.77
Annual Emissions	**1.01**	**1.37**	**2.38**	**0.34**	**0.01**	**0.35**	**0.78**
SLOCAPCD Significance Threshold	--	--	25	25	--	--	--
Exceeds Threshold?	--	--	No	No	--	--	--

SOURCE: CalEEMod Version 2020.4.0.
NOTES: Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions. Slight differences due to rounding.

c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	**11**

Discussion:

CARB defines sensitive land uses as land uses where sensitive individuals are most likely to spend time, which includes schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Sensitive land uses deserve special attention because children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the non-cancer effects of air pollution. There is also substantial evidence that children are more sensitive to cancer-causing chemicals. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. There are a handful of residences on agricultural parcels to the southeast of the project site (just south of Dry Creek Road). These residences range from 200 feet to 800 feet from the southeastern corner of the project site.

Construction Impacts

The proposed project would constitute a new emission source of DPM due to construction activities (on-road haul truck and off-road equipment exhaust emissions). Studies have demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. The proposed project is a short-term construction activity (approximately 14 months) with minimal haul truck trips (approximately 107 haul truck round trips) that would not generate substantial TAC emissions.

As noted in Table 3 and Table 4, DPM emissions during construction would be well below SLO County APCD thresholds. Off-road construction equipment would be regulated per the State's In-Use Off-Road Diesel Vehicle Regulation and on-road haul trucks would be regulated per the State's Truck and Bus Regulation. Project construction would also be required to comply with all applicable SLO County APCD Rules & Regulations for construction and the fugitive dust control measures outlined in Mitigation Measure AQ-2. Therefore, the proposed project would have a less-than-significant impact relative to health impacts during construction.

Operational Impacts

TACs associated with long-term operation of the proposed project would consist primarily of DPM associated with the operation of diesel trucks associated with incoming fruit for processing and outgoing case goods. The proposed project is not expected to require truck refrigeration units as incoming fruit and outgoing case goods do not require refrigeration.

Regulations such as CARB's Truck and Bus Regulation and Advanced Clean Truck Regulation have been adopted to reduce DPM emissions from on-road sources. Since 1990, DPM levels have decreased by 68 percent, and CARB estimates that emissions of DPM in 2035 will be less than half of those in 2010, further reducing statewide cancer risk and non-cancer health effects.15

As noted in Table 5 and Table 6, DPM emissions during operation would be well below SLO County APCD thresholds. Trucks associated with operation of the proposed project would be regulated per the State's Truck and Bus Regulation. Implementation of Mitigation Measure AQ-3 includes DPM reductions measures that would prohibit unnecessary emissions of DPM and accommodate future all-electric heavy trucks. **Therefore, the proposed project would have a less-than-significant impact with mitigation relative to health impacts during operations.**

Mitigation Measure AQ-3

The Applicant shall implement the following measures to reduce DPM during operations:

a. Electrical main service panel for the case goods warehouse building shall be designed to accommodate the potential future installation of electric charging stations for haul trucks.
b. In accordance with ARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Heavy-duty diesel-fueled truck idle time shall be limited to 5-minutes/truck when not in use. Signage shall be posted at loading dock areas to advise drivers of this requirement.
c. Warehouse service equipment (e.g., yard hostlers, yard equipment, forklifts, pallet jacks) shall be zero emission.

d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	**11**

Discussion:

Any project with the potential to frequently expose members of the public to objectionable odors is deemed to have a significant impact. There are a handful of residences on agricultural parcels to the southeast of the project site (just south of Dry Creek Road). These residences range from 200 feet to 800 feet from the southeastern corner of the project site.

As a general matter, the types of development that pose potential odor problems include agriculture, food processing, dairies, rendering, refineries, chemical plants, wastewater treatment plants, landfills, composting facilities, and transfer stations. According to the SLO County APCD, wine production facilities can also generate nuisance odors during various steps of the process. Proven methods for handling wastewater discharge and grape skin waste need to be incorporated into the winery practices to minimize the occurrence of anaerobic processes that mix with ambient air which can result in offsite nuisance odor transport.

The existing Treana Winery facility has not received any known odor complaints. Compliance with SLO County APCD rules/regulations (Rule 402 – Nuisance), permitting requirements, and implementation of proven methods for handling wastewater discharge and grape skin waste that are already implemented at the existing facility would ensure operational odor impacts are less than significant.

Short-term construction activities may involve processes that could result in short-term and temporary generation of odors, including the application of pavement coatings and architectural coatings used during project construction. However, construction-generated emissions would be short-term, would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. **As a result, short-term construction odor impacts would be less than significant.**

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
IV. BIOLOGICAL RESOURCES. Would the project:					
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	

Discussion: A Biological Resources Assessment (BRA) was prepared for the entire project site by Terra Verde Environmental Consulting in December 2022. (Attachment 6).

The proposed project site is located at 4280 Second Wind Way, north of Dry Creek Road in Paso Robles, California, in San Luis Obispo County. The west half of the approximately 10.5-acre parcel is currently used as a wine production facility, parking lot, and contains landscaped ornamental vegetation. The proposed project site has been subject to current and historic agricultural activities including tilling and crop production, presenting low potential for wildlife. Topography on site is flat, with elevations ranging from approximately 822 to 830 feet (250 to 252 meters). The project site is bordered by Paso Robles Municipal Airport to the north, and by agriculture and rural commercial properties on the east, south, and west. The surrounding landscape consists primarily of airport facilities, active vineyards and agricultural lands, a golf course, and rural residential and commercial developments. One operational detention basin associated with the existing wine production facility was observed within the project area and connects to a channelized detention basin northwest of the project area.

The potential for impacts to special-status biological resources as a result of proposed project activities is considered low. No special-status species were observed directly within the survey area, and no special-status botanical species are expected to occur in the project area because the project site is developed, tilled, and experiences regular disturbance. As such, there is no suitable habitat on site for any special status plants. Wildlife that may occur includes American badger, San Joaquin Kit Fox (SJKF), and nesting birds. Based on a lack of suitable habitat (loose loamy soils and litter and/or sandy soils), the project site does not support suitable denning habitat for SJKF or American badger. **Overall, the extent of potential impacts as a result of proposed project implementation are expected to be minimal, and implementation of the recommended measures will avoid and/or minimize impacts to sensitive resources to a less than significant level.**

The following avoidance and minimization measures are recommended for the protection of the jurisdictional features and sensitive biological resources, if present, during project construction:

Bio-1: Environmental Training
An environmental awareness training shall be presented to all construction personnel by a qualified biologist prior to start of project activities. The training shall include color photographs and a description of the ecology of all special-status species known or determined to have potential to occur, as well as other sensitive resources requiring avoidance near project impact areas. The training shall also include a description of protection measures required by any discretionary permits, an overview of the Endangered Species Act, implications of noncompliance with the Endangered Species Act, and required avoidance and minimization measures.

Bio-2: Preconstruction Surveys for American Badger and SJKF
A qualified biologist shall conduct a pre-construction survey within 30 days prior to the start of initial project activities to ensure badger or SJKF are not present within proposed work areas. If potential dens are discovered, they shall be monitored with a remote camera or tracking medium for at least three days to determine if they are occupied. If no activity is observed at the den, the den can be determined inactive, and the entrances will be sufficiently blocked by a qualified biologist to prevent occupation prior to construction. If the qualified biologist determines that potential dens may be active, an exclusion buffer shall be established within 50 feet of the den and the appropriate resource agencies shall be contacted for further guidance. If active dens are found during the breeding and rearing season, no activity shall occur within 200 feet (American badger) or 500 feet (SJKF) of the den without agency guidance and approval.

Bio-3: County Standard Mitigation of Impacts to SJKF Habitat
In accordance with the County Guide to SJKF Mitigation Procedures under CEQA, the client shall adopt the Standard Kit Fox CEQA Mitigation Measures and shall include these measures on development plans. The following summarizes those that are applicable to this project:

- Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles Community Development Department that states that one or a combination of the following three San Joaquin kit fox compensatory mitigation measures has been implemented. The City in consultation with the CDFW will review the project site against the SJKF habitat evaluation form scoring and make a final determination of the appropriate ratio for project impact compensation for the loss of movement habitat within the corridor. The calculations below are for reference and assume a maximum 3:1 ratio will be required by CDFW.

    1. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of 29 acres (9.6 acres of development multiplied by 3 as a result of an applied 3:1 mitigation ratio) of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Wildlife and the City. This mitigation alternative (a.) requires that all aspects if this program must be in place before City permit issuance or initiation of any ground disturbing activities.

2. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (b) above can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the CDFW and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy," would total: $72,000 (9.6 x 3 x $2,500). This fee is calculated based on the 2020 cost-per-unit of $2,500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; actual cost may increase (or decrease) depending on the timing of payment and final mitigation ratio required. This fee must be paid after the CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.

3. Purchase credits in a CDFW-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (c) above can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the CEQA. The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, would total: $72,000 (9.6 x 3 x $2,500). This fee is calculated based on the 2020 cost-per-credit of $2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Actual cost may increase (or decrease) depending on the timing of payment and final mitigation ratio required. Purchase of credits must be completed prior to City permit issuance and initiation of any ground disturbing activities.

- A maximum 25 mile-per-hour speed limit shall be required at the project site during construction activities.
- All construction activities shall cease at dusk and not start before dawn.
- A qualified biologist shall be on-site immediately prior to initiation of project activities to inspect for any large burrows (e.g., known and potential dens) and to ensure no wildlife are injured during project activities. If dens are encountered, they should be avoided as discussed below.
- Exclusion zone boundaries shall be established around all known and potential SJKF dens.
- All excavations deeper than 2 feet shall be completely covered at the end of each working day or provided with one or more escape ramps constructed of earth fill or wooden planks every 200 feet.
- All pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be inspected for SJKF and other wildlife before burying, capping, or moving. If a kit fox is found within material stored onsite, the material will not be moved until the kit fox has left on its own.
- All food-related trash shall be removed from the site at the end of each workday to not attract SJKF to the project site.
- Project-related equipment shall be prohibited outside of designated work areas and access routes.
- Disturbance to burrows shall be avoided to the greatest extent feasible.
- No rodenticides or herbicides should be applied in the project area.
- Permanent fences shall allow for SJKF passage through or underneath (i.e., an approximate 4-inch passage gap shall remain at ground level).

Bio-4: Preconstruction Surveys for Nesting Birds

If work is planned to occur between February 1 and August 31, a qualified biologist shall survey the area for nesting birds within one week prior to activity beginning on site. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be placed around non-listed, passerine species, and a 250-foot buffer will be implemented for raptor species. All activity will remain outside of that buffer until a qualified biologist has determined that the young have fledged or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If special-status avian species are identified, no work will begin until an appropriate buffer is determined in consultation CDFW, and/or the USFWS.

Conclusion

The potential for impacts to special-status biological resources as a result of proposed project activities is considered low. No special-status species were observed directly within the survey area, and no special-status botanical species are expected to occur in the project area. Wildlife that may occur includes American badger, SJKF, and nesting birds. **Overall, the extent of potential impacts as a result of proposed project implementation are expected to be minimal, and implementation of the recommended measures will avoid and/or minimize impacts to sensitive resources to a less than significant level.**

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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	
Discussion: According to the BRA by Terra Verde, no riparian habitat was identified on the site. There are two storm water detention basins on the site related to the existing Treana Winery facility. The study indicates that both basins are likely not considered jurisdictional because they are man made, routinely maintained, and lack connectivity to any natural drainage features. As such no jurisdictional aquatic features are present within the survey area. The Project would have a less than significant impact.					
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?	☐	☐	☒	☐	
Discussion: See response IV.b above.					
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?	☐	☐	☒	☐	
Discussion: As identified by the Biological Resources Assessment (BRA) prepared by Terra Verde, due to the project site being surrounded by the airport and a variety of developed urban uses, the project site does not represent a substantial movement corridor for wildlife and the project is not expected to increase the level of fragmentation in the region nor is it expected to create a barrier to wildlife movement The Project would have a less than significant impact..					
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	
Discussion: The City of Paso Robles has an Oak Tree Protection Ordinance that requires the preservation and protection of oak trees related to development of a site where there is a native oak tree over 6-incues in diameter. There are no oak trees located on this site. The Project would have no impact.					
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?	☐	☐	☐	☒	
Discussion: There are no Habitat Conservation Plans or other related plans in the City of Paso Robles. The Project would have no impact.					

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
V. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒	
Discussion: There are no historic resources located on this site. The structures that are on site are the existing Treana Winery facility.					
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐	

Discussion (b-c):

The west half of the site is approximately 10.5-acre parcels and is currently used as a wine production facility, parking lot, and contains landscaped ornamental vegetation. The proposed project site (6-acre area on the east part of the site) has been subject to current and historic agricultural activities including tilling and crop production. Topography on site is flat, with elevations ranging from approximately 822 to 830 feet (250 to 252 meters). The project site is bordered by Paso Robles Municipal Airport to the north, and by agriculture and rural commercial properties on the east, south, and west. The surrounding landscape consists primarily of airport facilities, active vineyards and agricultural lands, a golf course, and rural residential and commercial developments. One operational detention basin associated with the existing wine production facility was observed within the project area and connects to a channelized detention basin northwest of the project area.

As part of the Paso Robles Phase 1 Airport Area Infrastructure Improvement and Dry Creek Road Alignment Projects, a Phase 1 Archeological Study was prepared. The study area included the portion of Dry Creek Road along the frontage of the Treana project site. The study concluded that no resources were observed within the project site area. Additionally, a records such was completed and there were no cultural resources identified in the project area for the city public works project.

Based on this site being flat and in an area that is not located near a water way or bluff location, and since there were no cultural resources identified in the Cultural Study prepared for the Dry Creek Road Alignment Project, the site would seem to present a low potential for archaeological resources.

The following conditions of approval will be included with the project that outlines working with a qualified archaeologist, in the event that archeological resources are discovered during site disturbance.

In the event that these resources are inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or fossil recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency(ies). Any potentially significant artifacts, sites or features observed shall be collected and recorded in conjunction with best management practices and professional standards. Any cultural items recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

A report documenting the results of the monitoring efforts, including any data recovery activities and the significance of any cultural resources will be prepared and submitted to the appropriate City and County personnel.

Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to insure the integrity of the immediate area must be taken. The Orange County Coroner will be immediately notified. The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions will be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
VI. ENERGY. Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐	

Discussion:

The proposed Project is two commercial buildings subject to air quality and energy efficiency requirements which are often referred to as the Green Building Standards or the Building Energy Efficiency Standards. An Air Quality Study was prepared for this project and mitigation measures have been identified to reduce inefficient, wasteful, or unnecessary consumption of energy. For instance, although standard construction practices are expected to promote energy efficiency, the Project will be required exceed Cal Green Standards by 25% for providing on site bicycle parking, bike lockers or locked room for bike storage and implement programs to reduce employee vehicle miles traveled. With implementation of these measures and compliance with applicable state and local regulations, the long-term operation of the proposed Project would not result in consumption of energy resources that would be unnecessary, inefficient, or wasteful; therefore, impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	

Discussion: The proposed project will not conflict .with adopted energy conservation plans and compliance with the California Energy Code, the Project would be required to be in full compliance with the California Building Code, including applicable green building standards and building energy efficiency standards. Furthermore, the City's General Plan and Conservation Element ensures the conservation and preservation of energy resources by increasing the energy efficiency of buildings, appliances, and buildings to the use of alternative forms of energy. The Project would not conflict with other goals and policies set forth in the general plan pertaining to renewable energy and energy efficiency. Furthermore, implementation of mitigation measures identified in Section III, Air Quality and Section VIII, Greenhouse Gas Emission would further ensure that the proposed Project meets or exceeds building code requirements related to building energy efficiency. Therefore, the proposed Project would not conflict with state or local plans for renewable energy or energy efficiency and potential impacts would be less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
VII. GEOLOGY AND SOILS. Would the project:					
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.	☐	☐	☒	☐	**3, 10**

Discussion: There are two known fault zones on either side of the Salinas River Valley. The Rinconada Fault system runs on the west side of the valley, and grazes the City on its western boundary. The San Andreas Fault is on the east side of the valley and is situated about 30 miles east of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the California Building Code (CBC) to all new development within the City. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

Review of available information and examinations indicate that neither of these faults is active with respect to ground rupture in Paso Robles. Soils and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard conditions of approval[10], the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant.

ii) Strong seismic ground shaking?	☐	☐	☒	☐	**3**

Discussion: The proposed project will be constructed to current California Building Codes. The General Plan EIR[3] identified impacts resulting from ground shaking as less than significant since this project will include adequate structural design and will not be constructed over active or potentially active faults. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	**3, 10**

	Discussion: Per the General Plan EIR[3], the project site is located in an area with soil conditions that have a low to moderate potential for liquefaction or other type of ground failure due to seismic events and soil conditions. To implement the EIR's mitigation measures to reduce this potential impact, the City has a standard condition[10] to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all building permits for new construction, and incorporation of the recommendations of the reports into the design of the project.					
	iv) Landslides?	☐	☐	☒	☐	**1**
	Discussion**:** Per the General Plan Safety Element[1], the project site is in an area that is designated a low-risk area for landslides. Therefore, potential impacts due to landslides is less than significant.					
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	**15**
	Discussion: The Soil Survey Map available by the NRCS for the site indicates the site's runoff properties are low[15]. For projects of this size, a Storm Water Pollution Prevention Plan (SWPPP) and an erosion control plan are required to be approved by the City Engineer prior to commencement of site grading, which will result in a less than significant impact.					
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?	☐	☐	☒	☐	
	Discussion: See response to items a.iii. and a.iv. above.					
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?	☐	☐	☒	☐	
	Discussion: The City has a standard condition[10] to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all building permits for new construction, and incorporation of the recommendations of the reports into the design of the project. The study's recommended strategies will be required at the time of building permit submittal, therefore impacts are less than significant.					
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	
	Discussion: The proposed project will be connected to the City's sewer system; and therefore, the issue of site soil ability to support septic tanks is not applicable.					
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	
	Discussion: No known paleontological resources or geological features are known to exist on the site. No impacts are expected.					

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
VIII. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	

Discussion:

CalEEMod was used to quantify GHG emissions associated with proposed project construction activities, as well as long-term operational emissions produced by motor vehicles, electricity use, water use, solid waste, and landscape maintenance equipment. GHG emissions were calculated with CalEEMod for the operational year of 2030 for comparison to the calculated 2030 GHG efficiency significance threshold. These included the same CalEEMod inputs as the air quality calculations, except for the operational year of 2030 (instead of 2025) and PG&E's CO2e intensity factor for 2030. CalEEMod incorporates GHG emission factors for the central electric utility serving the project area. The PG&E CO2e intensity factor for 2030 (132.6 pounds/megawatt hour) was calculated using the 2018 intensity factor (203.98 pounds/megawatt hour) within CalEEMod, PG&E's 2018 delivered electricity from renewables (39 percent), and the states' requirement of 60 percent renewable electricity by 2030.22Default rates for energy consumption were assumed in the model. CalEEMod output worksheets are included in Attachment A: CalEEMod Data Inputs and Emissions Outputs.

The proposed project's estimated construction GHG emissions are presented in Table 8. Construction GHG emissions were quantified with CalEEMod and were estimated to generate 453 metric tons of carbon dioxide equivalents (CO2e) in 2023 and 165 metric tons of CO2e in 2024, for a total of 618 metric tons of CO2e over the entire construction period. Per SLO County ACPD Guidance, to amortize the construction GHG emissions over the life of the Project, total GHG emissions are divided by 25 years and then added to the annual operational GHG emissions.

Table 8: Annual Construction GHG Emissions

Source	Annual Metric Tons of CO_2e
Year 2023	453
Year 2024	165
Total	618
25-Year Amortized	**24.7**

SOURCE: CalEEMod Version 2020.4.0

The proposed project's estimated operational GHG emissions are presented in Table 9. As shown in Table 9, the proposed project would have a GHG efficiency of approximately 1.7 metric tons of CO2e per service population per year, which is below the significance threshold of 3.4 metric tons of CO2e per service population per year. **As a result, this impact would be less than significant.**

Table 9: Annual 2030 Unmitigated Operational GHG Emissions

Source	Annual Metric Tons of CO_2e
Area Sources	0.1
Energy[1]	25.5
Mobile[2]	246.0
Solid Waste	2.6
Water	1.2
Amortized Construction	24.7
Total Unmitigated Operational Emissions	300.1
Service Population (SP)[2]	182
Project GHG Efficiency (metric tons CO_2e/SP/yr)	**1.65**
GHG Efficiency Threshold (metric tons CO_2e/SP/yr)	3.4
Potentially Significant (Yes or No)?	No

SOURCE: CalEEMod Version 2020.4.0

NOTES: 1. Assumes the proposed project includes on-site solar generating 80 percent of the proposed project expansion's electricity requirements. Assumes an estimated PG&E CO_2e intensity factor for 2030 of 132.6 pounds/megawatt hour.

2. Trip generation and service population estimated derived from the Transportation Analysis performed by Central Coast Transportation Consulting (November 17, 2022).

b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	**1**

Discussion:

The City of Paso Robles Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development. The CAP includes measures to reduce community-wide GHG emissions by 15 percent below 2005 levels by 2020. The proposed project expansion would be consistent with the applicable mandatory measures in the Climate Action Plan, as shown below.

Measure E-5: Energy Efficient Public Realm Lighting Requirements.
(1) Does the project utilize high efficiency lights in parking lots, streets, and other public areas? Project Consistency Determination: Yes, proposed project would use lighting consistent with current Title 24 Building Energy Efficiency Standards.

Measure TL-1: Bicycle Network.
(2) For non-residential development, does the project comply with mandatory California
Green Building Standards Code bicycle parking standards? Project Consistency Determination: Yes, Mitigation Measure AQ-1 supports bicycle use and provides safe storage for cyclists.

Measure TL-2: Pedestrian Network.

(1) Does the project provide a pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site? Project Consistency Determination: Yes, pedestrian connectivity would be provided throughout the existing and expanded facility and to the public right-of-way. Payment of required traffic impact fees would account for off-site/public improvements.
(2) Does project minimize barriers to pedestrian access and interconnectivity? Project Consistency Determination: Yes, pedestrian connectivity would be provided throughout the existing and expanded facility and to the public right-of-way. Payment of required traffic impact fees would account for off-site/public improvements.
(3) Does the project implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)? Project Consistency Determination: Yes, marked crosswalks would be provided internally. Payment of traffic impact fees account for off-site/public improvements.

Measure TL-3: Expand Transit Network.
1) Does the project provide safe and convenient access to public transit within and/or contiguous to the project area? Project Consistency Determination: Not applicable, public transit is not available in this part of the City.

Measure TL-8: Infill Development.
(1) Is the project consistent with the City's land use and zoning code? Project Consistency
Determination: Yes, the proposed project is consistent with the City's land use and zoning code, as required.

Measure W-1: Exceed SB X7-7 (Water Conservation Act of 2009), Water Conservation Target. 1) Does the project meet CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation? Project Consistency Determination: Yes, the proposed project would be consistent with required state and local requirements for water conservation.

Measure S-1: Solid Waste Diversion Rate
1) If the project involves construction or demolition, will the contractor divert 65 percent of non-hazardous construction or demolition debris? Project Consistency Determination: Yes, the proposed project would be consistent with the required state and local requirements for demolition and construction debris recycling.

Measure T-1: Tree Planting Program.
(1) Does the project include the planting of native and drought- tolerant trees beyond those required as mitigation for tree removal? If so, how many? Project Consistency Determination: Yes, tree planting is included in the proposed project and would meet City requirements.

As noted above, the proposed project expansion would be consistent with the applicable mandatory measures from the City's Climate Action Plan. The City's CAP is based on the state's 2020 GHG reduction target mandated by Assembly Bill 32. As noted in Impact GHG-1, the proposed project would be below 2030 GHG efficiency threshold based on the state's 2030 GHG reduction target mandated by Senate Bill 32 as set forth in CARB's 2017 Scoping Plan Update. Because the proposed project GHG emissions are below the 2030 GHG efficiency threshold, the proposed project would not conflict with 2030 state goals and regulations for reducing GHG emissions. **Therefore, the proposed project would not generate GHG emissions that could have a significant impact on the environment or conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. GHG emissions impacts would be less than significant**

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	
Discussion: The proposed project does not include the use, transport, or storage of hazardous materials and will not result in a risk of accidental explosion or release of hazardous substances. Therefore, the project will not have an impact on this environmental factor.					
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?	☐	☐	☐	☒	
Discussion: The proposed project does not include the use, transport, or storage of hazardous materials and will not result in a risk of accidental explosion or release of hazardous substances. Therefore, the project will not have an impact on this environmental factor.					
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	**16**
Discussion (c and d): c) No schools or proposed schools are within ¼ mile of site. d) The proposed project is not listed on the Cortese List compiled by the California Department of Toxic Substances Control[16].The project will not create a significant hazard to the public or the environment.					
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?	☐	☐	☐	☒	**4**
Discussion: The project site is within Airport Safety Zone 5, which is the Traffic Pattern Zone[4]. Indoor manufacturing and warehousing uses are compatible in Zone 5. Noise contours included in the 2007 Paso Robles Airport Land Use Plan indicate the site is outside of the nearest mapped noise contours. Although some noise is anticipated, because the project is outside of the noise sensitive areas, no significant noise impact is expected.					
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	
Discussion: The City does not have any adopted emergency response plans. As proposed, the development would not interfere with emergency response.					
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐	
Discussion: The city does not contain any very-high fire severity zones. The site is at the urban – rural fringe, but is not heavily wooded. It is unlikely to be impacted by wildland fires.					

X. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐	

Discussion: The project will disturb more than 1 acre of land, so will be required to submit a Storm Water Pollution Prevention Plan (SWPPP). In addition, the development will be subject to the Regional Water Quality Control Boards Post Construction Stormwater Management Requirements. Erosion control measures and best management practices (BMPs) are required to be incorporated into grading and construction plans for the short and long-term management and protection of water quality.

A preliminary Stormwater Control Plan has been prepared for the project (Attachment 7). Both phases show the construction of bioswales integrated into the landscaping and excess runoff from the swales channeled to a storm drain system and then to a retention basin sized to fully retain a 100-year storm runoff event. **Considering the project design for stormwater control, impacts as a result of the development of this project on stormwater will be less than significant.**

b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐	**7, 10**

Discussion: The project site is within the City limits and it is zoned to allow for light industrial uses. The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. According to the 2020 Urban Water Management Plan (UWMP), the City of Paso Robles anticipates a water demand of 9,451 acre-feet/year at full buildout, with supply availability projected to be 15,088 acre-feet/year to serve development during normal, dry, and multiple dry years.

Based on information the city has for winery projects of similar size, it is anticipated that the water consumption would be approximately 35 acre-ft/year for domestic water. The City's General Plan identified this site for future availability for water and sewer service, and the UWMP, and based on the water demand, water is accounted for with this project and is available even at full buildout.

Standard conditions[10] applied to all new development require the payment of development impact fees for water service expansion to mitigate its proportionate share of related impacts.

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:	☐	☐	☒	☐	**10**

Discussion: The proposed new impervious surface area is 367,674 square feet, which qualifies the project as Tier 4, per the City and Regional Water Quality Control Board Post-Construction Stormwater Requirements (PCRs), based on the preliminary Stormwater Control Plan (Attachment 7).

There are a variety of methods to satisfy PCRs through the site's design. For instance, the proposed site will follow existing grades to maintain general sloping to the north. The site layout uses minimum driveway widths to reduce impervious coverage and to maximize open space for structural control measures and landscaping. Additionally, there are multiple bioswales and detention basins to capture runoff.

Based on the amount of proposed grading, there is potential for construction activities to temporarily alter existing drainage patterns on-site. The temporary alteration of drainage patterns may result in an increase of erosion and siltation at the project site during construction activities. Standard conditions of approval will require the project to prepare a final SWPPP to be approved prior to the issuance of building permits and to be implemented during both phases of construction activities. The SWPPP would include BMPs to avoid or minimize erosion and siltation during construction activities. Long-term erosion and sedimentation caused by alteration of drainage patterns is not anticipated because project grading would maintain the natural grade of the site. In addition, the project would be subject to Central Coast RWQCB PCRs 1, 2, 3, and 4 to manage long-term erosive and other pollutant runoff from the site. The preliminary Stormwater Control Plans for the project site identifies strategies to comply with required PCRs, which would be implemented following approval of the plan. Implementation of stormwater control strategies would avoid or minimize long-term erosive runoff from the site, **therefore this project's impacts related to existing drainage and alteration of the site are less than significant.**

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

Discussion: See discussion X.c (above). Additionally, in compliance with State and local regulations, during construction erosion and/or stormwater control measures such as a detention basin as outlined in the storm water control plan (Attachment 7) for the project will be implemented during site disturbance; **therefore the project is not expected to result in substantial erosion or siltation.**

	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐	
	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	☐	☐	☒	☐	

iv) impede or redirect flood flows?	☐	☐	☒	☐	
Discussion (ii-iv): See the discussion in X.a (above) for discussion on the stormwater management approach. storm water measures and BMPs will be installed and implemented to decrease the amount/rate of surface runoff during storm events.					
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒	
Discussion: The proposed project is located in an area of minimal flood hazard (Zone X), so no impacts to this environmental factor are anticipated.					
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	
Discussion: See the discussion in X.a for discussion on the stormwater management approach. Storm water measures and BMPs will be installed and implemented to adhere to the City's Stormwater Management Program, therefore impacts would be reduced to less than significant.					

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
XI. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	**1,2**
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?	☐	☐	☐	☒	**1,2**

Discussion (a and b)**:**

a) The project is a light industrial development in the Airport (AP) zoning district. The proposed development is consistent with the General Plan and Zoning designations. No established community will be divided.

b) The proposed project is subject to the City General Plan and Zoning Code. These documents and ordinances include standards to protect aesthetic quality and scenic viewsheds, biological resources, cultural resources, and public health and safety. Specific requirements or policies identified in these documents are discussed in specific resource sections. Based on project design and compliance with existing zoning and land use regulations, the project would be consistent with policies adopted for the purpose of avoiding or mitigating environmental effects. The Project will have less than significant impacts.

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
XII. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	☒	**1**
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?	☐	☐	☐	☒	**1**

Discussion (a and b)**:** There are no known mineral resources at this project site. The Project would have no impact.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
XIII. NOISE. Would the project result in:					
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?	☐	☐	☒	☐	**1, 5**
Discussion: The project will be subject to the City's Noise Element and Noise Ordinance[1, 5]. Construction of the project will result in short term, temporary increases in ambient noise during the daytime. Since standard conditions limit the hours of construction from 7 am to 7 pm and excludes construction on Sundays and Federal Holidays, the project is not expected to result in a significant noise impact resulting from construction noise. The closest sensitive receptor to the Trena site is some large lot single family residences located on the south side of Dry Creek Road approximately 200-feet from the proposed new case goods storage building and the nearest residence. The residences are within City limits and are located in an AG zone. The new case goods building is proposed to be built on the east side of the site where the closest residence is approximately 200 feet to the east. The bottling and storage buildings are not anticipated to have on-going noise. In fact these buildings will provide as a buffer from the residences and the more noise producing wine production areas of the Treana facility which will be on the west side of the property. The east side of the project, adjacent to Wright Way is the closest area to the residences. The east side of the project has minimal activity. Besides two truck docks located near the southeast corner of the site, there are no outdoor activities and no openings in the building. The two truck docks are oriented north and will have a 27-foot-wide landscape planter between the truck parking area and the east property line. Given the 200-foot distance from the Treana building to the nearest building, a 27-foot-wide planter area, and since the truck docks are oriented to the north, it is anticipated that the sound level, at the receiving house would be less than the 60 dBA interior noise standard, which also includes ambient background noise, outlined in the City's Noise Element. This project's impacts would be less than significant during operational stages.					
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	
Discussion: The levels of groundborne noise and vibration generated by project construction would be low, and noise would only occur during daytime hours of construction and would cease upon completion of the project construction. Therefore, impacts from groundborne vibrations are considered to be less than significant.					
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?	☐	☐	☐	☒	
Discussion: The project site is within Airport Safety Zone 5, the Traffic Pattern Zone4. Indoor manufacturing and warehousing uses are compatible in Zone 5. Noise contours included in the 2007 Paso Robles Airport Land Use Plan indicate the site is outside of the nearest mapped noise contours. Although some noise from airport operations is anticipated, because the project is outside of the noise sensitive areas, no significant noise impact is expected.					

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
XIV. POPULATION AND HOUSING. Would the project:					
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)?	☐	☐	☐	☒	**1**

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	**1**
Discussion (a and b): The project will not induce population growth, displace substantial housing or people..					

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
XV. PUBLIC SERVICES. Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	☐	☐	☒	☐	
Fire protection?	☐	☐	☒	☐	
Police protection?	☐	☐	☒	☐	
Schools?	☐	☐	☒	☐	
Parks?	☐	☐	☒	☐	
Other public facilities?	☐	☐	☒	☐	
Discussion: The proposed winery expansion project is a permitted use within the AP zoning district and consistent with the types of uses anticipated in the BP (business park) land use area, therefore project will result in an incremental but not significant demand for additional government services, which will be mitigated through payment of development impact fees. Therefore, impacts that may result from this project on government services are considered less than significant.					

Issues	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
XVI. RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	
Discussion (a and b**):** The project is for light industrial uses and is not expected to have a significant impact on local recreation facilities.					

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
XVII. TRANSPORTATION. Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐	**1**

Discussion: A Traffic Impact Study (TIS) was prepared for this project by Central Coast Transportation Consulting, dated November 2022 (Attachment 8) along with a follow up memo refining the mitigation measures dated February 1, 2023 (Attachment 9). According to the study, the Treana Winery project would generate approximately 380 new vehicle and truck trips per weekday, including 38 AM and 40 PM peak hour trips using warehouse trip generations rates.

Since the SR 46 E and Airport Road intersection has a high collision rate that is significantly higher than the statewide average rate for similar facilities, mitigation measures will be required to maintain consistency with the safety policies established in the Circulation Element.

The mitigation measures are reflected below:

These mitigation measures include the following:

T-1. Restricting southbound left turns at the SR 46E / Airport Road intersection.

T- 2. Prepare and implement a Transportation Demand Management Plan (TDMP) including truck time-of-day restrictions and truck routes. The TDMP shall emphasize that east bound outbound distribution trucks use Airport Road to Golden Hill Road consistent with the Caltrans recommendations and prohibit outbound distribution trucks between the following times:
- Monday through Thursday: 3 to 6 PM
- Friday: 2 to 6 PM
- Sunday: 10 AM to 2 PM

T-3. The SR46E/Airport Road intersection improvements be completed prior to occupancy of any of the proposed Treana buildings and that all applicants participate in an agreement to share the costs associated with the design and construction.

T-4. Following construction of the Huer Huero Creek Bridge, the TDMP will need to be amended to require that all trucks use the bridge to access Golden Hill Road and SR46E. Evaluate truck levels after occupancy and construction of the bridge prior to removing the time restrictions listed above.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐	

Discussion: A Traffic Impact Study (TIS) was prepared for this project by Central Coast Transportation Consulting, dated November 2022 (Attachment 8), which concluded the project will have a less than significant impact on vehicle miles traveled (VMT) based on the City's 2022 Transportation Impact Analysis Guidelines thresholds, which indicate, "Office and industrial projects may have a significant impact if the work VMT per employee exceeds 85 percent of the regional average". Based on the SLOCOG Travel Demand Model, the project is expected to have a work VMT lower than the threshold of significance. The project will have a less than significant impact.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒	

Discussion: The project is located on a straight stretch of Airport Road. There are no hazardous design features associated, with, planned for or will result from this project. The project will have no impact.

d) Result in inadequate emergency access?	☐	☐	☐	☒	

Discussion: The project has been reviewed by the City's Department of Emergency Services. The project will not impede emergency access, and is designed in compliance with all emergency access safety features and to City emergency access standards. The project will have no impact.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
XVIII. TRIBAL CULTURAL RESOURCES.					
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☒	☐	
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	☐	☐	☒	☐	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐	

Discussion: As identified in Section V., the west half of the site is an approximately 10.5-acre parcel which is currently used as a wine production facility, parking lot, and contains landscaped ornamental vegetation. The proposed project site has been subject to current and historic agricultural activities including tilling and crop production. Topography on site is flat, with elevations ranging from approximately 822 to 830 feet (250 to 252 meters). The project site is bordered by Paso Robles Municipal Airport to the north, and by agriculture and rural commercial properties on the east, south, and west. The surrounding landscape consists primarily of airport facilities, active vineyards and agricultural lands, a golf course, and rural residential and commercial developments. One operational detention basin associated with the existing wine production facility was observed within the project area and connects to a channelized detention basin northwest of the project area.

As part of the Paso Robles Phase 1 Airport Area Infrastructure Improvement and Dry Creek Road Alignment Projects, a Phase 1 Archeological Study was prepared (Attachment 10). The study area included the portion of Dry Creek Road along the frontage of the Treana project site. The study concluded that no resources were observed within the project site area. Additionally, a records such was completed and there were no cultural resources identified in the project area for the city public works project.

As part of the Dry Creek Road project a records search was prepared by the Native American Heritage Commission, where it was indicated that the results were negative. Additionally, a list of Native American tribes was included for further contact. Contact was made to those tribes listed, and there was one request for further information by The Northern Chumash Tribal Council. Consultation occurred with Fred Collins which resulted in the suggestion for spot monitoring during the start of grading.

Based on this site being flat and in an area that is not located near a water way or bluff location, and since there were no cultural resources identified in the Cultural Study prepared for the Dry Creek Road Alignment Project, the site would seem to present a low potential for archaeological resources.

The following conditions of approval will be included with the project that outlines working with a qualified archaeologist and tribal monitor if archeological resources are discovered during site disturbance.

In the event that these resources are inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or fossil recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency(ies). Any potentially significant artifacts, sites or features observed shall be collected and recorded in conjunction with best management practices and professional standards. Any cultural items recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

A report documenting the results of the monitoring efforts, including any data recovery activities and the significance of any cultural resources will be prepared and submitted to the appropriate City and County personnel.

Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to insure the integrity of the immediate area must be taken. The Orange County Coroner will be immediately notified. The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions will be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:					
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?	☐	☐	☒	☐	
Discussion: There is existing water and sewer available in Dry Creek Road and new services will be included with the construction of Wright Way along the project eastern boundary. Per the City's General Plan EIR, Urban Water Management Plan, and Sewer System Management Plan, the City's water and wastewater treatment facilities are adequately sized, including planned facility upgrades, to provide water needed for this project and treat effluent resulting from this project. Therefore, this project will not result in the need to construct new facilities. No new off-site storm drainage facilities will be required to be constructed with this project, since the plans demonstrate all stormwater will be retained on-site. Based on this being an infill site with all utilities reasonably available, impacts to these facilities will be less than significant.					
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐	
Discussion: The project site is within the City limits and it is zoned to allow for industrial development. The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. The City's General Plan identified this site for future availability for water and sewer service, with the Urban Water Management Plan (UWMP) verifying there is adequate capacity to serve the project. Based on these factors, water use for this project has been accounted for and therefore impacts to groundwater supplies are less than significant. Standard conditions applied to all new development require the payment of development impact fees for water service expansion to mitigate its proportionate share of related impacts. The project site is within the City limits and it is zoned to allow for industrial development. The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. According to the 20220 Urban Water Management Plan (UWMP), the City of Paso Robles anticipates a water demand of 9,451 acre-feet/year at full buildout, with supply availability projected to be 15,088 acre-feet/year to serve development during normal, dry, and multiple dry years. The applicant has provided information that indicates that the existing winery uses 22acre-feet/year, and the completed project will use 42 acre-feet/year for domestic water. The City's General Plan identified this site for future availability for water and sewer service, and the UWMP, and based on the indicated water demand, water is accounted for with this project and is available even at full buildout.					
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?	☐	☐	☒	☐	
Discussion: The project's generated wastewater flows would ultimately flow to the City's Wastewater Treatment Plant (WWTP). In 2020 the average daily influent flow to the WWTP was 2.11 MGD and the maximum influent flow was 2.39 MGD in August, which is well below the WWTP design capacity of 4.9 MGD. As noted above in the amount of water used by the project, there is anticipated to be an equivalent amount of wastewater received by domestic water use. Domestic sewage (toilets, urinals, lavs, sinks, drinking fountains, dishwashers, etc.) within the building will be kept separated from winery waste and will flow to the sewer in Dry Creek Road. Winery effluent will be treated onsite first, and then will flow to the extended sewer in Dry Creek Road. As part of the wine operations, it is anticipated that the on-site wastewater treatment plant would handle approximately 3.8 million gallons per year, which equates to approximately 10,410 gallons per day. According to the design capacity of 4.9 MGD, the additional flow from the project would be able to be handled by the current treatment plant, and therefore impacts to wastewater treatment will be less than significant.					

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?	☐	☐	☒	☐	
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐	

Discussion (d-e): The City owns a fully permitted Class III non-hazardous solid waste landfill which is estimated to have sufficient airspace capacity to the year 2077, based on a 2021 Updated Joint Technical Document that was prepared for the landfill. The City of Paso Robles generates 45,000 tons of solid waste annually. It dumps this waste into its own landfill. The landfill has a maximum permitted capacity of 6,495,000 cubic yards and a maximum permitted throughput of 450 tons of solid waste per day and 75,000 tons per year, through October 1, 2051. As of December 31, 2017, the landfill had a remaining capacity of 4,216,402 cubic yards or approximately 65% of the maximum permitted capacity.

Solid waste for the project is typically composed of paper and breakroom trash generated by office functions incidental to the warehouse operations. Generally, these are in very minimal amounts. Solid waste data has been extrapolated based on solid waste generation rates found on the CalRecycle Estimated Solid Waste Generation Rates webpage. Solid waste data for the project has been extrapolated from the CalRecycle Estimated Solid Waste Generation Rates webpage. Based on the available data, a winery type use is expected to generate approximately 5 pounds of waste, per employee, per day. With an average of 30 employees per day, this results in 150 pounds per day, or 0.07 tons per day.

The project is anticipated to generate 65 tons of solid waste per year. Based on the existing facility being able to take 75,000 tons per year, the amount of new waste is considered less than significant.

Issues		**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**Source**
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:						
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	
	Discussion: The City of Paso Robles does not have an adopted emergency response plan or evacuation plan. The site is zoned for industrial development, such as what is proposed. Therefore, the project could not impair emergency plans.					
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐	
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐	
	Discussion (b and c)**:** As previously identified in Section IX, the city does not contain any very-high fire severity zones. The site is at the urban – rural fringe, but is not heavily wooded. It is unlikely to be impacted by wildland fires and is not considered as being located within the wildland urban interface (WUI) and therefore would not need specific measures for fire-fighting purposes, beyond emergency vehicle access, clearance around buildings, and connection to water. The project has been reviewed by the City of Paso Robles Fire Department and designed with Fire Codes in mind. Given these considerations the impact will be less than significant.					
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?	☐	☐	☐	☒	
	Discussion: The project site is flat and not subject to landslide potential or significant drainage changes.					

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.					
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?	☐	☒	☐	☐	
Discussion: As noted within this environmental document, and with the mitigation measures outlined in the document, the project's future development impacts related to habitat for wildlife species will be less than significant with mitigation incorporated. The project would not result in impacts to fish habitat or impacts to fish and wildlife populations.					
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.)	☐	☐	☒	☐	
Discussion: Based on the location of the project being within the City's limits, consistency with the City's General Plan and Zoning Ordinance, and standard conditions being imposed including the payment of development impact fees, , the project would not result in any impacts that are cumulatively considerable.					
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	
Discussion: Since the site is zoned for industrial development which is anticipated by the existing General Plan and General Plan EIR, and since it would be developed at some point in the future with development that would have similar site disturbance such as grading and infrastructure for such development, and as a result of this study identifying mitigation measures for impacts created by the project, it is not anticipated that the project will result in substantial adverse environmental impacts on human beings, either directly or indirectly.					

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

Reference #	Document Title	Available for Review at:
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446 https://www.prcity.com/313/General-Plan
2	City of Paso Robles Zoning Code	https://library.municode.com/ca/el_paso_de_robles/codes/code_of_ordinances
3	City of Paso Robles Environmental Impact Report for General Plan Update	City of Paso Robles
4	2005 Airport Land Use Plan	https://www.prcity.com/354/Airport-Land-Use-Plan
5	City of Paso Robles Municipal Code	https://library.municode.com/ca/el_paso_de_robles/codes/code_of_ordinances
6	City of Paso Robles Water Master Plan	City of Paso Robles
7	City of Paso Robles Urban Water Management Plan 2016	City of Paso Robles https://www.prcity.com/DocumentCenter/View/14827/Urban-Water-Management-Plan-PDF
8	City of Paso Robles Sewer Master Plan	City of Paso Robles https://www.prcity.com/DocumentCenter/View/15356/Sewer-System-Management-Plan-PDF?bidId=
9	City of Paso Robles Housing Element	City of Paso Robles https://www.prcity.com/DocumentCenter/View/30615/201201-Adopted-Housing-Element-2021-2028

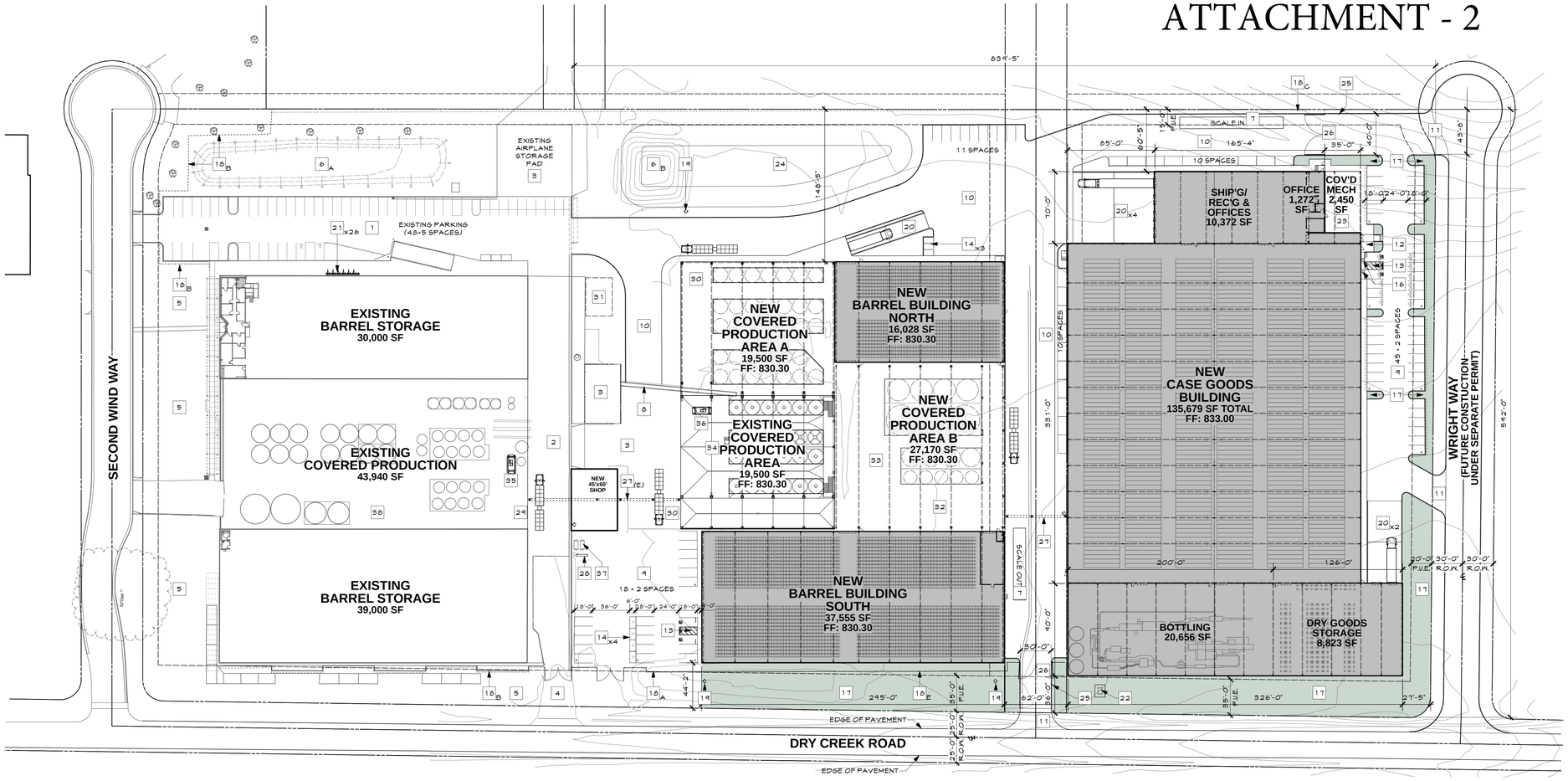
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	https://www.slocleanair.org/rules-regulations/land-use-ceqa.php
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	Regional Transportation Plan, San Luis Obispo Council of Governments, 2019	https://slocog.org/2019RTP
14	Farmland Mapping and Monitoring Program California Resources Agency	https://www.conservation.ca.gov/dlrp/fmmp
15	USDA, Natural Resources Conservation Service	https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx
16	Cortese List California Department of Toxic Substance Control	https://www.envirostor.dtsc.ca.gov/public/map/

Attachments:

1. Vicinity Map
2. Site Plan
3. Architectural Elevation
4. Mitigation Monitoring & Report Plan
5. Air Quality & Greenhouse Gas Impact Assessment (December 2022) by RCH Group
6. Biological Resources Assessment (December 2022) by Terra Verde
7. Preliminary Storm Water Control Plan, Wallace Group.
8. Traffic Impact Study (November 2022) by Central Coast Transportation Consulting
9. Central Coast Transportation Consulting Memo Response to Caltrans Letter
10. 2019 Paso Robles Phase 1 Airport Area Infrastructure Improvement and Dry Creek Road Alignment Projects

VICINITY MAP

ATTACHMENT - 2



OVERALL SITE PLAN

1" = 50' - 0"

SITE PLAN GENERAL NOTES

1. Dimensions shown are to exterior face of concrete walls
2. All curb radii shall be minimum 4'-0" u.n.o.
3. Parking space striping shall conform to the City of Paso Robles standards
4. Walks and sidewalks shall have a continuous common surface, not interrupted by abrupt changes in level exceeding 1/4" max vertical, or 1/2" max at 1(vert) : 2 (horz) slope. Walk and sidewalk surface cross slopes shall not exceed 2%.
5. Designated parking stall marking shall be painted, in the paint used for stall striping, "CLEAN AIR VEHICLE" such that the lower edge of the last words shall be aligned with the end of the stall striping, and is visible beneath a parked vehicle, per CGBSC Section 5.106.5.2.1
6. Wright Way improvements under separate permit

SITE PLAN REFERENCE NOTES

1. EXISTING ASPHALT PARKING AREAS
2. EXISTING ASPHALT DRIVE AISLE
3. EXISTING CONCRETE PAD
4. EXISTING DRIVEWAY
5. EXISTING PLANTING AREA
6. EXISTING DETENTION BASIN
   A. TO REMAIN
   B. TO BE RECONFIGURED - REFER TO CIVIL DRAWINGS
7. TRUCK SCALE
8. EXISTING UTILITY TRENCH
9. ASPHALT PARKING AREAS
10. ASPHALT DRIVE AISLE
11. CONCRETE DRIVEWAY APRON PER CITY STANDARDS - REFER TO CIVIL DRAWINGS
12. CONCRETE WALKS AND SLAB AREAS - 6" SLAB W/ #4 @ 18" O.C. EA WAY OVER 1" CL II BASE @ TRUCK TURNING AREAS, 4" SLAB W/ #4 @ 18" EA WAY OVER 6" BASE @ PEDESTRIAN WALKWAYS
13. ACCESSIBLE PARKING SPACE AND ACCESS AISLE
14. MOTORCYCLE PARKING - MIN 6'x10'
15. ACCESSIBLE PATH OF TRAVEL FROM FRONT DOOR TO PUBLIC WAY, CROSS SLOPE NOT TO EXCEED 2%, SLOPE IN DIRECTION OF TRAVEL NOT TO EXCEED 5%
16. DETECTABLE WARNING SURFACE
17. PLANTING AREA - REFER TO LANDSCAPE PLAN
18. FENCING
    A. EXISTING 4' SPLIT RAIL FENCE
    B. EXISTING 6' IRON FENCE
    C. NEW 6' CHAIN LINK FENCE
    D. NEW 6' IRON FENCE - TO MATCH EXIST
    E. NEW 4' SPLIT RAIL FENCE - TO MATCH EXIST
19. FIRE HYDRANT - REFER TO CIVIL UTILITIES PLAN
20. TRUCK LOADING DOCK
21. BIKE RACKS - 4- AND 6-BIKE RACKS
22. ELECTRICAL PAD-MOUNTED TRANSFORMER
23. COVERED MECHANICAL YARD
24. DETENTION BASIN - REFER TO CIVIL DRAWINGS
25. FIRE DEPARTMENT KNOX BOX
26. SWINGING GATE - TO MATCH IRON FENCING
27. OVERHEAD PIPE BRIDGE - MIN 15' CLR HT
28. EXISTING DOUBLE CHECK BACKFLOW PREVENTER
29. CRUSHER 1
30. CRUSHER 2
31. WASTE/RECYCLE AREA
32. BOTTLING PREP/FILTER
33. BARREL WORK AREA
34. FLASH/FERM EQUIPMENT
35. PRESS 1
36. PRESS 2
37. EXISTING PROPANE TANKS
38. EXISTING BARREL PROCESS LINE

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805/541-5604 voice

Project:

TREANA WINERY EXPANSION

4280 SECOND WIND WAY PASO ROBLES CA 93446

Client:

TREANA WINERY

4280 SECOND WIND WAY
PASO ROBLES
CA 93446

(805) 543 - 0561

Consultant:

Sheet Contents:

SITE PLAN

LICENSED ARCHITECT FRANCES PANCHOT No. 26942 REN. 10-31-23 STATE OF CALIFORNIA

FOR REVIEW ONLY

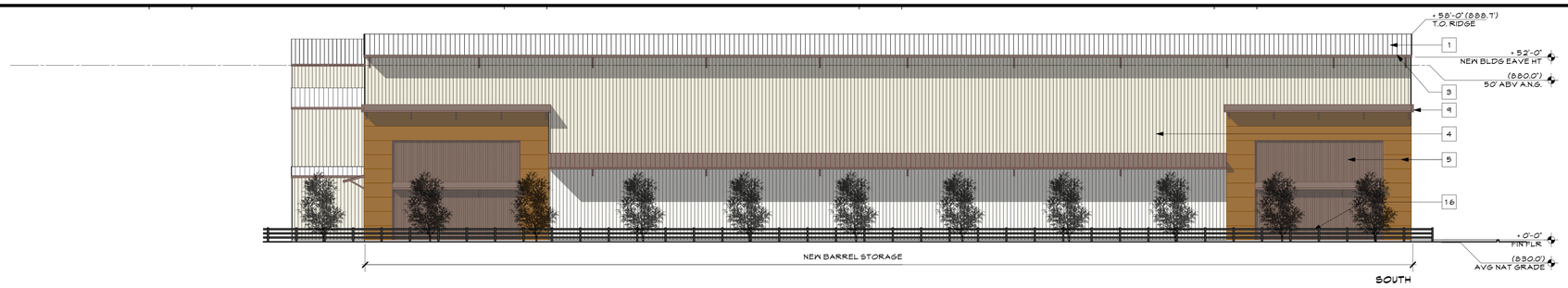
Date: 20 JUL 2022

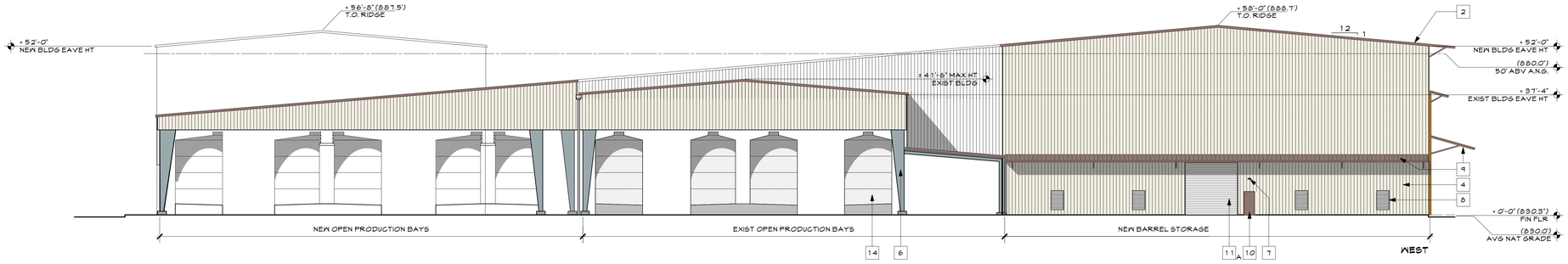
Revised: 30 SEP 2022

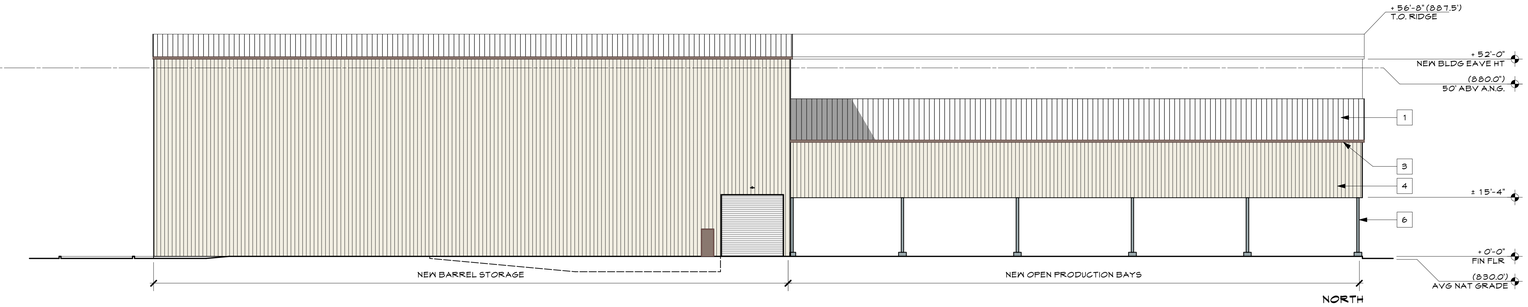
Job No: 2145

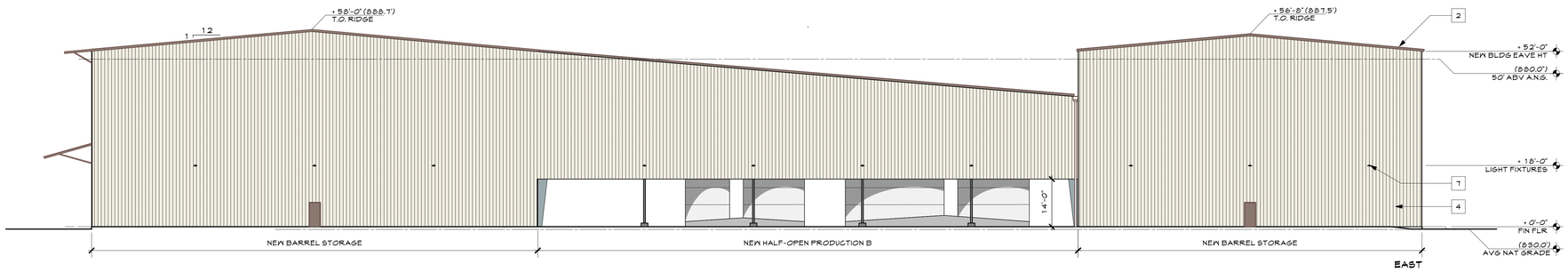
Sheet: **AC - 1**

ATTACHMENT - 3









EXTERIOR ELEVATIONS · PRODUCTION & BARREL BLDG

1/16" = 1' - 0"

ELEVATION REFERENCE NOTES

1. METAL ROOFING, COLOR: "REGAL WHITE"
2. METAL FASCIA, COLOR: "DARK BRONZE"
3. METAL GUTTER, COLOR: "DARK BRONZE"
4. VERTICAL INSULATED METAL WALL PANEL
   COLOR TO MATCH ADJACENT BUILDINGS:
   SHERWIN WILLIAMS - "GREEK VILLA" SW7551
5. METAL SIDING, COLOR: RUSTED STEEL
6. STRUCTURAL FRAME, COLOR: SW "STEELY GRAY" SW 7664
7. WALL LIGHT
8. METAL WALL LOUVER, COLOR: "GALVANIZED"
9. METAL SHADE CANOPY, COLOR: "BRONZE" FRAME,
   "RUSTED CORTEN STEEL" ROOF
10. METAL DOOR, COLOR: "DARK BRONZE"
11. CORRUGATED METAL ROLL-UP DOOR
    A. 12' X 12' DOOR, COLOR: "STEELY GRAY"
    B. 8' X 10' LOADING DOCK DOOR, COLOR: "STEELY GRAY"
12. RECESSED LOADING DOCK
13. DOCK SEALS
14. STAINLESS STEEL TANKS
15. REFRIGERATION EQUIPMENT
16. SPLIT RAIL FENCE - TO MATCH EXIST

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Consultant:

Sheet Contents:

EXTERIOR ELEVATIONS
PRODUCTION & BARREL BLDG

LICENSED ARCHITECT
FRANCES FAN GIBBS
No. C-26942
REN. 10-31-23
STATE OF CALIFORNIA

Date:
25 FEB 2022

Revised:
30 SEP 2022

Job No:
2145

Sheet:
A - 4

Attachment 4

Mitigation Monitoring and Reporting Plan

Project File No./Name: **Treana Winery Expansion**
Approving Resolution No.:____ by: ☒ Planning Commission ☐City Council Date: March 14, 2023

The following environmental mitigation measures were either incorporated into the approved plans or will be incorporated into the conditions of approval. Each and every mitigation measure listed below has been found by the approving body indicated above to lessen the level of environmental impact of the project to a level of non-significance. A completed and signed checklist for each mitigation measure indicates that it has been completed.

Explanation of Headings:

Type: ..... Project, ongoing, cumulative
Monitoring Department or Agency: ..... Department or Agency responsible for monitoring a particular mitigation measure
Shown on Plans: ..... When a mitigation measure is shown on the plans, this column will be initialed and dated.
Verified Implementation: ..... When a mitigation measure has been implemented, this column will be initialed and dated.
Remarks: ..... Area for describing status of ongoing mitigation measure, or for other information.

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
AQ-1 - The Applicant shall implement the following: a. Exceed CalGreen Standards by 25% for providing on-site bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only. b. Implement programs to reduce employee vehicle miles traveled (e.g. incentives, SLO Regional Rideshare trip reduction program, vanpools, onsite employee housing, alternative schedules (e.g. 9–80s, 4–10s, telecommuting, satellite work sites etc.).	Project	CDD	X	Notes shown on construction documents.	Prior to issuance of grading permit.

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
Mitigation Measure AQ-2 - The Applicant shall implement the following measures to control fugitive dust: a. Reduce the amount of the disturbed area where possible; b. Use of water trucks or sprinkler systems, in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that during drought conditions, water use may be a concern and the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control; c. All dirt stock pile areas should be sprayed daily as needed; d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;	Project	CDD	X	Notes shown on construction documents.	Prior to issuance of grading permit.

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established; f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD; g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used; h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site; i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114; j. To prevent Track Out, designate access points and require all employees, subcontractors, and others to use them. Install and operate a "track-out prevention device" where vehicles enter and exit unpaved roads onto paved streets. The					

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
track-out prevention device can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices require periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304; k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible; l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20%					

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.					
Mitigation Measure AQ-3 The Applicant shall implement the following measures to reduce DPM during operations: a. Electrical main service panel for the case goods warehouse building shall be designed to accommodate the potential future installation of electric charging stations for haul trucks. b. In accordance with ARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Heavy-duty diesel-fueled truck idle time shall be limited to 5-minutes/truck when not in use. Signage shall be posted at loading dock areas to advise drivers of this requirement. c. Warehouse service equipment (e.g., yard hostlers, yard equipment, forklifts, pallet jacks) shall be zero emission.					

Attachment 4

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
Bio-1: Environmental Training An environmental awareness training shall be presented to all construction personnel by a qualified biologist prior to start of project activities. The training shall include color photographs and a description of the ecology of all special-status species known or determined to have potential to occur, as well as other sensitive resources requiring avoidance near project impact areas. The training shall also include a description of protection measures required by any discretionary permits, an overview of the Endangered Species Act, implications of noncompliance with the Endangered Species Act, and required avoidance and minimization measures.	Project	CDD / Qualified Biologist	X	Notes shown on construction documents. Site inspection as needed.	Prior to issuance of grading permit for each Phase.
Bio-2: Preconstruction Surveys for American Badger and SJKF A qualified biologist shall conduct a pre-construction survey within 30 days prior to the start of initial project activities to ensure badger or SJKF are not present within proposed work areas. If potential dens are discovered, they shall be monitored with a remote camera or tracking medium for at least three days to determine if they are occupied. If no activity is observed at the den, the den can be determined inactive, and the entrances will be	Project	CDD / Qualified Biologist	X	Notes shown on construction documents. Site inspection as needed.	Prior to issuance of demolition permit in either Phase.

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
sufficiently blocked by a qualified biologist to prevent occupation prior to construction. If the qualified biologist determines that potential dens may be active, an exclusion buffer shall be established within 50 feet of the den and the appropriate resource agencies shall be contacted for further guidance. If active dens are found during the breeding and rearing season, no activity shall occur within 200 feet (American badger) or 500 feet (SJKF) of the den without agency guidance and approval.					
Bio-3: County Standard Mitigation of Impacts to SJKF Habitat In accordance with the County Guide to SJKF Mitigation Procedures under CEQA, the client shall adopt the Standard Kit Fox CEQA **Mitigation Measures and shall include these measures on development plans. The following summarizes those that are applicable to this project:** • Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles Community Development Department that states that one or a combination of the following three San Joaquin	Project	CDD	x	Notes shown on construction documents. Submit written evidence to Planning Department.	Prior to issuance of grading permit or parcel map.

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
kit fox compensatory mitigation measures has been implemented. The City in consultation with the CDFW will review the project site against the SJKF habitat evaluation form scoring and make a final determination of the appropriate ratio for project impact compensation for the loss of movement habitat within the corridor. The calculations below are for reference and assume a maximum 3:1 ratio will be required by CDFW. 1. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of 29 acres (9.6 acres of development multiplied by 3 as a result of an applied 3:1 mitigation ratio) of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Wildlife and the City. This mitigation alternative (a.)					

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
requires that all aspects if this program must be in place before City permit issuance or initiation of any ground disturbing activities. 2. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (b) above can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the CDFW and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy," would					

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
total: $72,000 (9.6 x 3 x $2,500). This fee is calculated based on the 2020 cost-per-unit of $2,500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; actual cost may increase (or decrease) depending on the timing of payment and final mitigation ratio required. This fee must be paid after the CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities. 3. Purchase credits in a CDFW-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (c) above can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The					

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the CEQA. The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, would total: $72,000 (9.6 x 3 x $2,500). This fee is calculated based on the 2020 cost-per-credit of $2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Actual cost may increase (or decrease) depending on the timing of payment and final mitigation ratio required. Purchase of credits must be completed prior to City permit issuance and initiation of any ground disturbing activities• A maximum 25 mile-per-hour speed limit shall be required at the project site during construction activities. • All construction activities shall cease at dusk and not start before dawn.					

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
• A qualified biologist shall be on-site immediately prior to initiation of project activities to inspect for any large burrows (e.g., known and potential dens) and to ensure no wildlife are injured during project activities. If dens are encountered, they should be avoided as discussed below. • Exclusion zone boundaries shall be established around all known and potential SJKF dens. • All excavations deeper than 2 feet shall be completely covered at the end of each working day or provided with one or more escape ramps constructed of earth fill or wooden planks every 200 feet. • All pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be inspected for SJKF and other wildlife before burying, capping, or moving. If a kit fox is found within material stored onsite, the material will not be moved until the kit fox has left on its own. • All food-related trash shall be removed from the site at the end of each workday to not attract SJKF to the project site. • Project-related equipment shall be prohibited outside of designated work areas and access routes.					

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
• Disturbance to burrows shall be avoided to the greatest extent feasible. • No rodenticides or herbicides should be applied in the project area. • Permanent fences shall allow for SJKF passage through or underneath (i.e., an approximate 4-inch passage gap shall remain at ground level).					
T-1. Restricting southbound left turns at the SR 46E / Airport Road intersection.	Ongoing	CDD		Shown on building plans.	Ongoing enforcement.
T- 2. Prepare and implement a Transportation Demand Management Plan (TDMP) including truck time-of-day restrictions and truck routes. The TDMP shall emphasize that east bound outbound distribution trucks use Airport Road to Golden Hill Road consistent with the Caltrans recommendations and prohibit outbound distribution trucks between the following times: • Monday through Thursday: 3 to 6 PM • Friday: 2 to 6 PM • Sunday: 10 AM to 2 PM	Project	CDD / City Engineer		Shown on building plans.	Before building permit issuance for each Phase.
T-3. The SR46E/Airport Road intersection improvements be completed prior to occupancy of any of the proposed Treana buildings and that all applicants participate in an agreement	Project	CDD / City Engineer		Shown on building plans.	Before building permit issuance for each Phase.

Attachment 4

Mitigation Measure PD22-04 / PD22-09 / OTR22-06/ PR 22-0022	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
to share the costs associated with the design and construction.					
T-4. Following construction of the Huer Huero Creek Bridge, the TDMP will need to be amended to require that all trucks use the bridge to access Golden Hill Road and SR46E. Evaluate truck levels after occupancy and construction of the bridge prior to removing the time restrictions listed above.					

(add additional measures as necessary)

Explanation of Headings:

Type: ..... Project, ongoing, cumulative
Monitoring Department or Agency: ..... Department or Agency responsible for monitoring a particular mitigation measure
Shown on Plans: ..... When a mitigation measure is shown on the plans, this column will be initialed and dated.
Verified Implementation: ..... When a mitigation measure has been implemented, this column will be initialed and dated.
Remarks: ..... Area for describing status of ongoing mitigation measure, or for other information.

Air Quality & GHG Emissions Technical Report

Treana Winery Expansion
Paso Robles, CA

Prepared by:

RCH GROUP
planning & environmental consulting

January 23, 2023

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Treana Winery Expansion, Paso Robles, CA
Air Quality and GHG Emissions Technical Report

1.0 INTRODUCTION

This document presents results of an air quality and greenhouse gas (GHG) emissions analysis associated with the Treana Winery Expansion (the "proposed project") in the City of Paso Robles, California. This document provides an overview of the existing air quality conditions at the project site, the air quality regulatory framework, and an analysis of potential air quality impacts that would result from implementation of the proposed project. Other issues related to air emissions covered in this document include potential health and odor impacts. Issues related to climate change and GHG emissions are also included. The supporting information, methodology, assumptions, and detailed results used in the analysis are provided in **Attachment A.**

2.0 PROJECT OVERVIEW

The proposed project includes the expansion of the existing Treana Winery at 4280 Second Windy Way in the City of Paso Robles. The proposed project would include approximately 224,127 square feet of additional production and storage space and approximately 14,692 square feet of office and other ancillary facilities. The proposed project would require an additional 24,830 square feet of parking and 98,860 square feet of other paved surfaces.

The existing facility is operated under San Luis Obispo County Air Pollution Control District (SLO County APCD) permit number 1550-1 and is limited to wine fermentation and storage operation with a maximum fermenting capacity of 2,500,000 gallons per year and a maximum porous barrel storage capacity of 1,989,480 gallons (based on 33,720 barrels at 59 gallons per barrel). The proposed project expansion would not require an increase to existing permit limits/operational restrictions. Thus, emissions from wine fermentation, processing, and storage are not included in this analysis.

The project site is approximately 10.29 acres and is east of Second Wind Way, west of Wright Way, and north of Dry Creek Road. Construction of the proposed project is anticipated to begin in March 2023 and be completed by May 2024. Thus, the first full year of proposed project operations would be 2025. The proposed project would generate approximately 380 new vehicle trips per weekday (133 truck trips and 247 passenger car trips).[1]

3.0 ANALYSIS METHODOLGY

Intermittent (short-term construction emissions that occur from activities, such as site-grading and building construction) and long-term air quality impacts related to the operation of the proposed project were evaluated. This analysis focuses on daily and quarterly emissions from construction and daily and annual emissions from operations from all sources (mobile, area, stationary, and fugitive sources). This analysis was prepared in accordance with SLO County APCD Guidance including the *CEQA Air Quality Handbook* [2] and *Clarification Memorandum for the SLO County*

1 Central Coast Transportation Consulting, Treana Expansion, Paso Robles – Transportation Analysis. November 17, 2022.
2 San Luis Obispo County (SLO County APCD). *CEQA Air Quality Handbook. April 2012.*

APCD's 2012 CEQA Air Quality Handbook.[3]GHG Emissions were analyzed in accordance with SLO County APCD's *Interim CEQA Greenhouse Gas Guidance for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook.*[4]

This air quality analysis includes a review of criteria pollutant[5] emissions such as nitrogen oxides (NO_x), volatile organic compounds (VOC) as reactive organic gases (ROG)[6], particulate matter less than 10 micrometers (coarse or PM_{10}), and particulate matter less than 2.5 micrometers (fine or $PM_{2.5}$). GHG emissions are analyzed in Section 6.

CalEEMod (California Emissions Estimator Model Version 2020.4.0)[7] was used to estimate air quality and GHG emissions from the proposed project. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant and GHG emissions associated with construction and operation of land use projects.

4.0 EXISTING CONDITIONS

The project site is in the City of Paso Robles, within the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the SLO County APCD. Air quality in the SCCAB is influenced by a variety of factors, including topography, local and regional meteorology. The following background information is primarily from the SLO County APCD's 2001 Clean Air Plan.[8]

Topography

The City of Paso Robles sits on the rolling hills of the eastern side of the Santa Lucia Mountain Range. It is bounded on the northwest by the Santa Lucia Mountain Range, which extends almost the entire length of the county. Rising sharply to about 3,000 feet at its northern boundary, the Santa Lucia Range gradually winds southward away from the coast, finally merging into a mass of rugged features on the north side of Cuyama Canyon. Point Buchon juts into the Pacific just south of Morro Bay to form the protective harbor of San Luis Obispo Bay. The Irish Hills are the dominant feature on this knob of land, rising abruptly from the shore to form steep cliffs and generally complex terrain from the Los Osos/Montana de Oro State Park area to Pismo Beach. These headlands have a pronounced influence on local wind flow patterns.

3 San Luis Obispo County (SLO County APCD). *Clarification Memorandum for the SLO County APCD's 2012 CEQA Air Quality Handbook.* November 14, 2017.
4 San Luis Obispo County (SLO County APCD). *Greenhouse Gas Guidance for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook.* January 28, 2021 (minor changes made in February 2022).
5 Criteria air pollutants refer to those air pollutants for which the United States Environmental Protection Agency (USEPA) and California Air Resources Board (CARB) has established National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) under the Federal Clean Air Act (CAA).
6 VOC means any compound of carbon, excluding CO, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. ROG are any reactive compounds of carbon, excluding methane, CO, CO_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. The terms VOC and ROG are often used interchangeably.
7 California Air Pollution Control Officers Association, *California Emissions Estimator Model User's Guide Version 2020.4.0*, May 2021. http://www.caleemod.com/
8 San Luis Obispo County (SLO County APCD). Clean Air Plan. December 2001.

Estuaries are also a notable feature of the coastal areas, occurring wherever flowing streams meet the ocean. Morro Bay contains the region's largest estuary, with a saltwater marsh located on the east side where Chorro and Los Osos creeks enter the bay. This is one of the most significant wetlands remaining on the California coast and has been designated part of the National Estuary Program. It provides nesting habitat for blue herons, cranes and other important types of woodland birds and wildlife. Smaller coastal lagoons and marshes are also scattered along the county's shoreline.

Local and Regional Meteorology

The climate of the county can be generally characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Along the coast, mild temperatures are the rule throughout the year due to the moderating influence of the Pacific Ocean. This effect is diminished inland in proportion to the distance from the ocean or by major intervening terrain features, such as the coastal mountain ranges. As a result, inland areas are characterized by a considerably wider range of temperature conditions. Maximum summer temperatures average about 70 degrees Fahrenheit near the coast, while inland valleys are often in the high 90s. Minimum winter temperatures average from the low 30s along the coast to the low 20s inland.

Regional meteorology is largely dominated by a persistent high-pressure area which commonly resides over the eastern Pacific Ocean. Seasonal variations in the strength and position of this pressure cell cause seasonal changes in the weather patterns of the area. The Pacific High remains generally fixed several hundred miles offshore from May through September, enhancing onshore winds and opposing offshore winds.

During spring and early summer, as the onshore breezes pass over the cool water of the ocean, fog and low clouds often form in the marine air layer along the coast. Surface heating in the interior valleys dissipates the marine layer as it moves inland.

From November through April the Pacific High tends to migrate southward, allowing northern storms to move across the county. About 90 percent of the total annual rainfall is received during this period. Winter conditions are usually mild, with intermittent periods of precipitation followed by mostly clear days. Rainfall amounts can vary considerably among different regions in the county. In the Coastal Plain, annual rainfall averages 16 to 28 inches, while the Upper Salinas River Valley generally receives about 12 to 20 inches of rain. The Carrizo Plain is the driest area of the county with less than 12 inches of rain in a typical year.

Airflow around the county plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by the location and strength of the Pacific High-pressure system and other global patterns, by topographical factors, and by circulation patterns resulting from temperature differences between the land and sea. In spring and summer months, when the Pacific High attains its greatest strength, onshore winds from the northwest generally prevail during the day. At night, as the sea breeze dies, weak drainage winds flow down the coastal mountains and valleys to form a light, easterly land breeze.

In the Fall, onshore surface winds decline and the marine layer grows shallow, allowing an occasional reversal to a weak offshore flow. This, along with the diurnal alternation of land-sea breeze circulation, can sometimes produce a "sloshing" effect. Under these conditions, pollutants may accumulate over the ocean for a period of one or more days and are subsequently carried back onshore with the return of the sea breeze. Strong inversions can form at this time, "trapping" pollutants near the surface.

Predominant wind flow in the project area, based on historical meteorological data from the Paso Robles Municipal Airport, is from the northwest, averaging approximately 6.5 mph. Calm winds are present an average of approximately 27.3 percent of the time.

Criteria Air Pollutants

The United States Environmental Protection Agency (USEPA) has established the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act (CAA) for six common air pollutants known as "criteria pollutants".[9] These air pollutants consist of CO, nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), SO_2, and lead (Pb). An ambient air quality standard establishes the concentration above which the pollutant is known to cause adverse health effects to sensitive groups within the population such as children and the elderly. The goal is for localized project effects not to cause or contribute to an exceedance of the standards. Ambient air quality standards are classified as either "primary" or "secondary" standards. Primary standards define levels of air quality, including an adequate margin of safety, necessary to protect the public health. Secondary ambient air quality standards define levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

California has adopted more stringent California ambient air quality standards (CAAQS) for most of the criteria air pollutants. In addition, California has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Because of the meteorological conditions in the state, there is considerable difference between state and federal standards in California. The California Air Resources Board (CARB) manages air quality, regulates mobile emissions sources, and oversees the activities of county and regional Air Pollution Control Districts and Air Quality Management Districts. CARB regulates local air quality indirectly by establishing CAAQS and vehicle emissions and fuel standards; and by conducting research, planning, and coordinating activities. NAAQS and CAAQS are shown in **Table 1.**

9 U.S. Environmental Protection Agency, *Six Common Air Pollutants*, https://www.epa.gov/criteria-air-pollutants

Table 1: State and National Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 Hour 8 Hour	0.09 ppm 0.07 ppm	– 0.070 ppm	High concentrations can directly affect lungs, causing irritation. Long–term exposure may cause damage to lung tissue.	Formed when reactive organic gases and nitrogen oxides react in the presence of sunlight. Major sources include on–road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide (CO)	1 Hour 8 Hour	20 ppm 9.0 ppm	35 ppm 9.0 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline–powered motor vehicles.
Nitrogen Dioxide (NO_2)	1 Hour Annual	0.18 ppm 0.03 ppm	0.10 ppm 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish brown.	Motor vehicles, petroleum–refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide (SO_2)	1 Hour 3 Hour 24 Hour Annual	0.25 ppm – 0.04 ppm –	0.075 ppm 0.5 ppm 0.14 ppm 0.030 ppm	Irritates upper respiratory tract, injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Respirable Particulate Matter (PM_{10})	24 Hour Annual	50 µg/m^3 20 µg/m^3	150 µg/m^3 –	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume–producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind–raised dust and ocean sprays).
Fine Particulate Matter ($PM_{2.5}$)	24 Hour Annual	– 12 µg/m^3	35.0 µg/m^3 12.0 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including nitrogen oxides, sulfur oxides, and organics.
Lead (Pb)	Month Rolling 3 Month	1.5 µg/m^3 –	– 0.15 µg/m^3	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present sources: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.

SOURCE: California Air Resource Board, Ambient Air Quality Standards, May 4, 2016. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf
NOTES: (ppm = parts per million; µg/m3 = micrograms per cubic meter)

Odors

Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e. irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache.

Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. The SLO County APCD does not have an individual rule or regulation that specifically addresses odors; however, odors would be applicable to SLO County APCD's Rule 402, Nuisance. Any actions related to odors would be based on citizen complaints to local governments and the SLO County APCD. The SLO County APCD recommends that odor impacts be addressed in a qualitative manner. Such analysis shall determine if the project results in excessive nuisance odors, as defined under the California Code of Regulations, Health & Safety Code Section 41700, air quality public nuisance.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered "criteria pollutants" under either the CAA or the California Clean Air Act (CCAA) and are thus not subject to National or State AAQS. TACs are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of National or State AAQS. Instead, the USEPA and CARB regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with District rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national levels, the USEPA has established National Emission Standards for HAPs (NESHAPs), in accordance with the requirements of the CAA and subsequent amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

Within California, TACs are regulated primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk

assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

At the state level, the CARB has authority for the regulation of emissions from motor vehicles, fuels, and consumer products. Most recently, Diesel-exhaust particulate matter (DPM) was added to the CARB list of TACs. DPM is the primary TACs of concern for mobile sources. Of all controlled TACs, emissions of DPM are estimated to be responsible for about 70 percent of the total ambient TAC risk. The CARB has made the reduction of the public's exposure to DPM one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles.

At the local level, air districts have authority over stationary or industrial sources. All projects that require air quality permits from the SLO County APCD are evaluated for TAC emissions. The SLO County APCD limits emissions and public exposure to TACs through a number of programs. The SLO County APCD prioritizes TAC-emitting stationary sources, based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. The SLO County APCD requires a comprehensive health risk assessment for facilities that are classified in the significant-risk category, pursuant to AB 2588.

Local Air Quality

CARB maintains a network of monitoring stations within the SCCAB that monitor air quality and compliance with applicable ambient standards. The monitoring station closest to the project site is the Paso Robles-Santa Fe Avenue where levels of ozone, NO_2, PM_{10}, and $PM_{2.5}$ are recorded. **Table 2** summarizes the most recent three years of data (2019 through 2021) from the monitoring station. SLO County is designated as a nonattainment area for State standards for ozone and PM_{10}, and for federal standards for ozone (Eastern SLO County only, Western County is in attainment).[10]

10 California Air Resources Board, *Area Designation Maps/State and National*, http://www.arb.ca.gov/desig/adm/adm.htm

Table 2: Air Quality Data Summary (2019 through 2021)

Pollutant	Monitoring Data by Year			
	Standard	2019	2020	2021
Ozone[1]				
Highest Maximum Hour (ppm)	0.090	0.077	0.092	0.070
Days over State Standard		0	0	0
Highest 8 Hour Average (ppm)	0.070	0.064	**0.073**	0.064
Days over State Standard		--	--	--
Days over National Standard		0	**2**	0
NO_2[2]				
Highest Maximum Hour (ppm)	0.100	0.034	0.033	0.044
Days over National Standard (measured)		0	0	0
PM_{10}[1]				
Highest 24-Hour Average ($\mu g/m^3$)	50	**138.0**	**357.2**	**74.7**
Days over State Standard (measured)		**9**	**35**	**3**
$PM_{2.5}$[2]				
Highest 24-Hour Average ($\mu g/m^3$)	35	17.3	**242.1**	19.1
Days over National Standard (estimated)		0	**11**	0

SOURCE*:* California Air Resource Board, *Air Quality Data Statistics 2019 - 2021*, http://www.arb.ca.gov/adam/welcome.html.
NOTES: Values in **bold** are in excess of at least one applicable standard. Generally, state standards and national standards are not to be exceeded more than once per year. (ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter) (-- insufficient data)

1. Based on ambient concentrations obtained from the Paso Robles-Santa Fe Avenue. Monitoring Station.
2. Based on ambient concentrations obtained from the Atascadero-Lift Station #5 Monitoring Station.

SLO County APCD

The SLO County APCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SLO County APCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the CAA and the CCAA.

City of Paso Robles

The City of Paso Robles General Plan includes numerous policies related to air quality. These policies address emissions generated by mobile and non-mobile sources and land use compatibility. The General Plan includes the following policies related to air quality:

- Circulation Element - Policy CE-1A. Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways including motorists, movers of commercial goods, seniors, children, pedestrians, disabled persons, users of public transportation, and bicyclists.

• Circulation Element - Policy CE-1B. Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.

• Circulation Element - Policy CE-1C. Airport. Improve/expand transportation to and from the Paso Robles Municipal Airport as set forth in the Airport Master Plan

• Circulation Element - Policy CE-1D. Transit. Improve and expand transit services.

• Circulation Element - Policy CE-1E. Rail. Promote regional, interstate and intra-state rail service.

• Circulation Element - Policy CE-1F. Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access to all areas of the City.

• Conservation Element - Policy C-2A. Traffic Congestion Reduction. Implement circulation systems improvements to reduce congestion and associated air contaminant emissions.

• Conservation Element - Policy C-2B. VMT Reduction. Implement programs to reduce the number of VMT, especially by single occupant vehicles, including providing opportunities for mixed-use projects.

• Conservation Element - Policy C-2C. Emissions Reduction. Take steps to reduce creation of air contaminant emissions.

5.0 AIR QUALITY IMPACT ANALYSIS

Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, air quality impacts associated with the proposed project would be considered significant if it would:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations; or

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

In accordance with SLO County APCD Guidance, this air quality analysis includes emissions estimations and significance threshold comparisons for ROG or VOC, NOx, fugitive PM_{10} dust, DPM, and CO (for operations only). To be conservative, total exhaust PM_{10} emissions are compared to SLO County APCD's DPM significance threshold. The following construction and operational SLO County APCD significance thresholds are used to determine significance:

Construction

- Maximum daily construction emissions of 137 pounds per day of combined ROG + NO_X;
- Maximum daily construction emissions of 7 pounds per day of DPM;
- Tier 1 maximum quarterly emissions of 2.5 tons of combined ROG + NO_X and Fugitive PM_{10}, and 0.13 tons of DPM; and
- Tier 2 maximum quarterly emissions of 6.3 tons of combined ROG + NO_X and 0.32 tons of DPM.

Operations

- Maximum daily operational emissions of 25 pounds per day of combined ROG + NO_X, 1.25 pounds per day of DPM[11], 25 pounds per day of fugitive PM_{10}, and 550 pounds per day of CO.
- Annual operational emissions of 25 tons per year of combined ROG + NO_X and 25 tons per year of fugitive PM_{10}.

GHG emissions and their thresholds of significance are discussed in **Section 6**.

11 Applies to on-site emissions only.

IMPACT AQ-1: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan? (Less-than-Significant Impact with Mitigation)

As part of the CCAA, the SLO County APCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLO County APCD's 2001 Clean Air Plan addresses the attainment and maintenance of state and federal ambient air quality standards. The 2001 Clean Air Plan was adopted by SLO County APCD on March 26, 2002.[12]

The 2001 Clean Air Plan outlines the APCD's strategies to reduce ozone-precursor pollutants (i.e., ROG and NOx) from a wide variety of sources. The SLO County APCD's Clean Air Plan includes a stationary-source control program, which includes control measures for permitted stationary sources; as well as transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by SLO County APCD. Transportation and land use control measures are implemented at the local or regional level, by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled (VMT), and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLO County APCD to forecast population-related emissions and air quality attainment, including those contained in the 2001 Clean Air Plan.

According to SLO County APCD Guidance, "a consistency analysis with the Clean Air Plan is required for a Program Level environmental review, and may be necessary for a Project Level environmental review, depending on the project being considered."[13] As a result, consistency with the 2001 Clean Air Plan has been evaluated based on the proposed project's consistency with the land use management strategies and transportation control measures identified in the 2001 Clean Air Plan. The land use management strategies and transportation control measures applicable to the proposed project are summarized below:

- **L-3 Balancing Jobs and Housing.** Within cities and unincorporated communities, the gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.

  Project Consistency: The proposed project would be consistent with this measure. The proposed project is within the City's limits and would not result in the development of new housing. The proposed project would result in the creation of new jobs, which would reduce the gap between jobs and housing in the region.

- **T-3 Bicycling and Bikeway Enhancements.** The goal of this measure is to encourage a modal shift to bicycles through implementation of infrastructure improvements and administrative actions that provide inexpensive commute options and increased safety and convenience for commuters.

12 San Luis Obispo County (SLO County APCD). Clean Air Plan. December 2001.
13 San Luis Obispo County (SLO County APCD). *CEQA Air Quality Handbook. April 2012.*

Project Consistency: The proposed project with mitigation would be consistent with this measure. The proposed project promotes bicycle use through Mitigation Measure AQ-1. The proposed project would also include employee lockers, which also promotes bicycle use.

- **T-8 Teleworking, Teleconferencing, and Telelearning.** The objective of this measure is to reduce the number of trips and miles traveled by employees and students by promoting teleworking, tele-conferencing, and telelearning.

  *Project Consistency: The proposed project with mitigation would be consistent with this measure. The proposed project promotes reducing employee VMT through various options under **Mitigation Measure AQ-1**.*

As noted above, the proposed project with mitigation would be consistent with the applicable 2001 Clean Air Plan land use management strategies and transportation control measures. Furthermore, construction and operational emissions resulting from the proposed project would not exceed SLO County APCD's significance thresholds with mitigation. Therefore, the proposed project would result in a **less-than-significant impact with mitigation**.

Mitigation Measure AQ-1

The Applicant shall implement the following:

a. Exceed CalGreen Standards by 25% for providing on-site bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only.

b. Implement programs to reduce employee vehicle miles traveled (e.g. incentives, SLO Regional Rideshare trip reduction program, vanpools, onsite employee housing, alternative schedules (e.g. 9–80s, 4–10s, telecommuting, satellite work sites etc.).

IMPACT AQ-2: Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Less-than-Significant Impact with Mitigation)

Short-term construction emissions that occur from activities, such as site-grading and building construction and long-term air quality impacts related to the operation of the proposed project were evaluated.

Short-term Construction Emissions

The emissions generated from construction activities include:

- Dust (including PM_{10} and $PM_{2.5}$) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling and travel on unpaved surfaces;
- Combustion emissions of criteria air pollutants (ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$) primarily from operation of heavy off-road construction equipment, haul trucks, (primarily diesel-operated), and construction worker automobile trips (primarily gasoline-operated); and
- Fugitive ROG emissions from architectural coating.

Estimated unmitigated maximum daily and quarterly emissions that would be generated by construction of the proposed project are shown in **Table 3** and **Table 4**, respectively. Maximum daily and quarterly emissions associated with proposed project construction would be below SLO County APCD's significance thresholds for construction.

According to the SLO County APCD, all fugitive dust sources shall be managed to ensure that dust emissions are adequately controlled to below the 20% opacity limit identified in the APCD Rule 401 Visible Emissions and to ensure that dust is not emitted offsite. Projects shall implement one of the following fugitive dust mitigation sets to both minimize fugitive dust emissions and associated complaints that could result in a violation of the APCD Rule 402 Nuisance. The correct fugitive dust mitigation set for a given project depends on the project scale or proximity to sensitive receptors. Since the proposed project requires greater than 4-acres of grading and is within 1,000 feet of a sensitive receptor the following fugitive dust control measures in **Mitigation Measure AQ-2** are required. Therefore, construction of the proposed project would result in a **less-than significant impact with mitigation.**

Mitigation Measure AQ-2

The Applicant shall implement the following measures to control fugitive dust:

a. Reduce the amount of the disturbed area where possible;

b. Use of water trucks or sprinkler systems, in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that during drought conditions, water use may be a concern and the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control;

c. All dirt stock pile areas should be sprayed daily as needed;

d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;

e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;

g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;

j. To prevent Track Out, designate access points and require all employees, subcontractors, and others to use them. Install and operate a "track-out prevention device" where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices require periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304;

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Table 3: Unmitigated Maximum Daily Construction Emissions

Construction Activity	Emissions (lbs/day)					
	ROG	NO_X	ROG+NO_X	Fugitive PM_{10}	Exhaust PM_{10}	Total PM_{10}
Demolition 2023	2.40	26.47	28.87	0.66	1.04	1.70
Site Preparation 2023	2.72	27.57	30.29	19.84	1.27	21.10
Grading 2023	1.77	18.54	20.31	7.29	0.78	8.07
Building Construction 2023	2.17	17.19	19.35	1.77	0.72	2.49
Building Construction 2024	2.03	16.16	18.19	1.77	0.63	2.40
Paving 2024	1.41	9.56	10.97	0.15	0.47	0.62
Architectural Coating 2024	26.13	1.37	27.50	0.71	0.06	0.78
Maximum Daily Emissions	**26.13**	**27.57**	**30.29**	**19.84**	**1.27**	**21.10**
SLO County APCD Significance Thresholds	--	--	137	--	7	--
Exceeds Threshold?	--	--	No	--	No	--

SOURCE: CalEEMod Version 2020.4.0

NOTES: The maximum daily emissions of combined ROG+NOx occur during the site preparation phase. However, the maximum daily emissions of ROG and NOx individually occur during the architectural coating and site preparation phases, respectively. Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions.

Table 4: Unmitigated Quarterly Construction Emissions

Quarter	Quarterly Emissions (tons/quarter)			
	ROG+NO_X	PM_{10}		
		Fugitive	Exhaust	Total
Year 2023 - Quarter 1	0.71	0.08	0.02	0.10
Year 2023 - Quarter 2	0.63	0.08	0.02	0.10
Year 2023 - Quarter 3	0.63	0.08	0.02	0.10
Year 2023 – Quarter 4	0.60	0.08	0.02	0.10
Year 2024 - Quarter 1	0.31	0.06	0.03	0.08
Maximum Quarterly Emissions	**0.71**	**0.08**	**0.03**	**0.10**
SLO County APCD Significance Thresholds (Tier 1/Tier 2)	2.5/6.3	2.5/none	0.13/0.32	none
Exceeds Threshold?	No	No	No	--

SOURCE: CalEEMod Version 2020.4.0

NOTES: CalEEMod does not provide quarterly emissions for PM_{10}. Quarterly emissions are annual emissions divided by 4 for 2023 and annual emissions for 2024. Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions.

Operations

The proposed project would generate operational pollutant emissions from transportation, energy, and area sources. Operational emissions from transportation, energy and areas sources were estimated using the CalEEMod. The proposed project land use types and size and other project-specific information were used to make the calculations. Unless otherwise noted, the CalEEMod model defaults for San Luis Obispo County were used. CalEEMod trip rates were revised according to the vehicle trip generation estimated provided by Central Coast Transportation Consulting.[14] The operational emissions estimates assume an operational year of 2025, the first full year of proposed project operation. CalEEMod output worksheets are included in **Attachment A: CalEEMod Data Inputs and Emissions Outputs.**

The existing facility is operated under SLO County APCD permit number 1550-1 and is limited to wine fermentation and storage operation with a maximum fermenting capacity of 2,500,000 gallons per year and a maximum porous barrel storage capacity of 1,989,480 gallons (based on 33,720 barrels at 59 gallons per barrel). The proposed project expansion would not require an increase to existing permit limits/operational restrictions. Thus, no emissions from wine fermentation and storage were calculated since the existing facility is already approved to operate at the permitted level, which would not change with the proposed project expansion. The proposed project expansion would require APCD review because no additional storage and fermentation areas can be added without authorization from the Air Pollution Control Officer. The required APCD review would ensure no potentially significant impacts from wine processing and storage would occur under the proposed project expansion.

Estimated maximum daily and annual operational pollutant emissions that would be associated with the proposed project are presented in **Table 5** and **Table 6**, respectively. Maximum daily and annual emissions associated with proposed project operation would be below SLO County APCD significance thresholds. Therefore, operation of the proposed project would result in a **less-than-significant impact**. Furthermore, **Mitigation Measure AQ-1** would promote the reduction of employee VMT and emissions of ozone precursors and particulate matter.

14 Central Coast Transportation Consulting, Treana Expansion, Paso Robles – Transportation Analysis. November 17, 2022.

Table 5: Unmitigated Maximum Daily Operational Emissions

Operational Source	Emissions (lbs/day)						
	ROG	NO_X	ROG+NO_X	Fugitive PM_{10}	Exhaust PM_{10}	Total PM_{10}	CO
Area Sources	5.17	0.00	5.17	0.00	0.00	0.00	0.04
Energy	0.05	0.00	0.05	0.00	0.00	0.00	0.00
Mobile	0.45	8.05	8.50	2.29	0.05	2.35	5.31
Maximum Daily Emissions	**5.68**	**8.05**	**13.73**	**2.29**	**0.05**	**2.35**	**5.35**
SLO County APCD Significance Thresholds	--	--	25	25	1.25	--	550
Exceeds Threshold?	--	--	No	No	No	--	No

SOURCE: CalEEMod Version 2020.4.0.
NOTES: Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions. Slight differences due to rounding.

Table 6: Unmitigated Annual Operational Emissions

Operational Sources	Annual Emissions (tons/year)						
	ROG	NO_X	ROG+NO_X	Fugitive PM_{10}	Exhaust PM_{10}	Total PM_{10}	CO
Area Sources	0.94	0.00	0.94	0.00	0.00	0.00	0.01
Energy	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.07	1.37	1.44	0.34	0.01	0.35	0.77
Annual Emissions	**1.01**	**1.37**	**2.38**	**0.34**	**0.01**	**0.35**	**0.78**
SLOCAPCD Significance Threshold	--	--	25	25	--	--	--
Exceeds Threshold?	--	--	No	No	--	--	--

SOURCE: CalEEMod Version 2020.4.0.
NOTES: Emissions are from the CalEEMod Winter Emissions output as they generate the greatest combined ROG+NOx emissions. Slight differences due to rounding.

IMPACT AQ-3: Would the proposed project expose sensitive receptors to substantial pollutant concentrations? (Less-than-Significant Impact With Mitigation)

CARB defines sensitive land uses as land uses where sensitive individuals are most likely to spend time, which includes schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Sensitive land uses deserve special attention because children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the non-cancer effects of air pollution. There is also substantial evidence that children are more sensitive to cancer-causing chemicals.

Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. There are a handful of residences on

agricultural parcels to the southeast of the project site (just south of Dry Creek Road). These residences range from 100 feet to 800 feet from the southeastern corner of the project site.

Construction Impacts

The proposed project would constitute a new emission source of DPM due to construction activities (on-road haul truck and off-road equipment exhaust emissions). Studies have demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. The proposed project is a short-term construction activity (approximately 14 months) with minimal haul truck trips (approximately 107 haul truck round trips) that would not generate substantial TAC emissions.

As noted in **Table 3** and **Table 4**, DPM emissions during construction would be well below SLO County APCD thresholds. Off-road construction equipment would be regulated per the State's In-Use Off-Road Diesel Vehicle Regulation and on-road haul trucks would be regulated per the State's Truck and Bus Regulation. Project construction would also be required to comply with all applicable SLO County APCD Rules & Regulations for construction and the fugitive dust control measures outlined in **Mitigation Measure AQ-2**. Therefore, the proposed project would have a **less-than-significant impact** relative to health impacts during construction.

Operational Impacts

TACs associated with long-term operation of the proposed project would consist primarily of DPM associated with the operation of diesel trucks associated with incoming fruit for processing and outgoing case goods. The proposed project is not expected to require truck refrigeration units as incoming fruit and outgoing case goods do not require refrigeration.

Regulations such as CARB's Truck and Bus Regulation and Advanced Clean Truck Regulation have been adopted to reduce DPM emissions from on-road sources. Since 1990, DPM levels have decreased by 68 percent, and CARB estimates that emissions of DPM in 2035 will be less than half of those in 2010, further reducing statewide cancer risk and non-cancer health effects.[15]

As noted in **Table 5** and **Table 6**, DPM emissions during operation would be well below SLO County APCD thresholds. Trucks associated with operation of the proposed project would be regulated per the State's Truck and Bus Regulation. Implementation of **Mitigation Measure AQ-3** includes DPM reductions measures that would prohibit unnecessary emissions of DPM and accommodate future all-electric heavy trucks. Therefore, the proposed project would have a **less-than-significant impact with mitigation** relative to health impacts during operations.

[15] California Air Resources Board (CARB). *Overview: Diesel Exhaust & Health*. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

Mitigation Measure AQ-3

The Applicant shall implement the following measures to reduce DPM during operations:

a. Electrical main service panel for the case goods warehouse building shall be designed to accommodate the potential future installation of electric charging stations for haul trucks.

b. In accordance with ARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Heavy-duty diesel-fueled truck idle time shall be limited to 5-minutes/truck when not in use. Signage shall be posted at loading dock areas to advise drivers of this requirement.

c. Warehouse service equipment (e.g., yard hostlers, yard equipment, forklifts, pallet jacks) shall be zero emission.

IMPACT AQ-4: Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less-than-Significant Impact)

Any project with the potential to frequently expose members of the public to objectionable odors is be deemed to have a significant impact. There are a handful of residences on agricultural parcels to the southeast of the project site (just south of Dry Creek Road). These residences range from 100 feet to 800 feet from the southeastern corner of the project site.

As a general matter, the types of development that pose potential odor problems include agriculture, food processing, dairies, rendering, refineries, chemical plants, wastewater treatment plants, landfills, composting facilities, and transfer stations. According to the SLO County APCD, wine production facilities can also generate nuisance odors during various steps of the process. Proven methods for handling wastewater discharge and grape skin waste need to be incorporated into the winery practices to minimize the occurrence of anaerobic processes that mix with ambient air which can result in offsite nuisance odor transport.

The existing Treana Winery facility has not received any known odor complaints. Compliance with SLO County APCD rules/regulations (Rule 402 – Nuisance), permitting requirements, and implementation of proven methods for handling wastewater discharge and grape skin waste that are already implemented at the existing facility would ensure operational odor impacts are **less than significant**.

Short-term construction activities may involve processes that could result in short-term and temporary generation of odors, including the application of pavement coatings and architectural coatings used during project construction. However, construction-generated emissions would be short-term, would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. As a result, short-term construction odor impacts would be **less than significant**.

6.0 GREENHOUSE GAS EMISSIONS ANALYSIS

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal, with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The International Panel on Climate Change concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward. After 1950, however, increasing GHG concentrations resulting from human activity such as fossil fuel burning and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. GHGs naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHGs occur naturally and are necessary for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO_2 is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much

warming would be predicted to be caused by the same mass of CO_2, CH_4, and N_2O are substantially more potent GHG than CO_2, with GWP of 25 and 310 times that of CO_2, respectively.

In emissions inventories, GHG emissions are typically reported in terms metric tons of CO_2 equivalents (CO_2e). CO_2e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWP than CO_2, CO_2 is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO_2e.

Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in atmospheric concentrations of CO_2). In pre-industrial times (c. 1860), concentrations of atmospheric CO_2 were approximately 280 parts per million (ppm). By October 2019, atmospheric CO_2 concentrations had increased to 408.5 ppm, by over 46 percent above pre-industrial concentrations.[16]

There is international scientific consensus that human-caused increases in GHGs have contributed and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.[17]

California Air Pollution Control Officers Association

The California Air Pollution Control Officers Association (CAPCOA), representing California's 35 local air districts, launched the CAPCOA *Greenhouse Gas Reduction Exchange (GHG Rx)*.[18] The *Exchange* provides a reliable, low-cost, secure platform to encourage locally generated, high quality GHG emission reduction credits that can be used to meet CEQA or other compliance requirements. The GHG Rx features locally generated and properly validated GHG emission reduction credits from voluntary projects within California and allow interaction between those who create the credits, potential buyers and funding organizations.

Executive Order S-3-05

Governor Schwarzenegger established Executive Order S-3-05 in 2005, in recognition of California's vulnerability to the effects of climate change. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and

16 Earth System Research Laboratory, *Recent Monthly Mean CO2 at Mauna Lora*, www.esrl.noaa.gov/gmd/ccgg/trends/

17 California Environmental Protection Agency, *2006 Final Climate Action Team Report to the Governor and Legislature*, March 2006. http://www.climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF.

18 CAPCOA *Greenhouse Gas Exchange*, http://xappprod.aqmd.gov/ghgrx.

- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of the California EPA (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the Secretary of CalEPA created the California Climate Action Team, made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction is accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. Under AB 32, CARB must adopt regulations to achieve reductions in GHG to meet the 1990 emissions cap by 2020.

Climate Change Scoping Plan

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHG to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated every five years. The initial AB 32 Scoping Plan contains the main strategies California will use to reduce the GHGs that cause

climate change. The initial Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation fee regulation to fund the program. In August 2011, the initial Scoping Plan was approved by CARB.

The 2013 Scoping Plan Update builds upon the initial Scoping Plan with new strategies and recommendations. The 2013 Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The 2013 Update defines CARB climate change priorities for the next five years and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012. The 2013 Update highlights California progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan. In the 2013 Update, nine key focus areas were identified (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program.

On May 22, 2014, the First Update to the Climate Change Scoping Plan was approved by the Board, along with the finalized environmental documents. On November 30, 2017, the Second Update to the Climate Change Scoping Plan was approved by the CARB. On December 19, 2022, CARB approved third update to the Scoping Plan (the 2022 Scoping Plan), which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.

Executive Order No. B-30-15

On April 29, 2015, Executive Order No. B-30-15 was issued to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. Executive Order No. B-30-15 sets a new, interim, 2030 reduction goal intended to provide a smooth transition to the existing ultimate 2050 reduction goal set by Executive Order No. S-3-05 (signed by Governor Schwarzenegger in June 2005). It is designed so State agencies do not fall behind the pace of reductions necessary to reach the existing 2050 reduction goal. Executive Order No. B-30-15 orders “All State agencies with jurisdiction over sources of GHG emissions shall implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 targets.” The Executive Order also states that “CARB shall update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.” The CARB is currently moving forward with a second update to the Climate Change Scoping Plan to reflect the 2030 reduction target. The updated Scoping Plan will provide a framework for achieving the 2030 target. In September of 2016, the AB 32 was extended to achieve reductions in GHG of 40 percent below 1990 levels by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Senate Bill 32

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric tons of CO_2e by 2030 and 2 metric tons of CO_2e by 2050. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the State.

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the State's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. The CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code (CALGreen) is part 11 of Title 24, California Code of Regulations. CALGreen is the first-in-the-nation mandatory green building standards code, developed in an effort to meet the goals of California's landmark initiative AB 32, which established a comprehensive program of cost-effective reductions of GHG emissions to 1990 levels by 2020. CALGreen includes a waste diversion mandate, which requires that at least 65 percent of construction materials generated during new construction or demolition projects are diverted from landfills.

Greenhouse Gas Emission Estimates

In 2019, the United States emitted about 6,577 million metric tons of CO_2. Emissions increased from 2018 to 2019 by 1.7 percent. GHG emissions in 2019 (after accounting for sequestration from the land sector) were 12.9 percent below 2005 levels. This decrease was largely driven by a decrease in emissions from fossil fuel combustion, which was a result of decreased total energy use and reflects a continued shift from coal to less carbon intensive natural gas and renewables.[19]

In 2018, California emitted approximately 425 million metric tons of CO_2e, about one million metric tons of CO_2e higher than 2017 levels and six million metric tons of CO_2e below the 2020 GHG Limit of 431 million metric tons of CO_2e established by Assembly Bill (AB) 32. Consistent with recent years, these reductions have occurred while California's economy has continued to grow and generate jobs. In 2018, California's gross domestic product (GDP) grew 4.3 percent while the emissions per GDP declined by 0.4 percent compared to 2017. The transportation sector remains the largest source of GHG emissions (40 percent) in the State, but transportation emissions decreased in 2018 compared to 2017, which is the first year over year decrease since 2013. The electricity sector and industrial sector account for 15 percent and 21 percent of California's GHG emissions, respectively. The residential/commercial sector and the agricultural sector account for 10 percent and eight percent of California's GHG emissions, respectively. High GWP gases (refrigerants), recycling/waste, and other emissions make up the final seven percent of California's GHG emissions.[20]

The City of Paso Robles Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development. The CAP includes measures to reduce community-wide GHG emissions by 15 percent below 2005 levels by 2020.

The City of Paso Robles published a community wide GHG emissions inventory for the year 2005 and projected emissions for 2020 and 2025. In 2005, the City emitted 169,557 metric tons of CO_2e. In 2005, the transportation sector was responsible for 40 percent of emissions. The next largest sectors were the residential sector at 24 percent and the commercial/industrial sector at 20 percent. The City was projected to emit 203,448 and 219,129 metric tons of CO_2e by 2020 and 2025, respectively.[21]

19 U.S. Environmental Protection Agency (U.S. EPA). 2021. Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2019. April 2021.
20 California Air Resources Board (CARB). 2020. California Greenhouse Gas Emissions for 2000 to 2018, Trends of Emissions and Other Indicators. 2020.
21 City of Paso Robles, Climate Action Plan, 2013.

Thresholds of Significance

In accordance with Appendix G of the State *CEQA Guidelines*, GHG emissions impacts associated with the proposed project would be considered significant if it would:

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

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

The State *CEQA Guidelines* do not prescribe specific methodologies for performing a GHG emissions assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the *CEQA Guidelines* emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the *CEQA Guidelines* Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The *CEQA Guidelines* note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." (14 CCR 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change." (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the *CEQA Guidelines* specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The *CEQA Guidelines* also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130). As a note, the *CEQA Guidelines* were amended

in response to SB 97. In particular, the *CEQA Guidelines* were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per *CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, *CEQA Guidelines* Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

Per the SLO County APCD's *Interim CEQA Greenhouse Gas Guidance for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook* (2021), the previously adopted bright-line and service population GHG thresholds are no longer recommended. The City's Climate Action Plan is based on the state's 2020 GHG reduction goals (Assembly Bill 32) and has not yet been updated to reflect the state's 2030 goals (Senate Bill 32). Therefore, the Project is analyzed for consistency with the City's Climate Action Plan (for the state's 2020 GHG reductions goals) and is also analyzed for consistency with the state's 2030 GHG reduction goals using an efficiency threshold based on the state's 2030 GHG reduction target mandated by Senate Bill 32 as set forth in CARB's *2017 Scoping Plan Update.*

The GHG efficiency threshold for analyzing Project consistency with the state's 2030 GHG reduction goals was calculated by dividing the GHG emissions inventory goal from CARB's *2017 Scoping Plan Update* by the estimated service population (population + employment). The service population was calculated based on the most current population and employment projections derived from the California Department of Finance Demographic Research Unit and California Employment Development Department, respectively. **Table 7** shows how the GHG efficiency threshold was calculated. Project-generated GHG emissions for year 2030 exceeding this threshold would be considered to have a potentially significant impact on the environment that could conflict with statewide plans adopted for the purpose of reducing GHG emissions.

Table 7: 2030 GHG Efficiency Threshold Calculation

Operational Year	**2030**
Land Use Sectors GHG Emissions Target[1]	213,000,000 metric tons CO_2e
Population[2]	41,860,549
Employment[3]	20,729,820
Service Population (SP)	62,590,369
GHG Efficiency Threshold (metric tons CO_2e/SP/yr)	**3.4**

NOTES: Employment data for interim years are estimated based on proportionality with population trends based on historical data. CO_2e = carbon dioxide equivalents.

1. Based on CARB' *2017 Climate Scoping Plan Update*/SB 32 Scoping Plan Emissions Sector targets.

2. California Department of Finance Demographic Research Unit. 2019. Report P-1 "State Population Projections (2010 - 2060)"

3. California Employment Development Department. Employment Projections Labor Market Information Resources and Data, "CA Long-Term. 2018-2028 Statewide Employment Projections". Projected year 2030 employment data was projected based on the average-annual increase for years 2018 through 2028.

IMPACT GHG-1: Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? (Less-than-Significant Impact)

CalEEMod was used to quantify GHG emissions associated with proposed project construction activities, as well as long-term operational emissions produced by motor vehicles, electricity use, water use, solid waste, and landscape maintenance equipment. GHG emissions were calculated with CalEEMod for the operational year of 2030 for comparison to the calculated 2030 GHG efficiency significance threshold. These included the same CalEEMod inputs as the air quality calculations, except for the operational year of 2030 (instead of 2025) and PG&E's CO_2e intensity factor for 2030. CalEEMod incorporates GHG emission factors for the central electric utility serving the project area. The PG&E CO_2e intensity factor for 2030 (132.6 pounds/megawatt hour) was calculated using the 2018 intensity factor (203.98 pounds/megawatt hour) within CalEEMod, PG&E's 2018 delivered electricity from renewables (39 percent), and the states' requirement of 60 percent renewable electricity by 2030.[22]Default rates for energy consumption were assumed in the model. CalEEMod output worksheets are included in **Attachment A: CalEEMod Data Inputs and Emissions Outputs.**

The proposed project's estimated construction GHG emissions are presented in **Table 8**. Construction GHG emissions were quantified with CalEEMod and were estimated to generate 453 metric tons of carbon dioxide equivalents (CO_2e) in 2023 and 165 metric tons of CO_2e in 2024, for a total of 618 metric tons of CO_2e over the entire construction period. Per SLO County ACPD Guidance, to amortize the construction GHG emissions over the life of the Project, total GHG emissions are divided by 25 years and then added to the annual operational GHG emissions.

Table 8: Annual Construction GHG Emissions

Source	Annual Metric Tons of CO_2e
Year 2023	453
Year 2024	165
Total	618
25-Year Amortized	**24.7**

SOURCE: CalEEMod Version 2020.4.0

The proposed project's estimated operational GHG emissions are presented in **Table 9.** As shown in **Table 9**, the proposed project would have a GHG efficiency of approximately 1.7 metric tons of CO_2e per service population per year, which is below the significance threshold of 3.4 metric tons of CO_2e per service population per year. As a result, this impact would be **less than significant**.

22 PG&E. Corporate Responsibility and Sustainability Report. 2019. https://www.pgecorp.com/corp_responsibility/reports/2019/bu07_renewable_energy.html

Table 9: Annual 2030 Unmitigated Operational GHG Emissions

Source	Annual Metric Tons of CO_2e
Area Sources	0.1
Energy[1]	25.5
Mobile[2]	246.0
Solid Waste	2.6
Water	1.2
Amortized Construction	24.7
Total Unmitigated Operational Emissions	300.1
Service Population (SP)[2]	182
Project GHG Efficiency (metric tons CO_2e/SP/yr)	**1.65**
GHG Efficiency Threshold (metric tons CO_2e/SP/yr)	3.4
Potentially Significant (Yes or No)?	No

SOURCE: CalEEMod Version 2020.4.0

NOTES: 1. Assumes the proposed project includes on-site solar generating 80 percent of the proposed project expansion's electricity requirements. Assumes an estimated PG&E CO_2e intensity factor for 2030 of 132.6 pounds/megawatt hour.

2. Trip generation and service population estimated derived from the Transportation Analysis performed by Central Coast Transportation Consulting (November 17, 2022).

IMPACT GHG-2: Would the proposed project conflict with the applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs? (Less-than-Significant Impact)

The City of Paso Robles Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development. The CAP includes measures to reduce community-wide GHG emissions by 15 percent below 2005 levels by 2020. The proposed project expansion would be consistent with the applicable mandatory measures in the Climate Action Plan, as shown below.

Measure E-5: Energy Efficient Public Realm Lighting Requirements.

(1) Does the project utilize high efficiency lights in parking lots, streets, and other public areas? *Project Consistency Determination: Yes, proposed project would use lighting consistent with current Title 24 Building Energy Efficiency Standards.*

Measure TL-1: Bicycle Network.

(2) For non-residential development, does the project comply with mandatory California Green Building Standards Code bicycle parking standards? *Project Consistency Determination: Yes,* ***Mitigation Measure AQ-1*** *supports bicycle use and provides safe storage for cyclists.*

Measure TL-2: Pedestrian Network.

(1) Does the project provide a pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site? *Project Consistency Determination: Yes, pedestrian connectivity would be provided throughout the existing and expanded facility and to the public right-of-way. Payment of required traffic impact fees would account for off-site/public improvements.*

(2) Does project minimize barriers to pedestrian access and interconnectivity? *Project Consistency Determination: Yes, pedestrian connectivity would be provided throughout the existing and expanded facility and to the public right-of-way. Payment of required traffic impact fees would account for off-site/public improvements.*

(3) Does the project implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)? *Project Consistency Determination: Yes, marked crosswalks would be provided internally. Payment of traffic impact fees account for off-site/public improvements.*

Measure TL-3: Expand Transit Network.

(1) Does the project provide safe and convenient access to public transit within and/or contiguous to the project area? *Project Consistency Determination: Not applicable, public transit is not available in this part of the City.*

Measure TL-8: Infill Development.

(1) Is the project consistent with the City's land use and zoning code? *Project Consistency Determination: Yes, the proposed project is consistent with the City's land use and zoning code, as required.*

Measure W-1: Exceed SB X7-7 (Water Conservation Act of 2009), Water Conservation Target.

(1) Does the project meet CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation? *Project Consistency Determination: Yes, the proposed project would be consistent with required state and local requirements for water conservation.*

Measure S-1: Solid Waste Diversion Rate

(1) If the project involves construction or demolition, will the contractor divert 65 percent of non-hazardous construction or demolition debris? *Project Consistency Determination: Yes, the proposed project would be consistent with the required state and local requirements for demolition and construction debris recycling.*

Measure T-1: Tree Planting Program.

(1) Does the project include the planting of native and drought- tolerant trees beyond those required as mitigation for tree removal? If so, how many? *Project Consistency Determination: Yes, tree planting is included in the proposed project and would meet City requirements.*

As noted above, the proposed project expansion would be consistent with the applicable mandatory measures from the City's Climate Action Plan. The City's CAP is based on the state's 2020 GHG reduction target mandated by Assembly Bill 32. As noted in Impact GHG-1, the proposed project would be below 2030 GHG efficiency threshold based on the state's 2030 GHG reduction target mandated by Senate Bill 32 as set forth in CARB's *2017 Scoping Plan Update.* Because the proposed project GHG emissions are below the 2030 GHG efficiency threshold, the proposed project would not conflict with 2030 state goals and regulations for reducing GHG emissions. Therefore, the proposed project would not generate GHG emissions that could have a significant impact on the environment or conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. GHG emissions impacts would be **less than significant.**

Attachment A - CalEEMod Inputs and Output Data

Treana Winery Expansion - CalEEMod Version 2020.4.0 Inputs

Project Characteristics

Start of Construction: March 6, 2023

Operational Year: 2025

CEC Forecasting Climate Zone: 4

Land Use Setting: Urban

Utility Company: PG&E

Land Use

Industrial – Refrigerated Warehouse – No Rail: 167,913.5 Square Feet (SF)

Industrial – Unrefrigerated Warehouse – No Rail: 56,223.50 SF

General Office Building: 14,692.00 SF

Parking Lot: 24,830 SF

Other Asphalt Surfaces: 98,860 SF

Source: Eulate, Andres. Data Request Correspondence, December 19 and December 20, 2022.

Construction

1. Decreased Demolition days from 20 to 5. Minimal Demo Required.
2. Increased Building Construction days from 230 to 246 to achieve the expected total construction length.
3. Decreased Architectural Coating days from 20 to 5. No building coatings, only parking lot.
4. Soil Import: 533 cubic yards.
5. Demolition Area: 1,490 SF.
6. Non Residential Interior Area coated decreased from 358,244 SF to 0 SF.
7. Non Residential Exterior Area coated decreased from 119,415 SF to 0 SF.

Source: Eulate, Andres. Data Request Correspondence, December 19 and December 20, 2022.

Operational - Mobile

1. General Office Building- Weekday Trip Rate (/size/day) – increased from 1.74 to 16.81 per Project Trip Generation. Sat/Sun Trip Rate (/size/day) decreased from 2.21 to 1.34.
2. Refrigerated Warehouse- Weekday Trip Rate (/size/day) – decreased from 2.12 to 0.79 per Project Trip Generation. Sat/Sun Trip Rate (/size/day) decreased from 2.12 to 0.63.
3. Fleet Mix adjusted so that General Office Building refers to passenger cars trip and Refrigerated Warehouse refers to Truck Trips.

Source: Central Coast Transportation Consulting, November 17, 2022. Eulate, Andres. Data Request Correspondence, December 19 and December 20, 2022.

Operational – Energy Use

Natural Gas Zeroed Out -- No Natural Gas Usage with Project

Source: Eulate, Andres. Data Request Correspondence, December 19 and December 20, 2022.

Operational – Solid Waste

Solid Waste adjusted – Project would generate 80 tons/year

Source: Eulate, Andres. Data Request Correspondence, December 19 and December 20, 2022.

Operational – Water

Water Usage Adjusted – Project would consume 10 million gallons per year indoor and 300,000 gallons per year outdoor.

Source: Eulate, Andres. Data Request Correspondence, December 19 and December 20, 2022.

Operational – Energy Reduction Features

Project would include on-site solar that is proposed to generate 80% of electricity needs.

Source: Eulate, Andres. Data Request Correspondence, December 19 and December 20, 2022.

Construction Mitigation

Basic Mitigation Measures Assumed:

- Twice daily watering of exposed areas
- Reduce vehicle speeds on unpaved roads to 15mph or less

Treana Winery Expansion - CalEEMod Version 2020.4.0 Outputs

- Annual 2025 Emissions Output (36 pages)
- Summer 2025 Daily Emissions Output (30 pages)
- Winter 2025 Daily Emissions Output (30 pages)
- Annual 2030 GHG Emissions Output (35 pages)

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

Treana Winery Expansion

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	167.91	1000sqft	3.85	167,913.50	0
Unrefrigerated Warehouse-No Rail	56.22	1000sqft	1.29	56,223.50	0
General Office Building	14.69	1000sqft	0.34	14,692.00	0
Parking Lot	24.83	1000sqft	0.57	24,830.00	0
Other Asphalt Surfaces	98.86	1000sqft	2.27	98,860.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Applicant and Paved Area Exhibit

Construction Phase - Per Applicant Schedule. Coating reduced because no buliding coatings only parking lot. Demo reduced because minimal demolition.

Grading - 533 cubic yards import.

Demolition - existing shop to be replaced

Architectural Coating - No building to be coated

Vehicle Trips - Central Coast Transportation Consulting, November 17, 2022

Fleet Mix - Adjusted for Office to account for passenger cars and warehouse to account for truck trips.

Treana Winery Expansion - San Luis Obispo County, Annual

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

Area Coating - No building coatings

Energy Use - no natural gas

Water And Wastewater - 10 million gpy indoor and 300,000 gpy outdoor

Solid Waste - 80 tons per year of solid waste

Construction Off-road Equipment Mitigation - Basic PM mitigation

Energy Mitigation - Solar to generate 80% of electricity needed

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	119,415.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	358,244.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	119415	0
tblAreaCoating	Area_Nonresidential_Interior	358244	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	246.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	PhaseEndDate	5/24/2024	5/6/2024
tblConstructionPhase	PhaseEndDate	3/29/2024	4/1/2024
tblConstructionPhase	PhaseEndDate	3/31/2023	3/10/2023
tblConstructionPhase	PhaseEndDate	5/12/2023	4/21/2023
tblConstructionPhase	PhaseEndDate	4/26/2024	4/29/2024
tblConstructionPhase	PhaseEndDate	4/14/2023	3/24/2023
tblConstructionPhase	PhaseStartDate	4/27/2024	4/30/2024
tblConstructionPhase	PhaseStartDate	5/13/2023	4/22/2023
tblConstructionPhase	PhaseStartDate	4/15/2023	3/25/2023
tblConstructionPhase	PhaseStartDate	3/30/2024	4/2/2024
tblConstructionPhase	PhaseStartDate	4/1/2023	3/11/2023
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	NT24NG	3.06	0.00

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

tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24NG	16.14	0.00
tblEnergyUse	T24NG	0.72	0.00
tblEnergyUse	T24NG	3.37	0.00
tblFleetMix	HHD	5.9940e-003	0.00
tblFleetMix	HHD	5.9940e-003	0.42
tblFleetMix	LDA	0.49	0.65
tblFleetMix	LDA	0.49	0.00
tblFleetMix	LDT1	0.06	0.08
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.20	0.27
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	9.1410e-003	0.00
tblFleetMix	LHD2	9.1410e-003	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.15	0.00
tblFleetMix	MDV	0.15	0.00
tblFleetMix	MH	6.5290e-003	0.00
tblFleetMix	MH	6.5290e-003	0.00
tblFleetMix	MHD	8.2930e-003	0.00
tblFleetMix	MHD	8.2930e-003	0.58
tblFleetMix	OBUS	9.3700e-004	0.00
tblFleetMix	OBUS	9.3700e-004	0.00
tblFleetMix	SBUS	9.5900e-004	0.00
tblFleetMix	SBUS	9.5900e-004	0.00
tblFleetMix	UBUS	3.6200e-004	0.00

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

tblFleetMix	UBUS	3.6200e-004	0.00
tblGrading	MaterialImported	0.00	533.00
tblLandUse	LandUseSquareFeet	167,910.00	167,913.50
tblLandUse	LandUseSquareFeet	56,220.00	56,223.50
tblLandUse	LandUseSquareFeet	14,690.00	14,692.00
tblSolidWaste	SolidWasteGenerationRate	13.66	5.23
tblSolidWaste	SolidWasteGenerationRate	157.84	0.00
tblSolidWaste	SolidWasteGenerationRate	52.85	0.00
tblVehicleTrips	ST_TR	2.21	1.34
tblVehicleTrips	ST_TR	2.12	0.63
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	0.70	1.34
tblVehicleTrips	SU_TR	2.12	0.63
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	9.74	16.81
tblVehicleTrips	WD_TR	2.12	0.79
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	2,610,908.76	680,642.50
tblWater	IndoorWaterUseRate	38,829,187.50	0.00
tblWater	IndoorWaterUseRate	13,000,875.00	0.00
tblWater	OutdoorWaterUseRate	1,600,234.40	20,419.28

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2283	1.9350	2.1898	4.9800e-003	0.3286	0.0816	0.4102	0.1277	0.0765	0.2042	0.0000	445.5463	445.5463	0.0707	0.0152	451.8538
2024	0.1062	0.6316	0.8374	1.8200e-003	0.0590	0.0258	0.0848	0.0159	0.0241	0.0400	0.0000	162.1039	162.1039	0.0262	5.0900e-003	164.2757
Maximum	**0.2283**	**1.9350**	**2.1898**	**4.9800e-003**	**0.3286**	**0.0816**	**0.4102**	**0.1277**	**0.0765**	**0.2042**	**0.0000**	**445.5463**	**445.5463**	**0.0707**	**0.0152**	**451.8538**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2283	1.9350	2.1898	4.9800e-003	0.2356	0.0816	0.3172	0.0811	0.0765	0.1576	0.0000	445.5460	445.5460	0.0707	0.0152	451.8535
2024	0.1062	0.6316	0.8374	1.8200e-003	0.0590	0.0258	0.0848	0.0159	0.0241	0.0400	0.0000	162.1038	162.1038	0.0262	5.0900e-003	164.2756
Maximum	**0.2283**	**1.9350**	**2.1898**	**4.9800e-003**	**0.2356**	**0.0816**	**0.3172**	**0.0811**	**0.0765**	**0.1576**	**0.0000**	**445.5460**	**445.5460**	**0.0707**	**0.0152**	**451.8535**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**24.00**	**0.00**	**18.80**	**32.47**	**0.00**	**19.09**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**3-6-2023**	**6-5-2023**	0.7142	0.7142
2	**6-6-2023**	**9-5-2023**	0.6303	0.6303
3	**9-6-2023**	**12-5-2023**	0.6275	0.6275
4	**12-6-2023**	**3-5-2024**	0.6021	0.6021
5	**3-6-2024**	**6-5-2024**	0.3146	0.3146
		Highest	0.7142	0.7142

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9439	6.0000e-005	6.0900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0127
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	193.5165	193.5165	0.0313	3.7900e-003	195.4300
Mobile	0.0665	1.3718	0.7720	6.6400e-003	0.3417	9.0900e-003	0.3508	0.0954	8.6700e-003	0.1041	0.0000	638.4541	638.4541	0.0153	0.0800	662.6723
Waste						0.0000	0.0000		0.0000	0.0000	1.0607	0.0000	1.0607	0.0627	0.0000	2.6277
Water						0.0000	0.0000		0.0000	0.0000	0.2159	0.3474	0.5633	0.0222	5.3000e-004	1.2773
Total	**1.0104**	**1.3719**	**0.7781**	**6.6400e-003**	**0.3417**	**9.1100e-003**	**0.3508**	**0.0954**	**8.6900e-003**	**0.1041**	**1.2766**	**832.3298**	**833.6064**	**0.1315**	**0.0843**	**862.0200**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9439	6.0000e-005	6.0900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0127
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	38.7033	38.7033	6.2600e-003	7.6000e-004	39.0860
Mobile	0.0665	1.3718	0.7720	6.6400e-003	0.3417	9.0900e-003	0.3508	0.0954	8.6700e-003	0.1041	0.0000	638.4541	638.4541	0.0153	0.0800	662.6723
Waste						0.0000	0.0000		0.0000	0.0000	1.0607	0.0000	1.0607	0.0627	0.0000	2.6277
Water						0.0000	0.0000		0.0000	0.0000	0.2159	0.3474	0.5633	0.0222	5.3000e-004	1.2773
Total	**1.0104**	**1.3719**	**0.7781**	**6.6400e-003**	**0.3417**	**9.1100e-003**	**0.3508**	**0.0954**	**8.6900e-003**	**0.1041**	**1.2766**	**677.5166**	**678.7932**	**0.1065**	**0.0813**	**705.6760**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**18.60**	**18.57**	**19.05**	**3.59**	**18.14**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/6/2023	3/10/2023	5	5	
2	Site Preparation	Site Preparation	3/11/2023	3/24/2023	5	10	
3	Grading	Grading	3/25/2023	4/21/2023	5	20	

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

4	Building Construction	Building Construction	4/22/2023	4/1/2024	5	246	
5	Paving	Paving	4/2/2024	4/29/2024	5	20	
6	Architectural Coating	Architectural Coating	4/30/2024	5/6/2024	5	5	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.84

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,421 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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

Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	147.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	67.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	151.00	59.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6700e-003	0.0537	0.0491	1.0000e-004		2.4900e-003	2.4900e-003		2.3200e-003	2.3200e-003	0.0000	8.4980	8.4980	2.3800e-003	0.0000	8.5575
Total	**5.6700e-003**	**0.0537**	**0.0491**	**1.0000e-004**		**2.4900e-003**	**2.4900e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**8.4980**	**8.4980**	**2.3800e-003**	**0.0000**	**8.5575**

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

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	0.0124	2.3700e-003	5.0000e-005	1.2600e-003	1.0000e-004	1.3500e-003	3.5000e-004	9.0000e-005	4.4000e-004	0.0000	4.5159	4.5159	1.6000e-004	7.2000e-004	4.7331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.9000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2771	0.2771	1.0000e-005	1.0000e-005	0.2796
Total	**3.2000e-004**	**0.0125**	**3.3600e-003**	**5.0000e-005**	**1.6200e-003**	**1.0000e-004**	**1.7100e-003**	**4.5000e-004**	**9.0000e-005**	**5.4000e-004**	**0.0000**	**4.7930**	**4.7930**	**1.7000e-004**	**7.3000e-004**	**5.0128**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6700e-003	0.0537	0.0491	1.0000e-004		2.4900e-003	2.4900e-003		2.3200e-003	2.3200e-003	0.0000	8.4980	8.4980	2.3800e-003	0.0000	8.5575
Total	**5.6700e-003**	**0.0537**	**0.0491**	**1.0000e-004**		**2.4900e-003**	**2.4900e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**8.4980**	**8.4980**	**2.3800e-003**	**0.0000**	**8.5575**

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

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	0.0124	2.3700e-003	5.0000e-005	1.2600e-003	1.0000e-004	1.3500e-003	3.5000e-004	9.0000e-005	4.4000e-004	0.0000	4.5159	4.5159	1.6000e-004	7.2000e-004	4.7331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.9000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2771	0.2771	1.0000e-005	1.0000e-005	0.2796
Total	**3.2000e-004**	**0.0125**	**3.3600e-003**	**5.0000e-005**	**1.6200e-003**	**1.0000e-004**	**1.7100e-003**	**4.5000e-004**	**9.0000e-005**	**5.4000e-004**	**0.0000**	**4.7930**	**4.7930**	**1.7000e-004**	**7.3000e-004**	**5.0128**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0983**	**6.3300e-003**	**0.1046**	**0.0505**	**5.8200e-003**	**0.0563**	**0.0000**	**16.7254**	**16.7254**	**5.4100e-003**	**0.0000**	**16.8606**

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

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.3800e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6649	0.6649	2.0000e-005	2.0000e-005	0.6711
Total	**2.9000e-004**	**2.1000e-004**	**2.3800e-003**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**8.7000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.6649**	**0.6649**	**2.0000e-005**	**2.0000e-005**	**0.6711**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0442**	**6.3300e-003**	**0.0506**	**0.0227**	**5.8200e-003**	**0.0286**	**0.0000**	**16.7253**	**16.7253**	**5.4100e-003**	**0.0000**	**16.8606**

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

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.3800e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6649	0.6649	2.0000e-005	2.0000e-005	0.6711
Total	**2.9000e-004**	**2.1000e-004**	**2.3800e-003**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**8.7000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.6649**	**0.6649**	**2.0000e-005**	**2.0000e-005**	**0.6711**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0709	0.0000	0.0709	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	**0.0171**	**0.1794**	**0.1475**	**3.0000e-004**	**0.0709**	**7.7500e-003**	**0.0786**	**0.0343**	**7.1300e-003**	**0.0414**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

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

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	5.6600e-003	1.0800e-003	2.0000e-005	5.7000e-004	4.0000e-005	6.2000e-004	1.6000e-004	4.0000e-005	2.0000e-004	0.0000	2.0583	2.0583	7.0000e-005	3.3000e-004	2.1573
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.5000e-004	3.9600e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1082	1.1082	3.0000e-005	3.0000e-005	1.1185
Total	**5.7000e-004**	**6.0100e-003**	**5.0400e-003**	**3.0000e-005**	**2.0100e-003**	**5.0000e-005**	**2.0700e-003**	**5.4000e-004**	**5.0000e-005**	**5.9000e-004**	**0.0000**	**3.1665**	**3.1665**	**1.0000e-004**	**3.6000e-004**	**3.2758**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0319	0.0000	0.0319	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	**0.0171**	**0.1794**	**0.1475**	**3.0000e-004**	**0.0319**	**7.7500e-003**	**0.0396**	**0.0154**	**7.1300e-003**	**0.0225**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

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

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	5.6600e-003	1.0800e-003	2.0000e-005	5.7000e-004	4.0000e-005	6.2000e-004	1.6000e-004	4.0000e-005	2.0000e-004	0.0000	2.0583	2.0583	7.0000e-005	3.3000e-004	2.1573
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.5000e-004	3.9600e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1082	1.1082	3.0000e-005	3.0000e-005	1.1185
Total	**5.7000e-004**	**6.0100e-003**	**5.0400e-003**	**3.0000e-005**	**2.0100e-003**	**5.0000e-005**	**2.0700e-003**	**5.4000e-004**	**5.0000e-005**	**5.9000e-004**	**0.0000**	**3.1665**	**3.1665**	**1.0000e-004**	**3.6000e-004**	**3.2758**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1416	1.2946	1.4620	2.4300e-003		0.0630	0.0630		0.0593	0.0593	0.0000	208.6243	208.6243	0.0496	0.0000	209.8650
Total	**0.1416**	**1.2946**	**1.4620**	**2.4300e-003**		**0.0630**	**0.0630**		**0.0593**	**0.0593**	**0.0000**	**208.6243**	**208.6243**	**0.0496**	**0.0000**	**209.8650**

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.2200e-003	0.2194	0.0704	7.9000e-004	0.0241	1.2400e-003	0.0254	6.9800e-003	1.1900e-003	8.1700e-003	0.0000	76.6097	76.6097	1.7000e-003	0.0113	80.0064
Worker	0.0433	0.0315	0.3588	1.0900e-003	0.1308	6.4000e-004	0.1315	0.0348	5.9000e-004	0.0354	0.0000	100.4040	100.4040	2.8100e-003	2.8800e-003	101.3334
Total	**0.0495**	**0.2510**	**0.4292**	**1.8800e-003**	**0.1550**	**1.8800e-003**	**0.1569**	**0.0418**	**1.7800e-003**	**0.0435**	**0.0000**	**177.0137**	**177.0137**	**4.5100e-003**	**0.0141**	**181.3398**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1416	1.2946	1.4620	2.4300e-003		0.0630	0.0630		0.0593	0.0593	0.0000	208.6240	208.6240	0.0496	0.0000	209.8647
Total	**0.1416**	**1.2946**	**1.4620**	**2.4300e-003**		**0.0630**	**0.0630**		**0.0593**	**0.0593**	**0.0000**	**208.6240**	**208.6240**	**0.0496**	**0.0000**	**209.8647**

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.2200e-003	0.2194	0.0704	7.9000e-004	0.0241	1.2400e-003	0.0254	6.9800e-003	1.1900e-003	8.1700e-003	0.0000	76.6097	76.6097	1.7000e-003	0.0113	80.0064
Worker	0.0433	0.0315	0.3588	1.0900e-003	0.1308	6.4000e-004	0.1315	0.0348	5.9000e-004	0.0354	0.0000	100.4040	100.4040	2.8100e-003	2.8800e-003	101.3334
Total	**0.0495**	**0.2510**	**0.4292**	**1.8800e-003**	**0.1550**	**1.8800e-003**	**0.1569**	**0.0418**	**1.7800e-003**	**0.0435**	**0.0000**	**177.0137**	**177.0137**	**4.5100e-003**	**0.0141**	**181.3398**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0486	0.4436	0.5335	8.9000e-004		0.0202	0.0202		0.0190	0.0190	0.0000	76.5102	76.5102	0.0181	0.0000	76.9625
Total	**0.0486**	**0.4436**	**0.5335**	**8.9000e-004**		**0.0202**	**0.0202**		**0.0190**	**0.0190**	**0.0000**	**76.5102**	**76.5102**	**0.0181**	**0.0000**	**76.9625**

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

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0789	0.0253	2.8000e-004	8.8500e-003	4.5000e-004	9.3000e-003	2.5600e-003	4.3000e-004	2.9900e-003	0.0000	27.6579	27.6579	6.3000e-004	4.0600e-003	28.8841
Worker	0.0149	0.0103	0.1223	3.9000e-004	0.0480	2.2000e-004	0.0482	0.0128	2.1000e-004	0.0130	0.0000	35.6607	35.6607	9.4000e-004	9.8000e-004	35.9769
Total	**0.0171**	**0.0892**	**0.1476**	**6.7000e-004**	**0.0568**	**6.7000e-004**	**0.0575**	**0.0153**	**6.4000e-004**	**0.0159**	**0.0000**	**63.3187**	**63.3187**	**1.5700e-003**	**5.0400e-003**	**64.8610**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0486	0.4436	0.5335	8.9000e-004		0.0202	0.0202		0.0190	0.0190	0.0000	76.5101	76.5101	0.0181	0.0000	76.9624
Total	**0.0486**	**0.4436**	**0.5335**	**8.9000e-004**		**0.0202**	**0.0202**		**0.0190**	**0.0190**	**0.0000**	**76.5101**	**76.5101**	**0.0181**	**0.0000**	**76.9624**

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

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0789	0.0253	2.8000e-004	8.8500e-003	4.5000e-004	9.3000e-003	2.5600e-003	4.3000e-004	2.9900e-003	0.0000	27.6579	27.6579	6.3000e-004	4.0600e-003	28.8841
Worker	0.0149	0.0103	0.1223	3.9000e-004	0.0480	2.2000e-004	0.0482	0.0128	2.1000e-004	0.0130	0.0000	35.6607	35.6607	9.4000e-004	9.8000e-004	35.9769
Total	**0.0171**	**0.0892**	**0.1476**	**6.7000e-004**	**0.0568**	**6.7000e-004**	**0.0575**	**0.0153**	**6.4000e-004**	**0.0159**	**0.0000**	**63.3187**	**63.3187**	**1.5700e-003**	**5.0400e-003**	**64.8610**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	3.7200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0136**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1885**

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.1000e-004	3.6800e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0735	1.0735	3.0000e-005	3.0000e-005	1.0830
Total	**4.5000e-004**	**3.1000e-004**	**3.6800e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0735**	**1.0735**	**3.0000e-005**	**3.0000e-005**	**1.0830**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	3.7200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0136**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1884**

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.1000e-004	3.6800e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0735	1.0735	3.0000e-005	3.0000e-005	1.0830
Total	**4.5000e-004**	**3.1000e-004**	**3.6800e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0735**	**1.0735**	**3.0000e-005**	**3.0000e-005**	**1.0830**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.0263**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.8400e-003	1.0000e-005	7.2000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5367	0.5367	1.0000e-005	1.0000e-005	0.5415
Total	**2.2000e-004**	**1.5000e-004**	**1.8400e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5367**	**0.5367**	**1.0000e-005**	**1.0000e-005**	**0.5415**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.0263**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.8400e-003	1.0000e-005	7.2000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5367	0.5367	1.0000e-005	1.0000e-005	0.5415
Total	**2.2000e-004**	**1.5000e-004**	**1.8400e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5367**	**0.5367**	**1.0000e-005**	**1.0000e-005**	**0.5415**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Treana Winery Expansion - San Luis Obispo County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0665	1.3718	0.7720	6.6400e-003	0.3417	9.0900e-003	0.3508	0.0954	8.6700e-003	0.1041	0.0000	638.4541	638.4541	0.0153	0.0800	662.6723
Unmitigated	0.0665	1.3718	0.7720	6.6400e-003	0.3417	9.0900e-003	0.3508	0.0954	8.6700e-003	0.1041	0.0000	638.4541	638.4541	0.0153	0.0800	662.6723

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	246.97	19.76	19.74	414,138	414,138
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	132.69	106.40	106.40	413,143	413,143
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	379.66	126.16	126.14	827,281	827,281

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.654582	0.076004	0.269415	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529
Parking Lot	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529
Refrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.580458	0.419542	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	38.7033	38.7033	6.2600e-003	7.6000e-004	39.0860
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	193.5165	193.5165	0.0313	3.7900e-003	195.4300
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	252262	23.3402	3.7800e-003	4.6000e-004	23.5710
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	8690.5	0.8041	1.3000e-004	2.0000e-005	0.8120
Refrigerated Warehouse-No Rail	1.6338e+006	151.1652	0.0245	2.9600e-003	152.6599
Unrefrigerated Warehouse-No Rail	196782	18.2070	2.9500e-003	3.6000e-004	18.3871
Total		**193.5165**	**0.0313**	**3.8000e-003**	**195.4300**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	50452.3	4.6680	7.6000e-004	9.0000e-005	4.7142
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1738.1	0.1608	3.0000e-005	0.0000	0.1624
Refrigerated Warehouse-No Rail	326760	30.2330	4.8900e-003	5.9000e-004	30.5320
Unrefrigerated Warehouse-No Rail	39356.4	3.6414	5.9000e-004	7.0000e-005	3.6774
Total		**38.7033**	**6.2700e-003**	**7.5000e-004**	**39.0860**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9439	6.0000e-005	6.0900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0127
Unmitigated	0.9439	6.0000e-005	6.0900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0127

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	6.0000e-005	6.0900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0127
Total	**0.9439**	**6.0000e-005**	**6.0900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0119**	**0.0119**	**3.0000e-005**	**0.0000**	**0.0127**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	6.0000e-005	6.0900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0127
Total	**0.9439**	**6.0000e-005**	**6.0900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0119**	**0.0119**	**3.0000e-005**	**0.0000**	**0.0127**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.5633	0.0222	5.3000e-004	1.2773
Unmitigated	0.5633	0.0222	5.3000e-004	1.2773

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.680643 / 0.0204193	0.5633	0.0222	5.3000e-004	1.2773
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.5633**	**0.0222**	**5.3000e-004**	**1.2773**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.680643 / 0.0204193	0.5633	0.0222	5.3000e-004	1.2773
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.5633**	**0.0222**	**5.3000e-004**	**1.2773**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.0607	0.0627	0.0000	2.6277
Unmitigated	1.0607	0.0627	0.0000	2.6277

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	5.22514	1.0607	0.0627	0.0000	2.6277
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**1.0607**	**0.0627**	**0.0000**	**2.6277**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	5.22514	1.0607	0.0627	0.0000	2.6277
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**1.0607**	**0.0627**	**0.0000**	**2.6277**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Treana Winery Expansion - San Luis Obispo County, Summer

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

Treana Winery Expansion

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	167.91	1000sqft	3.85	167,913.50	0
Unrefrigerated Warehouse-No Rail	56.22	1000sqft	1.29	56,223.50	0
General Office Building	14.69	1000sqft	0.34	14,692.00	0
Parking Lot	24.83	1000sqft	0.57	24,830.00	0
Other Asphalt Surfaces	98.86	1000sqft	2.27	98,860.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Applicant and Paved Area Exhibit

Construction Phase - Per Applicant Schedule. Coating reduced because no buliding coatings only parking lot. Demo reduced because minimal demolition.

Grading - 533 cubic yards import.

Demolition - existing shop to be replaced

Architectural Coating - No building to be coated

Vehicle Trips - Central Coast Transportation Consulting, November 17, 2022

Fleet Mix - Adjusted for Office to account for passenger cars and warehouse to account for truck trips.

Treana Winery Expansion - San Luis Obispo County, Summer

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

Area Coating - No building coatings

Energy Use - no natural gas

Water And Wastewater - 10 million gpy indoor and 300,000 gpy outdoor

Solid Waste - 80 tons per year of solid waste

Construction Off-road Equipment Mitigation - Basic PM mitigation

Energy Mitigation - Solar to generate 80% of electricity needed

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	119,415.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	358,244.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	119415	0
tblAreaCoating	Area_Nonresidential_Interior	358244	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	246.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	PhaseEndDate	5/24/2024	5/6/2024
tblConstructionPhase	PhaseEndDate	3/29/2024	4/1/2024
tblConstructionPhase	PhaseEndDate	3/31/2023	3/10/2023
tblConstructionPhase	PhaseEndDate	5/12/2023	4/21/2023
tblConstructionPhase	PhaseEndDate	4/26/2024	4/29/2024
tblConstructionPhase	PhaseEndDate	4/14/2023	3/24/2023
tblConstructionPhase	PhaseStartDate	4/27/2024	4/30/2024
tblConstructionPhase	PhaseStartDate	5/13/2023	4/22/2023
tblConstructionPhase	PhaseStartDate	4/15/2023	3/25/2023
tblConstructionPhase	PhaseStartDate	3/30/2024	4/2/2024
tblConstructionPhase	PhaseStartDate	4/1/2023	3/11/2023
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	NT24NG	3.06	0.00

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

tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24NG	16.14	0.00
tblEnergyUse	T24NG	0.72	0.00
tblEnergyUse	T24NG	3.37	0.00
tblFleetMix	HHD	5.9940e-003	0.00
tblFleetMix	HHD	5.9940e-003	0.42
tblFleetMix	LDA	0.49	0.65
tblFleetMix	LDA	0.49	0.00
tblFleetMix	LDT1	0.06	0.08
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.20	0.27
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	9.1410e-003	0.00
tblFleetMix	LHD2	9.1410e-003	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.15	0.00
tblFleetMix	MDV	0.15	0.00
tblFleetMix	MH	6.5290e-003	0.00
tblFleetMix	MH	6.5290e-003	0.00
tblFleetMix	MHD	8.2930e-003	0.00
tblFleetMix	MHD	8.2930e-003	0.58
tblFleetMix	OBUS	9.3700e-004	0.00
tblFleetMix	OBUS	9.3700e-004	0.00
tblFleetMix	SBUS	9.5900e-004	0.00
tblFleetMix	SBUS	9.5900e-004	0.00
tblFleetMix	UBUS	3.6200e-004	0.00

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

tblFleetMix	UBUS	3.6200e-004	0.00
tblGrading	MaterialImported	0.00	533.00
tblLandUse	LandUseSquareFeet	167,910.00	167,913.50
tblLandUse	LandUseSquareFeet	56,220.00	56,223.50
tblLandUse	LandUseSquareFeet	14,690.00	14,692.00
tblSolidWaste	SolidWasteGenerationRate	13.66	5.23
tblSolidWaste	SolidWasteGenerationRate	157.84	0.00
tblSolidWaste	SolidWasteGenerationRate	52.85	0.00
tblVehicleTrips	ST_TR	2.21	1.34
tblVehicleTrips	ST_TR	2.12	0.63
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	0.70	1.34
tblVehicleTrips	SU_TR	2.12	0.63
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	9.74	16.81
tblVehicleTrips	WD_TR	2.12	0.79
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	2,610,908.76	680,642.50
tblWater	IndoorWaterUseRate	38,829,187.50	0.00
tblWater	IndoorWaterUseRate	13,000,875.00	0.00
tblWater	OutdoorWaterUseRate	1,600,234.40	20,419.28

2.0 Emissions Summary

Treana Winery Expansion - San Luis Obispo County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7163	27.5618	21.1171	0.0584	19.8350	1.2669	21.1018	10.1497	1.1655	11.3152	0.0000	5,864.0885	5,864.0885	1.1965	0.3187	5,987.1175
2024	10.5887	16.0438	20.7305	0.0478	1.7670	0.6336	2.4006	0.4749	0.5961	1.0710	0.0000	4,713.1554	4,713.1554	0.7169	0.1661	4,779.0334
Maximum	**10.5887**	**27.5618**	**21.1171**	**0.0584**	**19.8350**	**1.2669**	**21.1018**	**10.1497**	**1.1655**	**11.3152**	**0.0000**	**5,864.0885**	**5,864.0885**	**1.1965**	**0.3187**	**5,987.1175**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7163	27.5618	21.1171	0.0584	9.0236	1.2669	10.2905	4.5933	1.1655	5.7588	0.0000	5,864.0885	5,864.0885	1.1965	0.3187	5,987.1175
2024	10.5887	16.0438	20.7305	0.0478	1.7670	0.6336	2.4006	0.4749	0.5961	1.0710	0.0000	4,713.1554	4,713.1554	0.7169	0.1661	4,779.0334
Maximum	**10.5887**	**27.5618**	**21.1171**	**0.0584**	**9.0236**	**1.2669**	**10.2905**	**4.5933**	**1.1655**	**5.7588**	**0.0000**	**5,864.0885**	**5,864.0885**	**1.1965**	**0.3187**	**5,987.1175**

Treana Winery Expansion - San Luis Obispo County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	50.05	0.00	46.00	52.30	0.00	44.86	0.00	0.00	0.00	0.00	0.00	0.00

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.4756	7.7864	5.1357	0.0410	2.2943	0.0541	2.3485	0.6356	0.0516	0.6872		4,328.8452	4,328.8452	0.1032	0.5183	4,485.8861
Total	**5.6479**	**7.7867**	**5.1726**	**0.0410**	**2.2943**	**0.0543**	**2.3486**	**0.6356**	**0.0517**	**0.6873**		**4,328.9246**	**4,328.9246**	**0.1034**	**0.5183**	**4,485.9706**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.4756	7.7864	5.1357	0.0410	2.2943	0.0541	2.3485	0.6356	0.0516	0.6872		4,328.8452	4,328.8452	0.1032	0.5183	4,485.8861
Total	**5.6479**	**7.7867**	**5.1726**	**0.0410**	**2.2943**	**0.0543**	**2.3486**	**0.6356**	**0.0517**	**0.6873**		**4,328.9246**	**4,328.9246**	**0.1034**	**0.5183**	**4,485.9706**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/6/2023	3/10/2023	5	5	
2	Site Preparation	Site Preparation	3/11/2023	3/24/2023	5	10	
3	Grading	Grading	3/25/2023	4/21/2023	5	20	
4	Building Construction	Building Construction	4/22/2023	4/1/2024	5	246	
5	Paving	Paving	4/2/2024	4/29/2024	5	20	
6	Architectural Coating	Architectural Coating	4/30/2024	5/6/2024	5	5	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.84

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,421 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	1	8.00	158	0.38

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

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	147.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	67.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	151.00	59.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280		3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**		**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0807	4.8139	0.9426	0.0183	0.5140	0.0389	0.5529	0.1409	0.0372	0.1781		1,990.5165	1,990.5165	0.0697	0.3154	2,086.2547
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0313	0.4079	1.2500e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		126.5880	126.5880	3.2500e-003	3.2700e-003	127.6446
Total	**0.1280**	**4.8453**	**1.3505**	**0.0195**	**0.6623**	**0.0396**	**0.7019**	**0.1802**	**0.0379**	**0.2181**		**2,117.1045**	**2,117.1045**	**0.0729**	**0.3187**	**2,213.8992**

Treana Winery Expansion - San Luis Obispo County, Summer

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

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**	**0.0000**	**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0807	4.8139	0.9426	0.0183	0.5140	0.0389	0.5529	0.1409	0.0372	0.1781		1,990.5165	1,990.5165	0.0697	0.3154	2,086.2547
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0313	0.4079	1.2500e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		126.5880	126.5880	3.2500e-003	3.2700e-003	127.6446
Total	**0.1280**	**4.8453**	**1.3505**	**0.0195**	**0.6623**	**0.0396**	**0.7019**	**0.1802**	**0.0379**	**0.2181**		**2,117.1045**	**2,117.1045**	**0.0729**	**0.3187**	**2,213.8992**

Treana Winery Expansion - San Luis Obispo County, Summer

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

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6570**	**1.2660**	**20.9230**	**10.1025**	**1.1647**	**11.2672**		**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0568	0.0376	0.4895	1.5000e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		151.9056	151.9056	3.9000e-003	3.9300e-003	153.1735
Total	**0.0568**	**0.0376**	**0.4895**	**1.5000e-003**	**0.1780**	**8.5000e-004**	**0.1788**	**0.0472**	**7.8000e-004**	**0.0480**		**151.9056**	**151.9056**	**3.9000e-003**	**3.9300e-003**	**153.1735**

Treana Winery Expansion - San Luis Obispo County, Summer

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

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**8.8457**	**1.2660**	**10.1117**	**4.5461**	**1.1647**	**5.7108**	**0.0000**	**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0568	0.0376	0.4895	1.5000e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		151.9056	151.9056	3.9000e-003	3.9300e-003	153.1735
Total	**0.0568**	**0.0376**	**0.4895**	**1.5000e-003**	**0.1780**	**8.5000e-004**	**0.1788**	**0.0472**	**7.8000e-004**	**0.0480**		**151.9056**	**151.9056**	**3.9000e-003**	**3.9300e-003**	**153.1735**

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

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0875	0.0000	7.0875	3.4255	0.0000	3.4255			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**7.0875**	**0.7749**	**7.8624**	**3.4255**	**0.7129**	**4.1384**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1900e-003	0.5485	0.1074	2.0800e-003	0.0586	4.4300e-003	0.0630	0.0161	4.2400e-003	0.0203		226.8106	226.8106	7.9400e-003	0.0359	237.7195
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0313	0.4079	1.2500e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		126.5880	126.5880	3.2500e-003	3.2700e-003	127.6446
Total	**0.0566**	**0.5799**	**0.5153**	**3.3300e-003**	**0.2069**	**5.1400e-003**	**0.2120**	**0.0554**	**4.8900e-003**	**0.0603**		**353.3986**	**353.3986**	**0.0112**	**0.0392**	**365.3641**

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

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1894	0.0000	3.1894	1.5415	0.0000	1.5415			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**3.1894**	**0.7749**	**3.9643**	**1.5415**	**0.7129**	**2.2544**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1900e-003	0.5485	0.1074	2.0800e-003	0.0586	4.4300e-003	0.0630	0.0161	4.2400e-003	0.0203		226.8106	226.8106	7.9400e-003	0.0359	237.7195
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0313	0.4079	1.2500e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		126.5880	126.5880	3.2500e-003	3.2700e-003	127.6446
Total	**0.0566**	**0.5799**	**0.5153**	**3.3300e-003**	**0.2069**	**5.1400e-003**	**0.2120**	**0.0554**	**4.8900e-003**	**0.0603**		**353.3986**	**353.3986**	**0.0112**	**0.0392**	**365.3641**

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0701	2.3640	0.7670	8.7500e-003	0.2741	0.0138	0.2879	0.0790	0.0132	0.0922		937.6607	937.6607	0.0209	0.1377	979.2052
Worker	0.4768	0.3155	4.1060	0.0126	1.4928	7.1400e-003	1.4999	0.3959	6.5800e-003	0.4025		1,274.3192	1,274.3192	0.0327	0.0330	1,284.9553
Total	**0.5468**	**2.6794**	**4.8731**	**0.0214**	**1.7669**	**0.0209**	**1.7879**	**0.4749**	**0.0198**	**0.4947**		**2,211.9800**	**2,211.9800**	**0.0537**	**0.1706**	**2,264.1605**

Treana Winery Expansion - San Luis Obispo County, Summer

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0701	2.3640	0.7670	8.7500e-003	0.2741	0.0138	0.2879	0.0790	0.0132	0.0922		937.6607	937.6607	0.0209	0.1377	979.2052
Worker	0.4768	0.3155	4.1060	0.0126	1.4928	7.1400e-003	1.4999	0.3959	6.5800e-003	0.4025		1,274.3192	1,274.3192	0.0327	0.0330	1,284.9553
Total	**0.5468**	**2.6794**	**4.8731**	**0.0214**	**1.7669**	**0.0209**	**1.7879**	**0.4749**	**0.0198**	**0.4947**		**2,211.9800**	**2,211.9800**	**0.0537**	**0.1706**	**2,264.1605**

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

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0677	2.3190	0.7522	8.6100e-003	0.2742	0.0136	0.2877	0.0790	0.0130	0.0919		923.1976	923.1976	0.0212	0.1355	964.0972
Worker	0.4482	0.2810	3.8115	0.0122	1.4928	6.7700e-003	1.4996	0.3959	6.2400e-003	0.4022		1,234.2589	1,234.2589	0.0297	0.0306	1,244.1286
Total	**0.5159**	**2.6000**	**4.5637**	**0.0208**	**1.7670**	**0.0203**	**1.7873**	**0.4749**	**0.0192**	**0.4941**		**2,157.4565**	**2,157.4565**	**0.0508**	**0.1661**	**2,208.2258**

Treana Winery Expansion - San Luis Obispo County, Summer

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

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0677	2.3190	0.7522	8.6100e-003	0.2742	0.0136	0.2877	0.0790	0.0130	0.0919		923.1976	923.1976	0.0212	0.1355	964.0972
Worker	0.4482	0.2810	3.8115	0.0122	1.4928	6.7700e-003	1.4996	0.3959	6.2400e-003	0.4022		1,234.2589	1,234.2589	0.0297	0.0306	1,244.1286
Total	**0.5159**	**2.6000**	**4.5637**	**0.0208**	**1.7670**	**0.0203**	**1.7873**	**0.4749**	**0.0192**	**0.4941**		**2,157.4565**	**2,157.4565**	**0.0508**	**0.1661**	**2,208.2258**

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

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3602**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0279	0.3786	1.2100e-003	0.1483	6.7000e-004	0.1490	0.0393	6.2000e-004	0.0400		122.6085	122.6085	2.9500e-003	3.0400e-003	123.5889
Total	**0.0445**	**0.0279**	**0.3786**	**1.2100e-003**	**0.1483**	**6.7000e-004**	**0.1490**	**0.0393**	**6.2000e-004**	**0.0400**		**122.6085**	**122.6085**	**2.9500e-003**	**3.0400e-003**	**123.5889**

Treana Winery Expansion - San Luis Obispo County, Summer

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

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3602**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0279	0.3786	1.2100e-003	0.1483	6.7000e-004	0.1490	0.0393	6.2000e-004	0.0400		122.6085	122.6085	2.9500e-003	3.0400e-003	123.5889
Total	**0.0445**	**0.0279**	**0.3786**	**1.2100e-003**	**0.1483**	**6.7000e-004**	**0.1490**	**0.0393**	**6.2000e-004**	**0.0400**		**122.6085**	**122.6085**	**2.9500e-003**	**3.0400e-003**	**123.5889**

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

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**10.4997**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0890	0.0558	0.7573	2.4300e-003	0.2966	1.3500e-003	0.2979	0.0787	1.2400e-003	0.0799		245.2170	245.2170	5.9000e-003	6.0900e-003	247.1779
Total	**0.0890**	**0.0558**	**0.7573**	**2.4300e-003**	**0.2966**	**1.3500e-003**	**0.2979**	**0.0787**	**1.2400e-003**	**0.0799**		**245.2170**	**245.2170**	**5.9000e-003**	**6.0900e-003**	**247.1779**

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

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**10.4997**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0890	0.0558	0.7573	2.4300e-003	0.2966	1.3500e-003	0.2979	0.0787	1.2400e-003	0.0799		245.2170	245.2170	5.9000e-003	6.0900e-003	247.1779
Total	**0.0890**	**0.0558**	**0.7573**	**2.4300e-003**	**0.2966**	**1.3500e-003**	**0.2979**	**0.0787**	**1.2400e-003**	**0.0799**		**245.2170**	**245.2170**	**5.9000e-003**	**6.0900e-003**	**247.1779**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4756	7.7864	5.1357	0.0410	2.2943	0.0541	2.3485	0.6356	0.0516	0.6872		4,328.8452	4,328.8452	0.1032	0.5183	4,485.8861
Unmitigated	0.4756	7.7864	5.1357	0.0410	2.2943	0.0541	2.3485	0.6356	0.0516	0.6872		4,328.8452	4,328.8452	0.1032	0.5183	4,485.8861

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	246.97	19.76	19.74	414,138	414,138
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	132.69	106.40	106.40	413,143	413,143
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	379.66	126.16	126.14	827,281	827,281

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.654582	0.076004	0.269415	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529
Parking Lot	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529
Refrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.580458	0.419542	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Treana Winery Expansion - San Luis Obispo County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Unmitigated	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4000e-003	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Total	**5.1723**	**3.3000e-004**	**0.0369**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0793**	**0.0793**	**2.1000e-004**		**0.0845**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4000e-003	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Total	**5.1723**	**3.3000e-004**	**0.0369**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0793**	**0.0793**	**2.1000e-004**		**0.0845**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Treana Winery Expansion - San Luis Obispo County, Winter

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

Treana Winery Expansion

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	167.91	1000sqft	3.85	167,913.50	0
Unrefrigerated Warehouse-No Rail	56.22	1000sqft	1.29	56,223.50	0
General Office Building	14.69	1000sqft	0.34	14,692.00	0
Parking Lot	24.83	1000sqft	0.57	24,830.00	0
Other Asphalt Surfaces	98.86	1000sqft	2.27	98,860.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Applicant and Paved Area Exhibit

Construction Phase - Per Applicant Schedule. Coating reduced because no buliding coatings only parking lot. Demo reduced because minimal demolition.

Grading - 533 cubic yards import.

Demolition - existing shop to be replaced

Architectural Coating - No building to be coated

Vehicle Trips - Central Coast Transportation Consulting, November 17, 2022

Fleet Mix - Adjusted for Office to account for passenger cars and warehouse to account for truck trips.

Treana Winery Expansion - San Luis Obispo County, Winter

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

Area Coating - No building coatings

Energy Use - no natural gas

Water And Wastewater - 10 million gpy indoor and 300,000 gpy outdoor

Solid Waste - 80 tons per year of solid waste

Construction Off-road Equipment Mitigation - Basic PM mitigation

Energy Mitigation - Solar to generate 80% of electricity needed

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	119,415.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	358,244.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	119415	0
tblAreaCoating	Area_Nonresidential_Interior	358244	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	246.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	PhaseEndDate	5/24/2024	5/6/2024
tblConstructionPhase	PhaseEndDate	3/29/2024	4/1/2024
tblConstructionPhase	PhaseEndDate	3/31/2023	3/10/2023
tblConstructionPhase	PhaseEndDate	5/12/2023	4/21/2023
tblConstructionPhase	PhaseEndDate	4/26/2024	4/29/2024
tblConstructionPhase	PhaseEndDate	4/14/2023	3/24/2023
tblConstructionPhase	PhaseStartDate	4/27/2024	4/30/2024
tblConstructionPhase	PhaseStartDate	5/13/2023	4/22/2023
tblConstructionPhase	PhaseStartDate	4/15/2023	3/25/2023
tblConstructionPhase	PhaseStartDate	3/30/2024	4/2/2024
tblConstructionPhase	PhaseStartDate	4/1/2023	3/11/2023
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	NT24NG	3.06	0.00

Treana Winery Expansion - San Luis Obispo County, Winter

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

tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24NG	16.14	0.00
tblEnergyUse	T24NG	0.72	0.00
tblEnergyUse	T24NG	3.37	0.00
tblFleetMix	HHD	5.9940e-003	0.00
tblFleetMix	HHD	5.9940e-003	0.42
tblFleetMix	LDA	0.49	0.65
tblFleetMix	LDA	0.49	0.00
tblFleetMix	LDT1	0.06	0.08
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.20	0.27
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	9.1410e-003	0.00
tblFleetMix	LHD2	9.1410e-003	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.15	0.00
tblFleetMix	MDV	0.15	0.00
tblFleetMix	MH	6.5290e-003	0.00
tblFleetMix	MH	6.5290e-003	0.00
tblFleetMix	MHD	8.2930e-003	0.00
tblFleetMix	MHD	8.2930e-003	0.58
tblFleetMix	OBUS	9.3700e-004	0.00
tblFleetMix	OBUS	9.3700e-004	0.00
tblFleetMix	SBUS	9.5900e-004	0.00
tblFleetMix	SBUS	9.5900e-004	0.00
tblFleetMix	UBUS	3.6200e-004	0.00

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

tblFleetMix	UBUS	3.6200e-004	0.00
tblGrading	MaterialImported	0.00	533.00
tblLandUse	LandUseSquareFeet	167,910.00	167,913.50
tblLandUse	LandUseSquareFeet	56,220.00	56,223.50
tblLandUse	LandUseSquareFeet	14,690.00	14,692.00
tblSolidWaste	SolidWasteGenerationRate	13.66	5.23
tblSolidWaste	SolidWasteGenerationRate	157.84	0.00
tblSolidWaste	SolidWasteGenerationRate	52.85	0.00
tblVehicleTrips	ST_TR	2.21	1.34
tblVehicleTrips	ST_TR	2.12	0.63
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	0.70	1.34
tblVehicleTrips	SU_TR	2.12	0.63
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	9.74	16.81
tblVehicleTrips	WD_TR	2.12	0.79
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	2,610,908.76	680,642.50
tblWater	IndoorWaterUseRate	38,829,187.50	0.00
tblWater	IndoorWaterUseRate	13,000,875.00	0.00
tblWater	OutdoorWaterUseRate	1,600,234.40	20,419.28

2.0 Emissions Summary

Treana Winery Expansion - San Luis Obispo County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7222	27.5669	21.0492	0.0583	19.8350	1.2669	21.1018	10.1497	1.1655	11.3152	0.0000	5,860.3815	5,860.3815	1.1968	0.3192	5,983.5749
2024	10.5983	16.1604	20.6768	0.0473	1.7670	0.6337	2.4007	0.4749	0.5962	1.0711	0.0000	4,663.1985	4,663.1985	0.7172	0.1692	4,730.0435
Maximum	**10.5983**	**27.5669**	**21.0492**	**0.0583**	**19.8350**	**1.2669**	**21.1018**	**10.1497**	**1.1655**	**11.3152**	**0.0000**	**5,860.3815**	**5,860.3815**	**1.1968**	**0.3192**	**5,983.5749**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7222	27.5669	21.0492	0.0583	9.0236	1.2669	10.2905	4.5933	1.1655	5.7588	0.0000	5,860.3814	5,860.3814	1.1968	0.3192	5,983.5749
2024	10.5983	16.1604	20.6768	0.0473	1.7670	0.6337	2.4007	0.4749	0.5962	1.0711	0.0000	4,663.1985	4,663.1985	0.7172	0.1692	4,730.0435
Maximum	**10.5983**	**27.5669**	**21.0492**	**0.0583**	**9.0236**	**1.2669**	**10.2905**	**4.5933**	**1.1655**	**5.7588**	**0.0000**	**5,860.3814**	**5,860.3814**	**1.1968**	**0.3192**	**5,983.5749**

Treana Winery Expansion - San Luis Obispo County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	50.05	0.00	46.00	52.30	0.00	44.86	0.00	0.00	0.00	0.00	0.00	0.00

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.4536	8.0476	5.3138	0.0406	2.2943	0.0543	2.3486	0.6356	0.0517	0.6873		4,293.7428	4,293.7428	0.1072	0.5218	4,451.9270
Total	**5.6259**	**8.0479**	**5.3507**	**0.0406**	**2.2943**	**0.0544**	**2.3487**	**0.6356**	**0.0519**	**0.6875**		**4,293.8221**	**4,293.8221**	**0.1075**	**0.5218**	**4,452.0115**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.4536	8.0476	5.3138	0.0406	2.2943	0.0543	2.3486	0.6356	0.0517	0.6873		4,293.7428	4,293.7428	0.1072	0.5218	4,451.9270
Total	**5.6259**	**8.0479**	**5.3507**	**0.0406**	**2.2943**	**0.0544**	**2.3487**	**0.6356**	**0.0519**	**0.6875**		**4,293.8221**	**4,293.8221**	**0.1075**	**0.5218**	**4,452.0115**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/6/2023	3/10/2023	5	5	
2	Site Preparation	Site Preparation	3/11/2023	3/24/2023	5	10	
3	Grading	Grading	3/25/2023	4/21/2023	5	20	
4	Building Construction	Building Construction	4/22/2023	4/1/2024	5	246	
5	Paving	Paving	4/2/2024	4/29/2024	5	20	
6	Architectural Coating	Architectural Coating	4/30/2024	5/6/2024	5	5	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.84

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,421 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	1	8.00	158	0.38

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

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	147.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	67.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	151.00	59.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280		3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**		**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0770	4.9518	0.9567	0.0183	0.5140	0.0390	0.5530	0.1409	0.0373	0.1782		1,992.1115	1,992.1115	0.0695	0.3157	2,087.9218
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0523	0.0356	0.3982	1.2000e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		121.2859	121.2859	3.5100e-003	3.5600e-003	122.4348
Total	**0.1292**	**4.9874**	**1.3549**	**0.0195**	**0.6623**	**0.0397**	**0.7020**	**0.1802**	**0.0379**	**0.2181**		**2,113.3974**	**2,113.3974**	**0.0730**	**0.3192**	**2,210.3567**

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

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**	**0.0000**	**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0770	4.9518	0.9567	0.0183	0.5140	0.0390	0.5530	0.1409	0.0373	0.1782		1,992.1115	1,992.1115	0.0695	0.3157	2,087.9218
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0523	0.0356	0.3982	1.2000e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		121.2859	121.2859	3.5100e-003	3.5600e-003	122.4348
Total	**0.1292**	**4.9874**	**1.3549**	**0.0195**	**0.6623**	**0.0397**	**0.7020**	**0.1802**	**0.0379**	**0.2181**		**2,113.3974**	**2,113.3974**	**0.0730**	**0.3192**	**2,210.3567**

Treana Winery Expansion - San Luis Obispo County, Winter

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

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6570**	**1.2660**	**20.9230**	**10.1025**	**1.1647**	**11.2672**		**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0627	0.0427	0.4778	1.4400e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		145.5431	145.5431	4.2100e-003	4.2700e-003	146.9218
Total	**0.0627**	**0.0427**	**0.4778**	**1.4400e-003**	**0.1780**	**8.5000e-004**	**0.1788**	**0.0472**	**7.8000e-004**	**0.0480**		**145.5431**	**145.5431**	**4.2100e-003**	**4.2700e-003**	**146.9218**

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

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**8.8457**	**1.2660**	**10.1117**	**4.5461**	**1.1647**	**5.7108**	**0.0000**	**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0627	0.0427	0.4778	1.4400e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		145.5431	145.5431	4.2100e-003	4.2700e-003	146.9218
Total	**0.0627**	**0.0427**	**0.4778**	**1.4400e-003**	**0.1780**	**8.5000e-004**	**0.1788**	**0.0472**	**7.8000e-004**	**0.0480**		**145.5431**	**145.5431**	**4.2100e-003**	**4.2700e-003**	**146.9218**

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

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0875	0.0000	7.0875	3.4255	0.0000	3.4255			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**7.0875**	**0.7749**	**7.8624**	**3.4255**	**0.7129**	**4.1384**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.7700e-003	0.5642	0.1090	2.0800e-003	0.0586	4.4400e-003	0.0630	0.0161	4.2500e-003	0.0203		226.9923	226.9923	7.9100e-003	0.0360	237.9095
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0523	0.0356	0.3982	1.2000e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		121.2859	121.2859	3.5100e-003	3.5600e-003	122.4348
Total	**0.0611**	**0.5998**	**0.5072**	**3.2800e-003**	**0.2069**	**5.1500e-003**	**0.2120**	**0.0554**	**4.9000e-003**	**0.0603**		**348.2782**	**348.2782**	**0.0114**	**0.0395**	**360.3443**

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

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1894	0.0000	3.1894	1.5415	0.0000	1.5415			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**3.1894**	**0.7749**	**3.9643**	**1.5415**	**0.7129**	**2.2544**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.7700e-003	0.5642	0.1090	2.0800e-003	0.0586	4.4400e-003	0.0630	0.0161	4.2500e-003	0.0203		226.9923	226.9923	7.9100e-003	0.0360	237.9095
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0523	0.0356	0.3982	1.2000e-003	0.1483	7.1000e-004	0.1490	0.0393	6.5000e-004	0.0400		121.2859	121.2859	3.5100e-003	3.5600e-003	122.4348
Total	**0.0611**	**0.5998**	**0.5072**	**3.2800e-003**	**0.2069**	**5.1500e-003**	**0.2120**	**0.0554**	**4.9000e-003**	**0.0603**		**348.2782**	**348.2782**	**0.0114**	**0.0395**	**360.3443**

Treana Winery Expansion - San Luis Obispo County, Winter

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0685	2.4430	0.7969	8.7600e-003	0.2741	0.0139	0.2880	0.0790	0.0133	0.0922		939.2152	939.2152	0.0208	0.1380	980.8641
Worker	0.5263	0.3582	4.0084	0.0121	1.4928	7.1400e-003	1.4999	0.3959	6.5800e-003	0.4025		1,220.9451	1,220.9451	0.0353	0.0359	1,232.5107
Total	**0.5948**	**2.8011**	**4.8052**	**0.0208**	**1.7669**	**0.0210**	**1.7879**	**0.4749**	**0.0199**	**0.4947**		**2,160.1602**	**2,160.1602**	**0.0561**	**0.1739**	**2,213.3748**

Treana Winery Expansion - San Luis Obispo County, Winter

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0685	2.4430	0.7969	8.7600e-003	0.2741	0.0139	0.2880	0.0790	0.0133	0.0922		939.2152	939.2152	0.0208	0.1380	980.8641
Worker	0.5263	0.3582	4.0084	0.0121	1.4928	7.1400e-003	1.4999	0.3959	6.5800e-003	0.4025		1,220.9451	1,220.9451	0.0353	0.0359	1,232.5107
Total	**0.5948**	**2.8011**	**4.8052**	**0.0208**	**1.7669**	**0.0210**	**1.7879**	**0.4749**	**0.0199**	**0.4947**		**2,160.1602**	**2,160.1602**	**0.0561**	**0.1739**	**2,213.3748**

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

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0660	2.3975	0.7817	8.6200e-003	0.2742	0.0136	0.2878	0.0790	0.0130	0.0920		924.8081	924.8081	0.0210	0.1358	965.8114
Worker	0.4963	0.3191	3.7282	0.0117	1.4928	6.7700e-003	1.4996	0.3959	6.2400e-003	0.4022		1,182.6915	1,182.6915	0.0321	0.0333	1,193.4244
Total	**0.5623**	**2.7166**	**4.5100**	**0.0203**	**1.7670**	**0.0204**	**1.7874**	**0.4749**	**0.0193**	**0.4942**		**2,107.4996**	**2,107.4996**	**0.0531**	**0.1692**	**2,159.2359**

Treana Winery Expansion - San Luis Obispo County, Winter

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

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0660	2.3975	0.7817	8.6200e-003	0.2742	0.0136	0.2878	0.0790	0.0130	0.0920		924.8081	924.8081	0.0210	0.1358	965.8114
Worker	0.4963	0.3191	3.7282	0.0117	1.4928	6.7700e-003	1.4996	0.3959	6.2400e-003	0.4022		1,182.6915	1,182.6915	0.0321	0.0333	1,193.4244
Total	**0.5623**	**2.7166**	**4.5100**	**0.0203**	**1.7670**	**0.0204**	**1.7874**	**0.4749**	**0.0193**	**0.4942**		**2,107.4996**	**2,107.4996**	**0.0531**	**0.1692**	**2,159.2359**

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

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3602**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0493	0.0317	0.3704	1.1600e-003	0.1483	6.7000e-004	0.1490	0.0393	6.2000e-004	0.0400		117.4859	117.4859	3.1900e-003	3.3100e-003	118.5521
Total	**0.0493**	**0.0317**	**0.3704**	**1.1600e-003**	**0.1483**	**6.7000e-004**	**0.1490**	**0.0393**	**6.2000e-004**	**0.0400**		**117.4859**	**117.4859**	**3.1900e-003**	**3.3100e-003**	**118.5521**

Treana Winery Expansion - San Luis Obispo County, Winter

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

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3602**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0493	0.0317	0.3704	1.1600e-003	0.1483	6.7000e-004	0.1490	0.0393	6.2000e-004	0.0400		117.4859	117.4859	3.1900e-003	3.3100e-003	118.5521
Total	**0.0493**	**0.0317**	**0.3704**	**1.1600e-003**	**0.1483**	**6.7000e-004**	**0.1490**	**0.0393**	**6.2000e-004**	**0.0400**		**117.4859**	**117.4859**	**3.1900e-003**	**3.3100e-003**	**118.5521**

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

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**10.4997**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0986	0.0634	0.7407	2.3200e-003	0.2966	1.3500e-003	0.2979	0.0787	1.2400e-003	0.0799		234.9718	234.9718	6.3700e-003	6.6200e-003	237.1042
Total	**0.0986**	**0.0634**	**0.7407**	**2.3200e-003**	**0.2966**	**1.3500e-003**	**0.2979**	**0.0787**	**1.2400e-003**	**0.0799**		**234.9718**	**234.9718**	**6.3700e-003**	**6.6200e-003**	**237.1042**

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

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**10.4997**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0986	0.0634	0.7407	2.3200e-003	0.2966	1.3500e-003	0.2979	0.0787	1.2400e-003	0.0799		234.9718	234.9718	6.3700e-003	6.6200e-003	237.1042
Total	**0.0986**	**0.0634**	**0.7407**	**2.3200e-003**	**0.2966**	**1.3500e-003**	**0.2979**	**0.0787**	**1.2400e-003**	**0.0799**		**234.9718**	**234.9718**	**6.3700e-003**	**6.6200e-003**	**237.1042**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4536	8.0476	5.3138	0.0406	2.2943	0.0543	2.3486	0.6356	0.0517	0.6873		4,293.7428	4,293.7428	0.1072	0.5218	4,451.9270
Unmitigated	0.4536	8.0476	5.3138	0.0406	2.2943	0.0543	2.3486	0.6356	0.0517	0.6873		4,293.7428	4,293.7428	0.1072	0.5218	4,451.9270

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	246.97	19.76	19.74	414,138	414,138
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	132.69	106.40	106.40	413,143	413,143
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	379.66	126.16	126.14	827,281	827,281

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.654582	0.076004	0.269415	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529
Parking Lot	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529
Refrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.580458	0.419542	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.492178	0.057147	0.202572	0.146456	0.036760	0.009141	0.008293	0.005994	0.000937	0.000362	0.032672	0.000959	0.006529

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Unmitigated	5.1723	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4000e-003	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Total	**5.1723**	**3.3000e-004**	**0.0369**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0793**	**0.0793**	**2.1000e-004**		**0.0845**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0141					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4000e-003	3.3000e-004	0.0369	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0793	0.0793	2.1000e-004		0.0845
Total	**5.1723**	**3.3000e-004**	**0.0369**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0793**	**0.0793**	**2.1000e-004**		**0.0845**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Treana Winery Expansion 2030 GHG Emissions

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14.69	1000sqft	0.34	14,692.00	0
Refrigerated Warehouse-No Rail	167.91	1000sqft	3.85	167,913.50	0
Unrefrigerated Warehouse-No Rail	56.22	1000sqft	1.29	56,223.50	0
Other Asphalt Surfaces	98.86	1000sqft	2.27	98,860.00	0
Parking Lot	24.83	1000sqft	0.57	24,830.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	132.59	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2018 CO2e intensity factor was 39 percent renwable (https://www.pgecorp.com/corp_responsibility/reports/2019/bu07_renewable_energy.html). 60 Percent renwable state requirement by 2030 would equate to a CO2e intensity factor of 132.59.

Land Use - Per Applicant and Paved Area Exhibit

Construction Phase - Per Applicant Schedule. Coating reduced because no buliding coatings only parking lot. Demo reduced because minimal demolition.

Demolition - existing shop to be replaced

Grading - 533 cubic yards import.

Architectural Coating - No building to be coated

Vehicle Trips - Central Coast Transportation Consulting, November 17, 2022

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Coating - No building coatings

Energy Use - no natural gas

Water And Wastewater - 10 million gpy indoor and 300,000 gpy outdoor

Solid Waste - 80 tons per year of solid waste

Construction Off-road Equipment Mitigation - Basic PM mitigation

Energy Mitigation - Solar to generate 80% of electricity needed

Fleet Mix - Adjusted for Office to account for passenger cars and warehouse to account for truck trips.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	119,415.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	358,244.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	119415	0
tblAreaCoating	Area_Nonresidential_Interior	358244	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	246.00
tblConstructionPhase	NumDays	20.00	5.00
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	NT24NG	3.06	0.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24NG	16.14	0.00
tblEnergyUse	T24NG	0.72	0.00
tblEnergyUse	T24NG	3.37	0.00
tblGrading	MaterialImported	0.00	533.00
tblLandUse	LandUseSquareFeet	14,690.00	14,692.00
tblLandUse	LandUseSquareFeet	167,910.00	167,913.50
tblLandUse	LandUseSquareFeet	56,220.00	56,223.50
tblProjectCharacteristics	CO2IntensityFactor	203.98	132.59
tblSolidWaste	SolidWasteGenerationRate	13.66	5.23

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblSolidWaste	SolidWasteGenerationRate	157.84	0.00
tblSolidWaste	SolidWasteGenerationRate	52.85	0.00
tblVehicleTrips	ST_TR	2.21	1.34
tblVehicleTrips	ST_TR	2.12	0.63
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	0.70	1.34
tblVehicleTrips	SU_TR	2.12	0.63
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	9.74	16.81
tblVehicleTrips	WD_TR	2.12	0.79
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	2,610,908.76	680,642.50
tblWater	IndoorWaterUseRate	38,829,187.50	0.00
tblWater	IndoorWaterUseRate	13,000,875.00	0.00
tblWater	OutdoorWaterUseRate	1,600,234.40	20,419.28

2.0 Emissions Summary

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2283	1.9350	2.1908	4.9800e-003	0.3286	0.0816	0.4102	0.1277	0.0765	0.2042	0.0000	446.8267	446.8267	0.0707	0.0152	453.1342
2024	0.1062	0.6316	0.8380	1.8200e-003	0.0590	0.0258	0.0848	0.0159	0.0242	0.0400	0.0000	162.8692	162.8692	0.0262	5.0900e-003	165.0409
Maximum	**0.2283**	**1.9350**	**2.1908**	**4.9800e-003**	**0.3286**	**0.0816**	**0.4102**	**0.1277**	**0.0765**	**0.2042**	**0.0000**	**446.8267**	**446.8267**	**0.0707**	**0.0152**	**453.1342**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2283	1.9350	2.1908	4.9800e-003	0.2356	0.0816	0.3172	0.0811	0.0765	0.1576	0.0000	446.8264	446.8264	0.0707	0.0152	453.1339
2024	0.1062	0.6316	0.8380	1.8200e-003	0.0590	0.0258	0.0848	0.0159	0.0242	0.0400	0.0000	162.8691	162.8691	0.0262	5.0900e-003	165.0408
Maximum	**0.2283**	**1.9350**	**2.1908**	**4.9800e-003**	**0.2356**	**0.0816**	**0.3172**	**0.0811**	**0.0765**	**0.1576**	**0.0000**	**446.8264**	**446.8264**	**0.0707**	**0.0152**	**453.1339**

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**24.00**	**0.00**	**18.80**	**32.47**	**0.00**	**19.09**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**3-6-2023**	**6-5-2023**	0.7142	0.7142
2	**6-6-2023**	**9-5-2023**	0.6303	0.6303
3	**9-6-2023**	**12-5-2023**	0.6275	0.6275
4	**12-6-2023**	**3-5-2024**	0.6021	0.6021
5	**3-6-2024**	**6-5-2024**	0.3146	0.3146
		Highest	0.7142	0.7142

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9439	5.0000e-005	6.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0126
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	125.7886	125.7886	0.0313	3.7900e-003	127.7021
Mobile	0.1338	0.1630	1.2202	2.4900e-003	0.3085	2.0300e-003	0.3106	0.0824	1.9000e-003	0.0843	0.0000	242.2528	242.2528	0.0145	0.0114	245.9986
Waste						0.0000	0.0000		0.0000	0.0000	1.0616	0.0000	1.0616	0.0627	0.0000	2.6302
Water						0.0000	0.0000		0.0000	0.0000	0.2159	0.2258	0.4417	0.0222	5.3000e-004	1.1557
Total	**1.0776**	**0.1631**	**1.2263**	**2.4900e-003**	**0.3085**	**2.0500e-003**	**0.3106**	**0.0824**	**1.9200e-003**	**0.0843**	**1.2776**	**368.2790**	**369.5566**	**0.1308**	**0.0157**	**377.4992**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9439	5.0000e-005	6.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0126
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	25.1577	25.1577	6.2600e-003	7.6000e-004	25.5404
Mobile	0.1338	0.1630	1.2202	2.4900e-003	0.3085	2.0300e-003	0.3106	0.0824	1.9000e-003	0.0843	0.0000	242.2528	242.2528	0.0145	0.0114	245.9986
Waste						0.0000	0.0000		0.0000	0.0000	1.0616	0.0000	1.0616	0.0627	0.0000	2.6302
Water						0.0000	0.0000		0.0000	0.0000	0.2159	0.2258	0.4417	0.0222	5.3000e-004	1.1557
Total	**1.0776**	**0.1631**	**1.2263**	**2.4900e-003**	**0.3085**	**2.0500e-003**	**0.3106**	**0.0824**	**1.9200e-003**	**0.0843**	**1.2776**	**267.6482**	**268.9257**	**0.1058**	**0.0126**	**275.3375**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**27.32**	**27.23**	**19.15**	**19.34**	**27.06**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/6/2023	3/10/2023	5	5	
2	Site Preparation	Site Preparation	3/11/2023	3/24/2023	5	10	
3	Grading	Grading	3/25/2023	4/21/2023	5	20	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	4/22/2023	4/1/2024	5	246	
5	Paving	Paving	4/2/2024	4/29/2024	5	20	
6	Architectural Coating	Architectural Coating	4/30/2024	5/6/2024	5	5	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.84

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,421 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	147.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	67.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	151.00	59.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6700e-003	0.0537	0.0491	1.0000e-004		2.4900e-003	2.4900e-003		2.3200e-003	2.3200e-003	0.0000	8.4980	8.4980	2.3800e-003	0.0000	8.5575
Total	**5.6700e-003**	**0.0537**	**0.0491**	**1.0000e-004**		**2.4900e-003**	**2.4900e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**8.4980**	**8.4980**	**2.3800e-003**	**0.0000**	**8.5575**

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3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	0.0124	2.3700e-003	5.0000e-005	1.2600e-003	1.0000e-004	1.3500e-003	3.5000e-004	9.0000e-005	4.4000e-004	0.0000	4.5159	4.5159	1.6000e-004	7.2000e-004	4.7331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.9000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2805	0.2805	1.0000e-005	1.0000e-005	0.2831
Total	**3.2000e-004**	**0.0125**	**3.3600e-003**	**5.0000e-005**	**1.6200e-003**	**1.0000e-004**	**1.7100e-003**	**4.5000e-004**	**9.0000e-005**	**5.4000e-004**	**0.0000**	**4.7965**	**4.7965**	**1.7000e-004**	**7.3000e-004**	**5.0162**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6700e-003	0.0537	0.0491	1.0000e-004		2.4900e-003	2.4900e-003		2.3200e-003	2.3200e-003	0.0000	8.4980	8.4980	2.3800e-003	0.0000	8.5575
Total	**5.6700e-003**	**0.0537**	**0.0491**	**1.0000e-004**		**2.4900e-003**	**2.4900e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**8.4980**	**8.4980**	**2.3800e-003**	**0.0000**	**8.5575**

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3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	0.0124	2.3700e-003	5.0000e-005	1.2600e-003	1.0000e-004	1.3500e-003	3.5000e-004	9.0000e-005	4.4000e-004	0.0000	4.5159	4.5159	1.6000e-004	7.2000e-004	4.7331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.9000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2805	0.2805	1.0000e-005	1.0000e-005	0.2831
Total	**3.2000e-004**	**0.0125**	**3.3600e-003**	**5.0000e-005**	**1.6200e-003**	**1.0000e-004**	**1.7100e-003**	**4.5000e-004**	**9.0000e-005**	**5.4000e-004**	**0.0000**	**4.7965**	**4.7965**	**1.7000e-004**	**7.3000e-004**	**5.0162**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0983**	**6.3300e-003**	**0.1046**	**0.0505**	**5.8200e-003**	**0.0563**	**0.0000**	**16.7254**	**16.7254**	**5.4100e-003**	**0.0000**	**16.8606**

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3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.3800e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6732	0.6732	2.0000e-005	2.0000e-005	0.6794
Total	**2.9000e-004**	**2.1000e-004**	**2.3800e-003**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**8.7000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.6732**	**0.6732**	**2.0000e-005**	**2.0000e-005**	**0.6794**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606
Total	**0.0133**	**0.1376**	**0.0912**	**1.9000e-004**	**0.0442**	**6.3300e-003**	**0.0506**	**0.0227**	**5.8200e-003**	**0.0286**	**0.0000**	**16.7253**	**16.7253**	**5.4100e-003**	**0.0000**	**16.8606**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.3800e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6732	0.6732	2.0000e-005	2.0000e-005	0.6794
Total	**2.9000e-004**	**2.1000e-004**	**2.3800e-003**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**8.7000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.6732**	**0.6732**	**2.0000e-005**	**2.0000e-005**	**0.6794**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0709	0.0000	0.0709	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	**0.0171**	**0.1794**	**0.1475**	**3.0000e-004**	**0.0709**	**7.7500e-003**	**0.0786**	**0.0343**	**7.1300e-003**	**0.0414**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	5.6600e-003	1.0800e-003	2.0000e-005	5.7000e-004	4.0000e-005	6.2000e-004	1.6000e-004	4.0000e-005	2.0000e-004	0.0000	2.0583	2.0583	7.0000e-005	3.3000e-004	2.1573
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.5000e-004	3.9700e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1221	1.1221	3.0000e-005	3.0000e-005	1.1323
Total	**5.7000e-004**	**6.0100e-003**	**5.0500e-003**	**3.0000e-005**	**2.0100e-003**	**5.0000e-005**	**2.0700e-003**	**5.4000e-004**	**5.0000e-005**	**5.9000e-004**	**0.0000**	**3.1803**	**3.1803**	**1.0000e-004**	**3.6000e-004**	**3.2896**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0319	0.0000	0.0319	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	**0.0171**	**0.1794**	**0.1475**	**3.0000e-004**	**0.0319**	**7.7500e-003**	**0.0396**	**0.0154**	**7.1300e-003**	**0.0225**	**0.0000**	**26.0606**	**26.0606**	**8.4300e-003**	**0.0000**	**26.2713**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	5.6600e-003	1.0800e-003	2.0000e-005	5.7000e-004	4.0000e-005	6.2000e-004	1.6000e-004	4.0000e-005	2.0000e-004	0.0000	2.0583	2.0583	7.0000e-005	3.3000e-004	2.1573
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.5000e-004	3.9700e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1221	1.1221	3.0000e-005	3.0000e-005	1.1323
Total	**5.7000e-004**	**6.0100e-003**	**5.0500e-003**	**3.0000e-005**	**2.0100e-003**	**5.0000e-005**	**2.0700e-003**	**5.4000e-004**	**5.0000e-005**	**5.9000e-004**	**0.0000**	**3.1803**	**3.1803**	**1.0000e-004**	**3.6000e-004**	**3.2896**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1416	1.2946	1.4620	2.4300e-003		0.0630	0.0630		0.0593	0.0593	0.0000	208.6243	208.6243	0.0496	0.0000	209.8650
Total	**0.1416**	**1.2946**	**1.4620**	**2.4300e-003**		**0.0630**	**0.0630**		**0.0593**	**0.0593**	**0.0000**	**208.6243**	**208.6243**	**0.0496**	**0.0000**	**209.8650**

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.2200e-003	0.2194	0.0704	7.9000e-004	0.0241	1.2400e-003	0.0254	6.9800e-003	1.1900e-003	8.1700e-003	0.0000	76.6097	76.6097	1.7000e-003	0.0113	80.0064
Worker	0.0433	0.0315	0.3598	1.0900e-003	0.1308	6.4000e-004	0.1315	0.0348	5.9000e-004	0.0354	0.0000	101.6587	101.6587	2.8100e-003	2.8800e-003	102.5882
Total	**0.0495**	**0.2510**	**0.4302**	**1.8800e-003**	**0.1550**	**1.8800e-003**	**0.1569**	**0.0418**	**1.7800e-003**	**0.0435**	**0.0000**	**178.2684**	**178.2684**	**4.5100e-003**	**0.0141**	**182.5946**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1416	1.2946	1.4620	2.4300e-003		0.0630	0.0630		0.0593	0.0593	0.0000	208.6240	208.6240	0.0496	0.0000	209.8647
Total	**0.1416**	**1.2946**	**1.4620**	**2.4300e-003**		**0.0630**	**0.0630**		**0.0593**	**0.0593**	**0.0000**	**208.6240**	**208.6240**	**0.0496**	**0.0000**	**209.8647**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.2200e-003	0.2194	0.0704	7.9000e-004	0.0241	1.2400e-003	0.0254	6.9800e-003	1.1900e-003	8.1700e-003	0.0000	76.6097	76.6097	1.7000e-003	0.0113	80.0064
Worker	0.0433	0.0315	0.3598	1.0900e-003	0.1308	6.4000e-004	0.1315	0.0348	5.9000e-004	0.0354	0.0000	101.6587	101.6587	2.8100e-003	2.8800e-003	102.5882
Total	**0.0495**	**0.2510**	**0.4302**	**1.8800e-003**	**0.1550**	**1.8800e-003**	**0.1569**	**0.0418**	**1.7800e-003**	**0.0435**	**0.0000**	**178.2684**	**178.2684**	**4.5100e-003**	**0.0141**	**182.5946**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0486	0.4436	0.5335	8.9000e-004		0.0202	0.0202		0.0190	0.0190	0.0000	76.5102	76.5102	0.0181	0.0000	76.9625
Total	**0.0486**	**0.4436**	**0.5335**	**8.9000e-004**		**0.0202**	**0.0202**		**0.0190**	**0.0190**	**0.0000**	**76.5102**	**76.5102**	**0.0181**	**0.0000**	**76.9625**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0789	0.0253	2.8000e-004	8.8500e-003	4.5000e-004	9.3000e-003	2.5600e-003	4.3000e-004	2.9900e-003	0.0000	27.6579	27.6579	6.3000e-004	4.0600e-003	28.8841
Worker	0.0150	0.0103	0.1228	3.9000e-004	0.0480	2.2000e-004	0.0482	0.0128	2.1000e-004	0.0130	0.0000	36.3929	36.3929	9.4000e-004	9.8000e-004	36.7092
Total	**0.0172**	**0.0892**	**0.1482**	**6.7000e-004**	**0.0568**	**6.7000e-004**	**0.0575**	**0.0153**	**6.4000e-004**	**0.0160**	**0.0000**	**64.0509**	**64.0509**	**1.5700e-003**	**5.0400e-003**	**65.5932**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0486	0.4436	0.5335	8.9000e-004		0.0202	0.0202		0.0190	0.0190	0.0000	76.5101	76.5101	0.0181	0.0000	76.9624
Total	**0.0486**	**0.4436**	**0.5335**	**8.9000e-004**		**0.0202**	**0.0202**		**0.0190**	**0.0190**	**0.0000**	**76.5101**	**76.5101**	**0.0181**	**0.0000**	**76.9624**

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0789	0.0253	2.8000e-004	8.8500e-003	4.5000e-004	9.3000e-003	2.5600e-003	4.3000e-004	2.9900e-003	0.0000	27.6579	27.6579	6.3000e-004	4.0600e-003	28.8841
Worker	0.0150	0.0103	0.1228	3.9000e-004	0.0480	2.2000e-004	0.0482	0.0128	2.1000e-004	0.0130	0.0000	36.3929	36.3929	9.4000e-004	9.8000e-004	36.7092
Total	**0.0172**	**0.0892**	**0.1482**	**6.7000e-004**	**0.0568**	**6.7000e-004**	**0.0575**	**0.0153**	**6.4000e-004**	**0.0160**	**0.0000**	**64.0509**	**64.0509**	**1.5700e-003**	**5.0400e-003**	**65.5932**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	3.7200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0136**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1885**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.1000e-004	3.7000e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0955	1.0955	3.0000e-005	3.0000e-005	1.1050
Total	**4.5000e-004**	**3.1000e-004**	**3.7000e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0955**	**1.0955**	**3.0000e-005**	**3.0000e-005**	**1.1050**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	3.7200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0136**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1884**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.1000e-004	3.7000e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0955	1.0955	3.0000e-005	3.0000e-005	1.1050
Total	**4.5000e-004**	**3.1000e-004**	**3.7000e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0955**	**1.0955**	**3.0000e-005**	**3.0000e-005**	**1.1050**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.0263**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.6000e-004	1.8500e-003	1.0000e-005	7.2000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5478	0.5478	1.0000e-005	1.0000e-005	0.5525
Total	**2.3000e-004**	**1.6000e-004**	**1.8500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5478**	**0.5478**	**1.0000e-005**	**1.0000e-005**	**0.5525**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.0263**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.6000e-004	1.8500e-003	1.0000e-005	7.2000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5478	0.5478	1.0000e-005	1.0000e-005	0.5525
Total	**2.3000e-004**	**1.6000e-004**	**1.8500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5478**	**0.5478**	**1.0000e-005**	**1.0000e-005**	**0.5525**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1338	0.1630	1.2202	2.4900e-003	0.3085	2.0300e-003	0.3106	0.0824	1.9000e-003	0.0843	0.0000	242.2528	242.2528	0.0145	0.0114	245.9986
Unmitigated	0.1338	0.1630	1.2202	2.4900e-003	0.3085	2.0300e-003	0.3106	0.0824	1.9000e-003	0.0843	0.0000	242.2528	242.2528	0.0145	0.0114	245.9986

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	246.94	19.68	19.68	414,051	414,051
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	132.65	105.78	105.78	412,455	412,455
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	379.59	125.47	125.47	826,506	826,506

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	13.00	5.00	5.00	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.516135	0.058853	0.199929	0.136792	0.029532	0.007795	0.008341	0.005917	0.000885	0.000346	0.029869	0.000792	0.004814
Other Asphalt Surfaces	0.516135	0.058853	0.199929	0.136792	0.029532	0.007795	0.008341	0.005917	0.000885	0.000346	0.029869	0.000792	0.004814
Parking Lot	0.516135	0.058853	0.199929	0.136792	0.029532	0.007795	0.008341	0.005917	0.000885	0.000346	0.029869	0.000792	0.004814
Refrigerated Warehouse-No Rail	0.516135	0.058853	0.199929	0.136792	0.029532	0.007795	0.008341	0.005917	0.000885	0.000346	0.029869	0.000792	0.004814
Unrefrigerated Warehouse-No Rail	0.516135	0.058853	0.199929	0.136792	0.029532	0.007795	0.008341	0.005917	0.000885	0.000346	0.029869	0.000792	0.004814

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	25.1577	25.1577	6.2600e-003	7.6000e-004	25.5404
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	125.7886	125.7886	0.0313	3.7900e-003	127.7021
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	252262	15.1715	3.7800e-003	4.6000e-004	15.4023
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	8690.5	0.5227	1.3000e-004	2.0000e-005	0.5306
Refrigerated Warehouse-No Rail	1.6338e+006	98.2596	0.0245	2.9600e-003	99.7544
Unrefrigerated Warehouse-No Rail	196782	11.8348	2.9500e-003	3.6000e-004	12.0149
Total		**125.7886**	**0.0313**	**3.8000e-003**	**127.7021**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	50452.3	3.0343	7.6000e-004	9.0000e-005	3.0805
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1738.1	0.1045	3.0000e-005	0.0000	0.1061
Refrigerated Warehouse-No Rail	326760	19.6519	4.8900e-003	5.9000e-004	19.9509
Unrefrigerated Warehouse-No Rail	39356.4	2.3670	5.9000e-004	7.0000e-005	2.4030
Total		**25.1577**	**6.2700e-003**	**7.5000e-004**	**25.5404**

6.0 Area Detail

6.1 Mitigation Measures Area

Treana Winery Expansion 2030 GHG Emissions - San Luis Obispo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9439	5.0000e-005	6.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0126
Unmitigated	0.9439	5.0000e-005	6.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0126

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	5.0000e-005	6.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0126
Total	**0.9439**	**5.0000e-005**	**6.0800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0119**	**0.0119**	**3.0000e-005**	**0.0000**	**0.0126**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	5.0000e-005	6.0800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0119	0.0119	3.0000e-005	0.0000	0.0126
Total	**0.9439**	**5.0000e-005**	**6.0800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0119**	**0.0119**	**3.0000e-005**	**0.0000**	**0.0126**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.4417	0.0222	5.3000e-004	1.1557
Unmitigated	0.4417	0.0222	5.3000e-004	1.1557

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.680643 / 0.0204193	0.4417	0.0222	5.3000e-004	1.1557
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.4417**	**0.0222**	**5.3000e-004**	**1.1557**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.680643 / 0.0204193	0.4417	0.0222	5.3000e-004	1.1557
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.4417**	**0.0222**	**5.3000e-004**	**1.1557**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.0616	0.0627	0.0000	2.6302
Unmitigated	1.0616	0.0627	0.0000	2.6302

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	5.23	1.0616	0.0627	0.0000	2.6302
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**1.0616**	**0.0627**	**0.0000**	**2.6302**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	5.23	1.0616	0.0627	0.0000	2.6302
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**1.0616**	**0.0627**	**0.0000**	**2.6302**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

December 7, 2022

Hope Family Wines/Treana Winery
c/o Austin Hope and JC Diefenderfer
4280 Second Wind Way
Paso Robles, CA 93446

RE: Biological Assessment Report for Treana Winery Facility Expansion Project, Paso Robles, San Luis Obispo County, California (APN: 025-471-032)

Dear Mr. Hope and Mr. Diefenderfer,

Terra Verde Environmental Consulting, LLC (Terra Verde) has prepared this report to document the results of a reconnaissance-level biological assessment completed in support of the Treana Winery facility expansion project (project) located in Paso Robles, San Luis Obispo County, California (APN 025-471-032) (see Attachment A – Figure 1: Project Location and Vicinity). The proposed project will include expanding the existing facility with the addition of several barrel buildings, covered production areas, case good building, bottling area, dry goods storage, shipping and receiving, office, and supporting infrastructure (see Attachment A – Figure 2: Project Site and Survey Area). Terra Verde completed a desktop literature review and field survey of the site, which focused on the identification of sensitive biological resources that are present or have the potential to occur on or in the vicinity of the proposed project site. In addition, wildlife species and any other sensitive biological resources observed while on site were recorded. This report is intended to provide information about current site conditions in order to inform project planning and may be used to support the environmental review process.

Existing Site Conditions

The proposed project site is located at 4280 Second Wind Way, north of Dry Creek Road in Paso Robles, California, in San Luis Obispo County (see Figure 1: Project Location and Vicinity). The west half of the approximately 10.5-acre parcel is currently used as a wine production facility, parking lot, and contains landscaped ornamental vegetation. The proposed project site has been subject to current and historic agricultural activities including tilling and crop production, presenting low potential for wildlife. Topography on site is flat, with elevations ranging from approximately 822 to 830 feet (250 to 252 meters). The project site is bordered by Paso Robles Municipal Airport to the north, and by agriculture and rural commercial properties on the east, south, and west. The surrounding landscape consists primarily of airport facilities, active

vineyards and agricultural lands, a golf course, and rural residential and commercial developments. One operational detention basin associated with the existing wine production facility was observed within the project area and connects to a channelized detention basin northwest of the project area.

Survey Methodology

Prior to conducting field surveys, Terra Verde staff completed a background review of relevant literature pertaining to sensitive resources known to occur in the project vicinity, which included the following:

- Aerial photographs (Google Earth, 1994-2022) and project site plans
- USGS topographic map of the Estrella 7.5-minute quadrangle (National Geologic Map Database 2022)
- Online Soil Survey of San Luis Obispo County, California (Natural Resources Conservation Service 2022)
- Consortium of California Herbaria (CCH) online database of plant collections (CCH 2022)
- California Natural Diversity Database (CNDDB) list of state and federally listed special-status species documented in the project vicinity (California Department of Fish and Wildlife [CDFW] 2022)
- CNDDB map of special-status species that have been documented within a 2-mile radius of the project site (CDFW 2022) (see Attachment A – Figure 3: 2-mile CNDDB and Critical Habitat Map)
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants for the Estrella 7.5-minute quadrangle and the surrounding eight quadrangles (CNPS 2022)
- United States Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2022a)
- USFWS National Wetland Inventory map (NWI) (USFWS 2022b)

A list of regionally occurring special-status species was compiled based on records reported in the scientific database queries. This species list was used to inform the field survey effort.

Terra Verde biologists Monica Hemenez and Rebecca Wang conducted a reconnaissance-level biological survey of the project site on November 11, 2022. The survey area included the proposed project area and a visual scan of the surrounding area (see Attachment A – Figure 2). During the surveys, all wildlife species encountered via direct and indirect (e.g., scat, track, call) observation were recorded (see Attachment C – List of Wildlife Species Observed).

Survey Results

The following summarizes the results of the field survey that was conducted within the proposed project area and provides further analysis of the data collected in the field. Discussions regarding hydrological resources and likelihood for special-status species occurrence are presented below.

Hydrological Resources

Detention Basin 1 is an operational detention basin, associated with the existing wine production facility is located in the northern portion of the project area (See Attachment A – Figure 4:

Hydrology and Attachment D – Representative Site Photographs, Photo 5). The basin, created in 2020, was constructed to meet State Water Quality Control Board requirements for storm water containment and collects water during rain events from the building roofs and a concrete apron west of the existing facility. The basin was constructed over a former leach field and is not lined. As such, the basin is well drained typically drying within weeks of significant storm events. Routine maintenance of the basin includes periodic silt removal and recontouring to maintain capacity (J. Diefenderfer, personal communication, Nov. 28, 2022). The basin overflows via an 8-inch pipe to a secondary linear basin northwest of the project site. At the time of the survey, the detention basin was holding water from a recent rain event and showed signs of recent maintenance with only sparse vegetation along lower banks. The site plans propose to reconfigure this basin to support the expanded winery operations and increased stormwater runoff from the additional impervious surfaces.

Detention Basin 2 is located northwest of the project area and supports riparian vegetation including California bulrush (*Schoenoplectus californicus*) (See Attachment D – Photo 6). Ponded water was not observed at the time of survey. No improvements to Basin 2 are proposed as part of the project. Both basins are likely not considered jurisdictional because they are man-made, routinely maintained, and lack connectivity to any natural drainage features. As such, no jurisdictional aquatic features are present within the survey area.

Special-status Botanical Species

The preliminary desktop review of pertinent literature and agency resources (e.g., CNDDB) indicated that six special-status plant species are known to occur within vicinity of the project area (i.e., 2-mile) (see Attachment A – Figure 3), including:

- Oval-leaved snapdragon (*Antirrhinum ovatum*), California Rare Plant Rank (CRPR) 4.2
- San Luis Obispo owl's-clover (*Castilleja densiflora* var. *obispoensis*), CRPR 1B.2
- Lemmon's jewelflower (*Caulanthus lemmonii)*, CRPR 1B.2
- Santa Lucia dwarf rush (*Juncus luciensis*), CRPR 1B.2
- Jared's pepper-grass (*Lepidium jaredii* ssp. *jaredii*), CRPR 1B.2
- Shining navarretia (Navarretia nigelliformis ssp. radians), CRPR 1B.1

The proposed project area is developed, tilled, and experiences regular disturbance. Herbaceous vegetation, where present, is sparse and consists only of non-native species including field bindweed (*Convolvulus arvensis*) and tumbleweed (*Amaranthus albus*). As such, there is no suitable habitat on site for any special status plants and no special-status plants are expected to occur.

Special-status Wildlife Species

The preliminary desktop review of the pertinent literature and agency resources (e.g., CNDDB) and local biological knowledge indicated that five special-status wildlife species are known to occur within vicinity of the project area (see Attachment A – Figure 3), including:

- Northern California legless lizard (*Anniella pulchra*), State Species of Special Concern (CSC)
- Vernal pool fairy shrimp (VPFS) (*Branchinecta lynchi*), Federal threatened (FT)

- Western spadefoot (*Spea hammondii*), CSC
- American Badger (*Taxidea taxus*), CSC
- San Joaquin kit fox (SJKF)(*Vulpes macrotis mutica*), State Threatened (ST), Federal Endangered (FE)

The proposed project area consists of an existing wine production facility, associated parking lot, access roads and tilled fields. Herbaceous vegetation, where present, is sparse. Based on a lack of suitable habitat (loose loamy soils and litter and/or sandy soils), Northern California legless lizard is not expected to occur. The project site does not support suitable denning habitat for SJKF or American badger. However, these species are transient, and may travel or forage through the project area. As such, there is low potential for these species to occur onsite during construction activities. The operational detention basin onsite holds water for short durations; however, the ongoing maintenance of this feature creates low suitability for aquatic species to persist. Spadefoot toad and VPFS are not expected to occur onsite.

Migratory Nesting Birds

In addition to species protected by the state or federal Endangered Species Acts, all native avian species are protected by state and federal legislature, most notably the Migratory Bird Treaty Act and the CDFW Fish and Game Code. Collectively, these and other international regulations make it unlawful to collect, sell, pursue, hunt, or kill native migratory birds, their eggs, nests, or any parts thereof.

Avian species can be expected to occur within and adjacent to the project area during all seasons and throughout construction of the proposed project. The potential to encounter and disrupt these species is highest during the nesting season (i.e., February 1 through August 31), when nests are likely to be active, and eggs and young are present. Ornamental trees and shrubs adjacent to the project area provide suitable foraging and nesting habitat for many species. Avian species may also nest in man-made structures and building materials on site. No special-status birds were observed during the November 2022 surveys. However, suitable nesting habitat is present within the project area and adjacent areas for a variety of common and special-status passerines and raptors during the typical nesting period (February 1 through August 31).

Sensitive Habitats

County-designated SJKF Mitigation Area

CDFW and the USFWS have coordinated with the County of San Luis Obispo to develop mitigation measures that, when implemented, will avoid take and reduce impacts to SJKF habitat to an insignificant level. Though the project site presents low suitability for this species to occur, the project site is located within a County of San Luis Obispo-designated 3 to 1 mitigation area. As such, the County's standard SJKF avoidance, minimization, and mitigation measures are included as recommendations.

USFWS-designated Critical Habitats

The entire project area falls within USFWS-designated critical habitat for VPFS. The project area consists of developed land, parking lots, access roads and tilled agricultural land. The operational

detention basin may present low suitability habitat for this species, but due to the ongoing maintenance of this feature, the species is not expected to occur. No other critical habitat occurs within the survey area.

Impacts

Hydrology

No impacts to jurisdictional aquatic features are expected as a result of the proposed project.

Special-status Botanical Species

Based on the lack of suitable habitat, no impacts to special-status plants are expected as a result of the proposed project.

Special-status Wildlife Species

Based on existing site conditions and project activities being restricted to previously disturbed areas, the potential to impact special-status wildlife species is considered low.

Direct and indirect impacts may occur to common and special-status wildlife species. Specifically, the proposed project may impact American badger and SJKF. If these species are present at the time of construction, they may be vulnerable to vehicle strikes and crushing from equipment. Indirect impacts may occur by deterring movement patterns of wildlife caused by construction disturbances.

If project activities are planned to occur during the typical avian nesting season (i.e., February 1 through August 31), there is a potential for direct and indirect impacts to migratory nesting and special-status birds. Construction-related activities, can destroy nests, remove nesting habitat, or cause disturbance that may lead to nest failure or otherwise harass nesting, resident, or transient birds. As such, avoidance and minimization measures are recommended to protect special-status wildlife and nesting birds during the project.

County-designated SJKF Mitigation Area

SJKF is not expected to occur on site because the site provides largely unsuitable habitat and lacks connectivity to extant populations; however, the project's location within the County-designated mitigation area requires implementation of mitigation measures pursuant to the County Guide to SJKF Mitigation Procedures under the California Environmental Quality Act (CEQA). For projects under 40 acres in size, completion of a SJKF habitat evaluation form may be completed to request approval for a lower mitigation ratio based on site-specific conditions. Mitigation must be fulfilled by contribution to the preservation of habitat through a conservation easement agreement, compensation to a pre-determined mitigation bank (presently Palo Prieto Conservation Bank), or payment of an in-lieu fee to the San Francisco office of The Nature Conservancy.

Recommendations

The following avoidance and minimization measures are recommended for the protection of the jurisdictional features and sensitive biological resources, if present, during project construction:

Measure 1: Environmental Training

An environmental awareness training shall be presented to all construction personnel by a qualified biologist prior to start of project activities. The training shall include color photographs and a description of the ecology of all special-status species known or determined to have potential to occur, as well as other sensitive resources requiring avoidance near project impact areas. The training shall also include a description of protection measures required by any discretionary permits, an overview of the Endangered Species Act, implications of noncompliance with the Endangered Species Act, and required avoidance and minimization measures.

Measure 2: Preconstruction Surveys for American Badger and SJKF

A qualified biologist shall conduct a pre-construction survey within 30 days prior to the start of initial project activities to ensure badger or SJKF are not present within proposed work areas. If potential dens are discovered, they shall be monitored with a remote camera or tracking medium for at least three days to determine if they are occupied. If no activity is observed at the den, the den can be determined inactive, and the entrances will be sufficiently blocked by a qualified biologist to prevent occupation prior to construction. If the qualified biologist determines that potential dens may be active, an exclusion buffer shall be established within 50 feet of the den and the appropriate resource agencies shall be contacted for further guidance. If active dens are found during the breeding and rearing season, no activity shall occur within 200 feet (American badger) or 500 feet (SJKF) of the den without agency guidance and approval.

Measure 3: County Standard Mitigation of Impacts to SJKF Habitat

In accordance with the County Guide to SJKF Mitigation Procedures under CEQA, the client shall adopt the Standard Kit Fox CEQA Mitigation Measures and shall include these measures on development plans. The following summarizes those that are applicable to this project:

- The applicant shall mitigate for the loss of SJKF habitat either by:
    1. Establishing a conservation easement on-site or off-site in a suitable San Luis Obispo County location and provide a non-wasting endowment for management and monitoring of the property in perpetuity;
    2. Depositing funds into an approved in-lieu fee program; or
    3. Purchasing credits in an approved conservation bank in San Luis Obispo County.
- A maximum 25 mile-per-hour speed limit shall be required at the project site during construction activities.
- All construction activities shall cease at dusk and not start before dawn.
- A qualified biologist shall be on-site immediately prior to initiation of project activities to inspect for any large burrows (e.g., known and potential dens) and to ensure no wildlife are injured during project activities. If dens are encountered, they should be avoided as discussed below.
- Exclusion zone boundaries shall be established around all known and potential SJKF dens.

- All excavations deeper than 2 feet shall be completely covered at the end of each working day or provided with one or more escape ramps constructed of earth fill or wooden planks every 200 feet.
- All pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be inspected for SJKF and other wildlife before burying, capping, or moving. If a kit fox is found within material stored onsite, the material will not be moved until the kit fox has left on its own.
- All food-related trash shall be removed from the site at the end of each workday to not attract SJKF to the project site.
- Project-related equipment shall be prohibited outside of designated work areas and access routes.
- Disturbance to burrows shall be avoided to the greatest extent feasible.
- No rodenticides or herbicides should be applied in the project area.
- Permanent fences shall allow for SJKF passage through or underneath (i.e., an approximate 4-inch passage gap shall remain at ground level).

Measure 4: Preconstruction Surveys for Nesting Birds

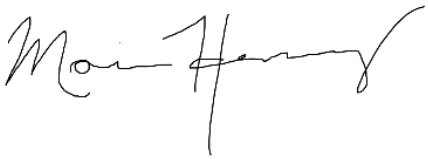
If work is planned to occur between February 1 and August 31, a qualified biologist shall survey the area for nesting birds within one week prior to activity beginning on site. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be placed around non-listed, passerine species, and a 250-foot buffer will be implemented for raptor species. All activity will remain outside of that buffer until a qualified biologist has determined that the young have fledged or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If special-status avian species are identified, no work will begin until an appropriate buffer is determined in consultation CDFW, and/or the USFWS.

Conclusion

The potential for impacts to special-status biological resources as a result of proposed project activities is considered low. No special-status species were observed directly within the survey area, and no special-status botanical species are expected to occur in the project area. Wildlife that may occur includes American badger, SJKF, and nesting birds. Overall, the extent of potential impacts as a result of proposed project implementation are expected to be minimal, and implementation of the recommended measures will avoid and/or minimize impacts to sensitive resources to a less than significant level.

Should you have any questions regarding any of the information provided, please contact me at mhemenez@terraverdeweb.com or (510)-414-3178.

Sincerely,



Monica Hemenez
Biologist

Attachment A – Figures
- Figure 1: Project Location and Vicinity
- Figure 2: Project Site and Survey Area
- Figure 3: 2-mile CNDDB and Critical Habitat Map
- Figure 4: Hydrology

Attachment B – Preliminary Site Plans
Attachment C – List of Botanical and Wildlife Species Observed
Attachment D – Representative Site Photographs

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ATTACHMENT A – Figures

Figure 1: Project Location and Vicinity
Figure 2: Survey Area
Figure 3: 2-mile CNDDB Occurrences
Figure 4: Sensitive Resources

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★ Project Location

Treana Winery Expansion Project
Figure 1. Project Location and Vicinity

0 0.5 1 Miles

N

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Treana Winery Expansion Project
Figure 2. Project Site and Survey Area

Survey Area

0 100 200 400 US Feet

N

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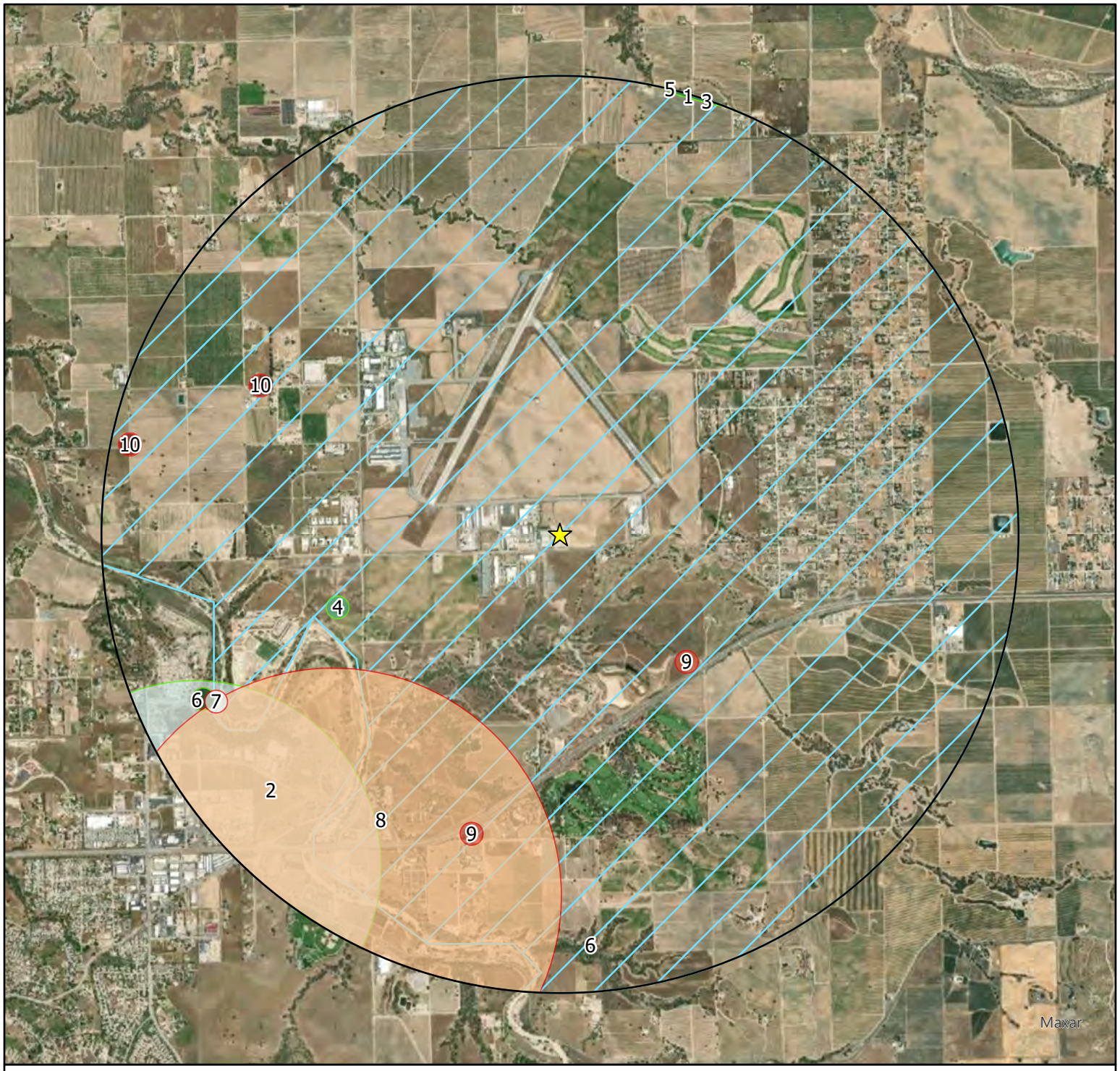

Treana Winery Expansion Project
Figure 3. 2-mile CNDDB and Critical Habitat Map

Project Location
2-mile Buffer

CDFW CNDDB Occurrences

Botanical
1 - Jared's pepper-grass
2 - Lemmon's jewelflower
3 - Oval-leaved snapdragon
4 - San Luis Obispo owl's-clover
5 - Santa Lucia dwarf rush
6 - Shining navarretia

Wildlife
7 - Golden eagle
8 - Northern California legless lizard
9 - Vernal pool fairy shrimp
10 - Western spadefoot

USFWS-designated Critical Habitat
Vernal pool fairy shrimp

0 0.5 1 Miles

N

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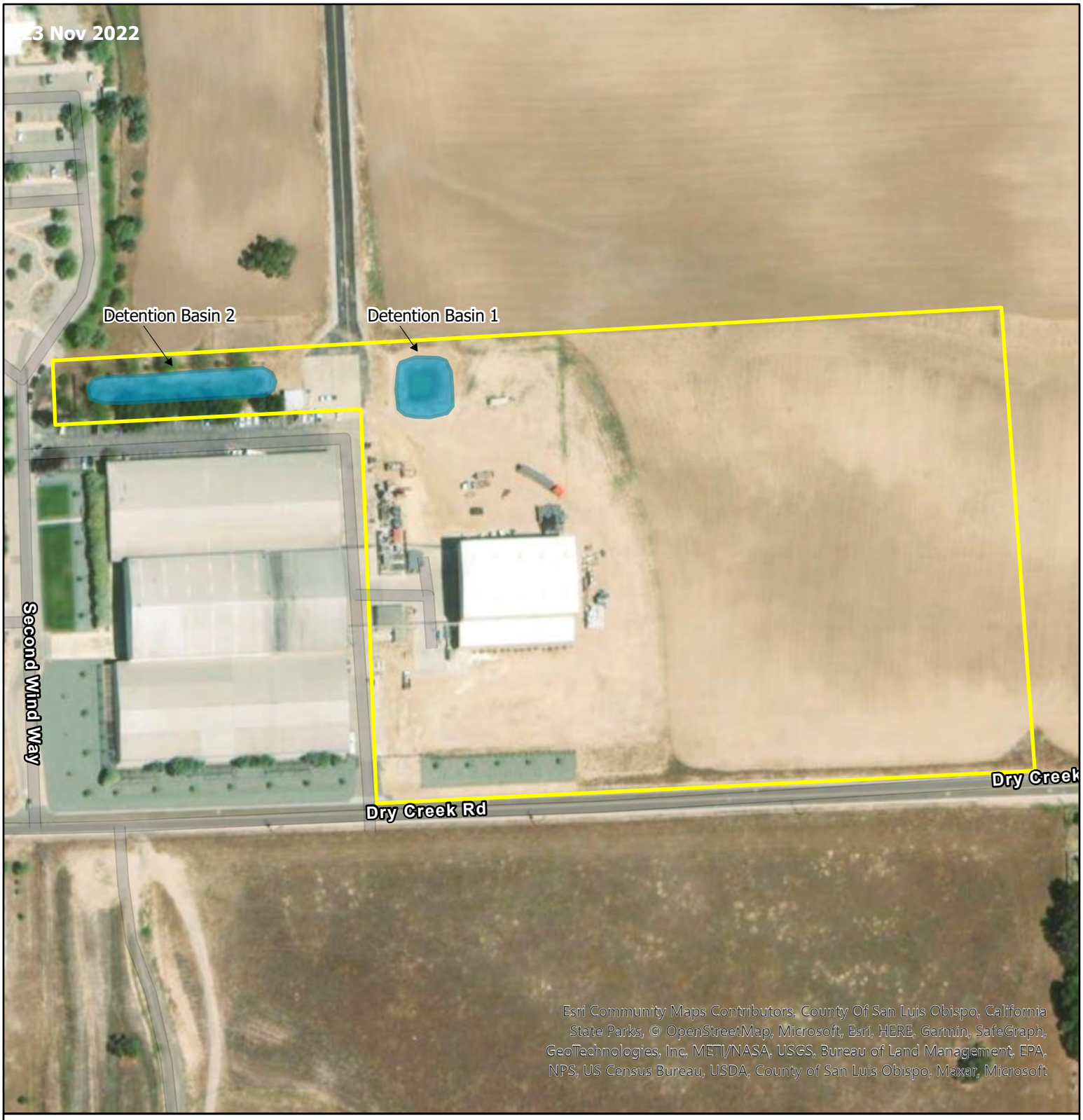

Survey Area

Detention Basins

Treana Winery Expansion Project
Figure 4. Hydrology

0 100 200 400 US Feet

N

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ATTACHMENT B – Site Plans

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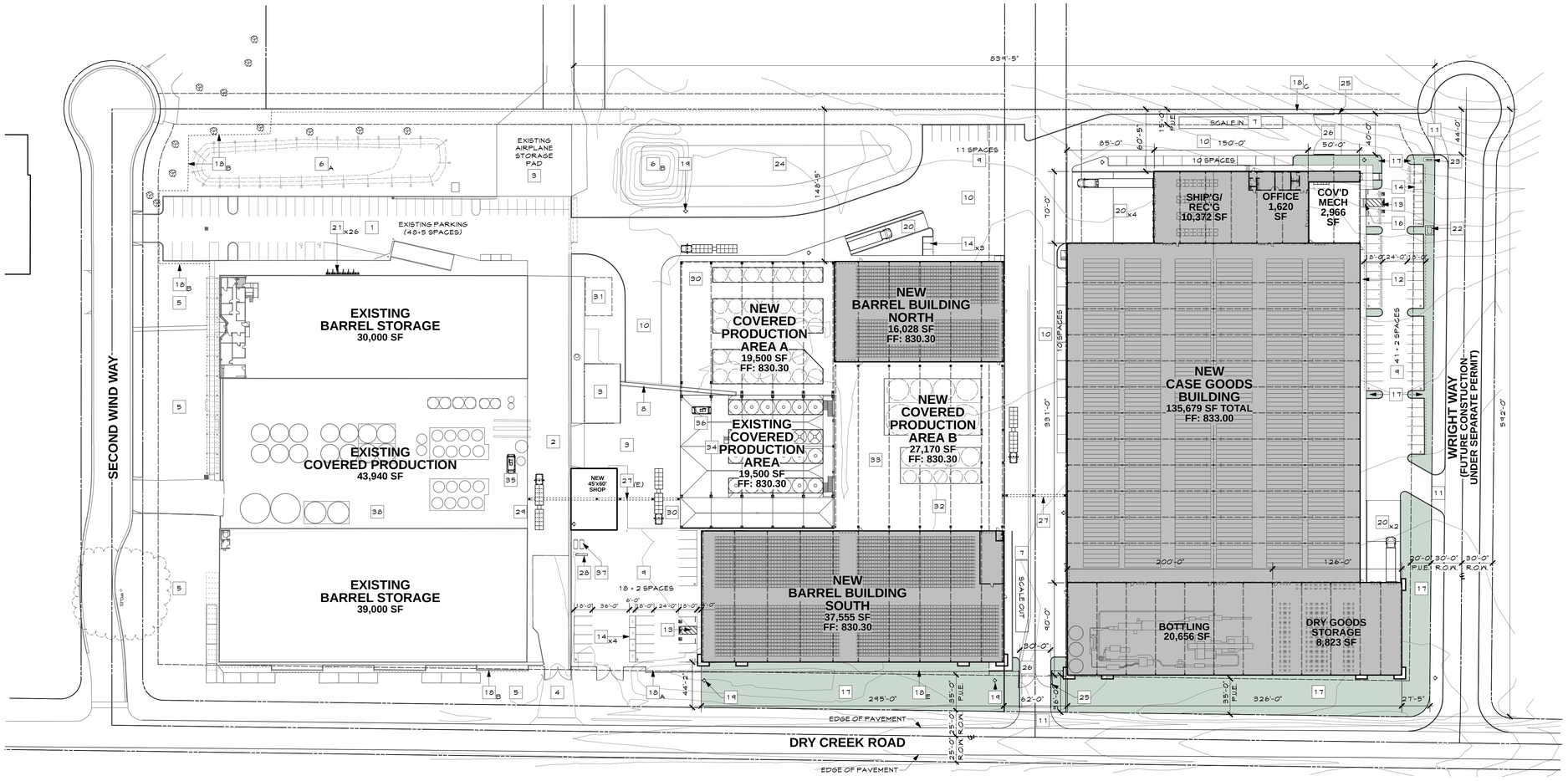

OVERALL SITE PLAN

1" = 50' - 0"

SITE PLAN GENERAL NOTES

1. Dimensions shown are to exterior face of concrete walls
2. All curb radii shall be minimum 4'-0" u.n.o.
3. Parking space striping shall conform to the City of Paso Robles standards
4. Walks and sidewalks shall have a continuous common surface, not interrupted by abrupt changes in level exceeding 1/4" max vertical, or 1/2" max at 1(vert) : 2 (horz) slope. Walk and sidewalk surface cross slopes shall not exceed 2%.
5. Designated parking stall marking shall be painted, in the paint used for stall striping, "CLEAN AIR VEHICLE" such that the lower edge of the last words shall be aligned with the end of the stall striping, and is visible beneath a parked vehicle, per CGBSC Section 5.106.5.2.1
6. Wright Way improvements under separate permit

SITE PLAN REFERENCE NOTES

1. EXISTING ASPHALT PARKING AREAS
2. EXISTING ASPHALT DRIVE AISLE
3. EXISTING CONCRETE PAD
4. EXISTING DRIVEWAY
5. EXISTING PLANTING AREA
6. EXISTING DETENTION BASIN
   A. TO REMAIN
   B. TO BE RECONFIGURED - REFER TO CIVIL DRAWINGS
7. TRUCK SCALE
8. EXISTING UTILITY TRENCH
9. ASPHALT PARKING AREAS
10. ASPHALT DRIVE AISLE
11. CONCRETE DRIVEWAY APRON PER CITY STANDARDS - REFER TO CIVIL DRAWINGS
12. CONCRETE WALKS AND SLAB AREAS - 6" SLAB W/ #4 @ 18" O.C. EA WAY OVER 1" CL II BASE @ TRUCK TURNING AREAS, 4" SLAB W/ #4 @ 18" EA WAY OVER 6" BASE @ PEDESTRIAN WALKWAYS
13. ACCESSIBLE PARKING SPACE AND ACCESS AISLE
14. MOTORCYCLE PARKING - MIN 8'x10'
15. ACCESSIBLE PATH OF TRAVEL FROM FRONT DOOR TO PUBLIC WAY. CROSS SLOPE NOT TO EXCEED 2%, SLOPE IN DIRECTION OF TRAVEL NOT TO EXCEED 5%
16. DETECTABLE WARNING SURFACE
17. PLANTING AREA - REFER TO LANDSCAPE PLAN
18. FENCING
    A. EXISTING 4' SPLIT RAIL FENCE
    B. EXISTING 6' IRON FENCE
    C. NEW 6' CHAIN LINK FENCE
    D. NEW 6' IRON FENCE - TO MATCH EXIST
    E. NEW 4' SPLIT RAIL FENCE - TO MATCH EXIST
19. FIRE HYDRANT - REFER TO CIVIL UTILITIES PLAN
20. TRUCK LOADING DOCK
21. BIKE RACKS - 4- AND 6-BIKE RACKS
22. ELECTRICAL PAD-MOUNTED TRANSFORMER
23. DOUBLE DETECTOR CHECK VALVE - PAINT TO MATCH LANDSCAPING - MAINTAIN 3FT CLEAR SPACE
24. DETENTION BASIN - REFER TO CIVIL DRAWINGS
25. FIRE DEPARTMENT KNOX BOX
26. SWINGING GATE - TO MATCH IRON FENCING
27. OVERHEAD PIPE BRIDGE - MIN 15' CLR HT
28. EXISTING DOUBLE CHECK BACKFLOW PREVENTER
29. CRUSHER 1
30. CRUSHER 2
31. WASTE/RECYCLE AREA
32. BOTTLING PREP/FILTER
33. BARREL WORK AREA
34. FLASH/FERM EQUIPMENT
35. PRESS 1
36. PRESS 2
37. EXISTING PROPANE TANKS
38. EXISTING BARREL PROCESS LINE

FENCING PLAN

1" = 50' - 0"

PULTS
Pults & Associates, LLP
Architecture, Planning & Graphics
3592 Sacramento Dr, Suite 140
San Luis Obispo, California 93401
805/541-5604 voice

Project:

TREANA WINERY EXPANSION

4280 SECOND WIND WAY PASO ROBLES CA 93446

Client:

TREANA WINERY

4280 SECOND WIND WAY
PASO ROBLES
CA 93446

(805) 543 - 0561

Consultant:

Sheet Contents:

SITE PLAN

LICENSED ARCHITECT FRANCES PAN No. 26942 REN. 10-31-23 STATE OF CALIFORNIA

FOR REVIEW ONLY

Date: 20 JUL 2022

Revised: 19 OCT 2022

Job No: 2145

Sheet: **AC - 1**

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ATTACHMENT C – List of Wildlife Species Observed

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Dry Creek Road Realignment and Improvement Project
List of Wildlife Species Observed on November 11, 2022

Family	Scientific Name	Common Name	*Listing Status Federal/State
Birds	*Buteo jamaicensis*	Red-tailed hawk	--
	Carpodacus mexicanus	House finch	--
	Cathartes aura	Turkey vulture	--
	Corthylio calendula	Ruby-crowned kinglet	--
	Corvus brachyrhynchos	American crow	--
	Euphagus cyanocephalus	Brewer's blackbird	--
	Zonotrichia leucophrys	White-crowned sparrow	--

*California Department of Fish and Wildlife Listing Status:
- Fully Protected (FP)
- California Species of Special Concern (CSC)

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ATTACHMENT D – Representative Site Photographs

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Photo 1. View east of tilled and disturbed land within survey area (November 11, 2022).

Photo 2. View north of disturbed land within survey area (November 11, 2022).

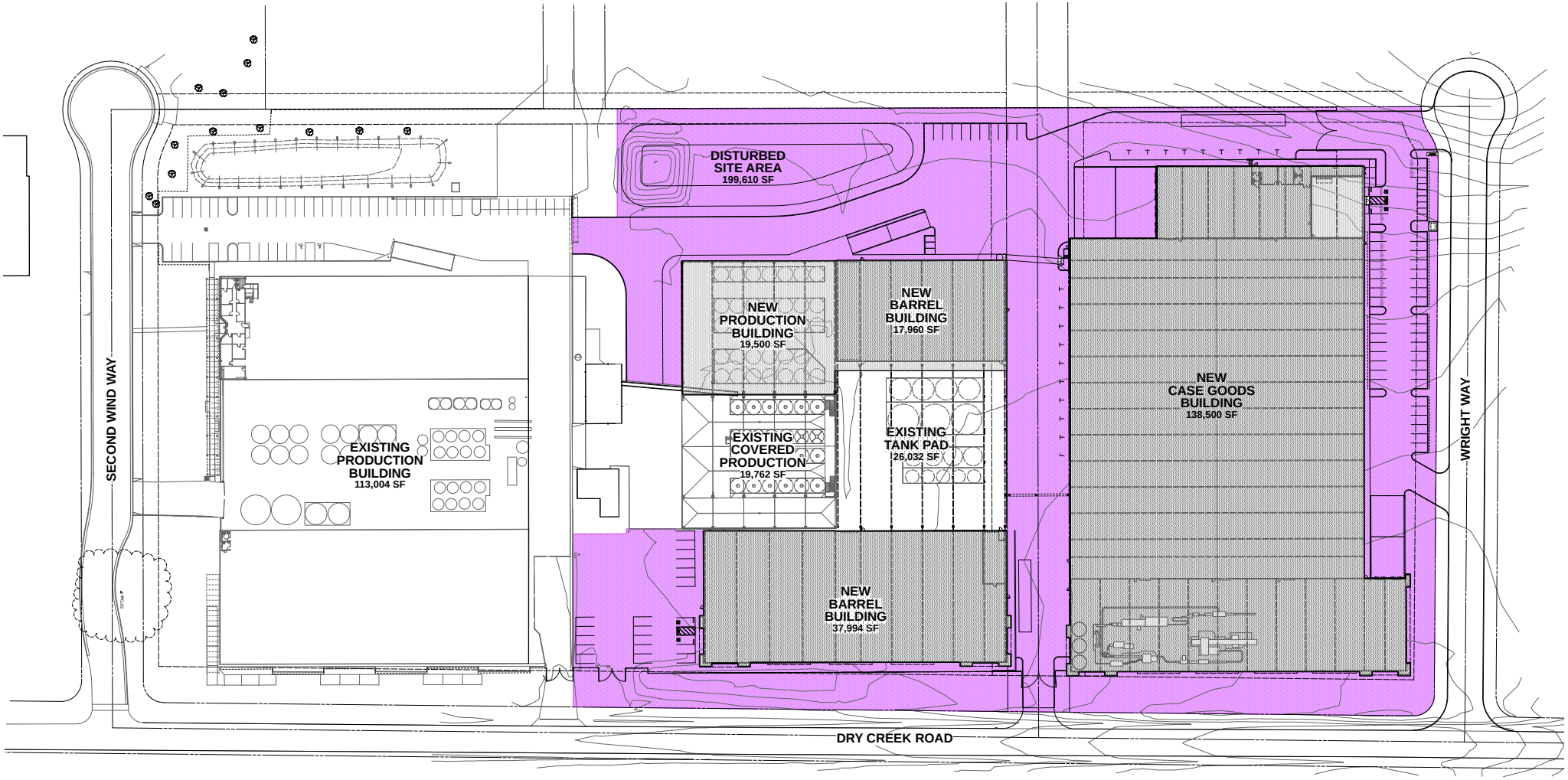
Photo 3. View north of disturbed land within survey area (November 11, 2022).

Photo 4. View east of tilled and disturbed land within survey area (November 11, 2022).

Photo 5. View west of operational detention basin within survey area (November 11, 2022).

Photo 6. View west of operational detention basin nortwest of the project area (November 11, 2022).

ATTACHMENT - 6A



DISTURBED SITE AREA:	206,443 SF	4.74 ACRES
NEW BUILDING AREA:	213,665 SF	4.90 ACRES
TOTAL DISTURBED AREA:	420,108 SF	9.64 ACRES

Preliminary Stormwater Control Plan
For
Treana Winery

August 23, 2022

PO Box 3260
El Paso de Robles, CA 93447

Prepared by:

Wallace Group
Brett Hadley

WALLACE GROUP®
CIVIL AND TRANSPORTATION ENGINEERING
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECTURE
MECHANICAL ENGINEERING
PLANNING
PUBLIC WORKS ADMINISTRATION
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WATER RESOURCES
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T 805 544-4011 F 805 544-4294
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Tables

Figures

Attachments

A. Exhibit A - Existing Watershed
B. Exhibit B - New-Replaced Impervious Exhibit
C. Exhibit C - DMA Exhibit
D. Exhibit D - Hydrologic Model Results
E. Exhibit E - Soils Engineering Report

References

Stormwater Control Plan for Treana Winery, New Warehouse and Concrete Slab, Dated June 2019

I. Project Data

Table 1: Project Data

Project Name/Number	632-005
Application Submittal Date	August 2022
Project Location	Treana Winery, Paso Robles, CA 93447
Project Phase No.	N/A
Project Type and Description	Two winery processing warehouses
Total Project Site Area (acres)	10.93 acres
Total New Impervious Surface Area	367,674 sf / 8.44 acres
Total Replaced Impervious Surface Area	0 sf
Total Pre-Project Impervious Surface Area	35,117 sf
Total Post-Project Impervious Surface Area	402,791 sf / 9.25 acres
Net Impervious Area (Exhibit shall be provided to justify net impervious area results)	402,791 sf / 9.25 acres
Watershed Management Zone(s)	Zone 1
Design Storm Frequency and Depth	1.43 inches (95th-Percentile) 2.06 inches (2-Year) 3.71 inches (10-Year)

II. Setting

a. Project Location and Description

This report supports the proposed improvements at Treana Winery located at 4280 Secondwind Way, Paso Robles, California. This report has been prepared to demonstrate that proposed drainage facilities meet the Central Coast Post Construction Stormwater Requirements for water quality, retention, and peak flow management.

The proposed improvements to Treana Winery include expanding the existing wine production building, developing a new admin and casing goods building, and constructing a vehicle access road through the site. Additional parking, landscaping, and stormwater facilities will be incorporated into the site and the project will be developed in one phase. See Figure 1 for a Vicinity Map of the site.

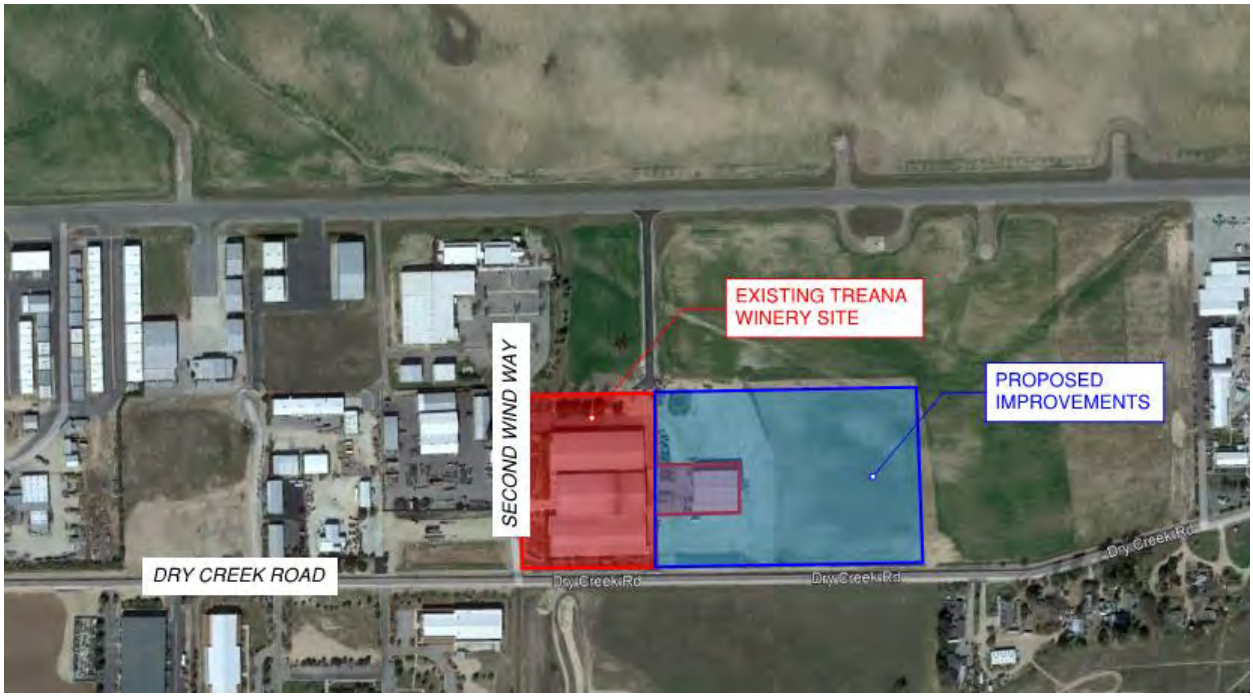


Figure 1 - Vicinity Map

b. Existing Site Features and Conditions

There are several existing facilities on the Treana Winery property, including two existing buildings, an existing wastewater treatment plant, and two existing detention basins. The smaller easterly building and connected concrete slab – which was constructed after Post Construction Stormwater adoption – drains to a small detention basin (referred to as Exist Det 1) and overflows through an 8" storm drain pipe to a larger existing detention basin (referred to as Exist Det 2). Exist Det 2 also receives runoff from the remaining developed site which was previously constructed prior to Post Construction Stormwater adoption. Runoff from Exist Det 2 drains out the basin bottom through a 10" storm drain and discharges north into a minor swale, eventually draining to the Huer Huero Creek approximately 1 mile away.

The existing site where the proposed improvements will be constructed is 92% pervious and is underlain by Hydrologic Soil Goup (HSG) D, based on a USDA web soil survey (See Exhibit E). The site slopes gently north at approximately 1 to 2% slopes. An existing minor swale – as previously mentioned – flows from east to west along the northern boundary of the property and eventually discharges into the Huer Huer Creek.

c. Opportunities and Constraints for Stormwater Control

Opportunities:

The proposed stormwater management strategy takes advantage of the existing slope of the land and preserves the northern portion of the site for stormwater control measures. The site generally slopes from south to north which provides opportunity for stormwater to be routed by gravity towards the northern portion of the site, which is lowest in elevation.

Constraints:

The site is constrained by very low infiltrating soils based on the soils engineering report update by Geo Solutions. In addition, industrial developments such as this one, have very high impervious area percentages due to large building footprints, required truck and vehicle access, and parking. High imperviousness constrains opportunities for infiltration and stormwater management.

III. Low Impact Development Design Strategies

a. Optimization of Site Layout

The proposed detention basin will utilize available open space on the site. Proposed site grading will allow runoff from each watershed drainage management area (DMA) to enter its respective SCM. The proposed buildings and access roads will be sized to accommodate its necessary functions and to consider the most efficent use of the site's layout.

b. Use of Permeable Pavements

Permeable pavers are not used for this site due to anticipated vehicle loads and limited infiltrating soils.

c. Dispersal of Runoff to Pervious Areas

Each DMA will eventually drain to the proposed vegetated detention basin. No self-retaining areas are proposed onsite.

d. Stormwater Control Measures

The stormwater control measures implemented for this site include a First Defense Water Quality Unit (or approved equal) and a detention basin. See Table 2 for a summary of each SCM.

Table 2: Table of Stormwater Control Measures

SCM ID	SURFACE TYPE & DESCRIPTION	AREA (SF)
1, 2	First Defense Water Quality Unit	n/a
3	Detention Basin	20,077

IV. Documentation of Drainage Design

a. Applicable Stormwater Requirements

The following list outlines the PRs that apply to this project:

- PR #1 Site Design and Runoff Reduction
- PR #2 Water Quality Treatment
- PR #3 Runoff Retention
- PR #4 Peak Management

Performance requirements that do not apply to the project are:

- PR #5 Special Circumstances

b. Drainage Management Areas

The DMA numbers in the following table correspond with the DMA numbers of the DMA exhibit, see Exhibit A.

Table 3: Table of Drainage Management Areas

DMA ID	SURFACE TYPE & DESCRIPTION	AREA (SF)
1	Proposed Concrete, Roof, Asphalt Roadway	160,613
2	Proposed Concrete, Roof, Asphalt Roadway	242,178
2a	Proposed Landscape	45,156
3	Proposed Landscape	8,112

c. Hydrologic Analysis

The hydrograph method was used to calculate the runoff for each DMA and to size the SCM's. The following criteria was used in the hydraulic stormwater model:

Hydrograph Analysis Method:	Santa Barbara Unit Hydrograph
Pond Routing Method:	Dynamic Storage-indication
Infiltration Rate (in/hr):	0.001 in/hr (Web Soil Survey, see Exhibit E)
Rainfall Distribution:	NRCS Type I, NOAA Atlas 14, Vol. 6, Version 2
Time of Concentration	Minimum of 5 minutes
Time Increment	0.01 hr

d. Summary of Calculations

PR 1 Site Design and Runoff reduction – As outlined in Section III, stormwater management has been incorporated into the design of the project. Runoff from sidewalks and other impervious areas will be routed though a stormwater quality device and then to a vegetated basin area for infiltration.

PR 2 Water Quality Treatment – Water quality treatment is achieved by a treatment train of flow-through treatment and retention/infiltration within the proposed detention basin. The 85th percentile runoff from all DMAs is first pre-treated by a first defense stormwater quality unit. Pre-treated runoff is then routed to the proposed detention basin where retention and infiltration of the 85th percentile storm occurs. The proposed detention basin has capacity to retain and infiltrate the 95th percentile storm to meet PR-3 requirements, so the treatment objectives are conservatively met.

PR-3 Runoff Retention – Retention of the 95th percentile storm event is achieved in the storage areas between the basin bottom and the outlet structure, which consists of a singular 10 ft-wide wier located 1.50 ft below the basin top. Since the retention volume cannot infiltrate within 48 hours of the storm event, a multiplier of 1.2 was applied to the SCM capture volume calculated through the routing method, see Table 4.

Table 4: Runoff Retention Summary

DMA ID	95TH RUNOFF VOLUME (CF)	DRAINS TO	TOTAL RETENTION VOLUME PROVIDED IN BASIN (CF)
1	14,038*	SCM 1 / SCM 3	61,889
2	21,167*	SCM 2 / SCM 3	
TOTAL	35,205	-	

*1.2 multiplier applied

PR-4 Peak Management – The proposed basin is designed to reduce post developed peak flows to existing flow rates for storms up to the 10 year. This is achieved by a 10 ft wide spillway which is sized to reduce post developed peak flows discharged from the basin. The crest of the spillway is positioned 5 ft above the bottom of the basin to provide stormwater storage. Discharge from the basin spillway will flow to the existing swale to the north. The proposed basin will be an expansion of Exist Det 1 and will have the capacity to remove the 8" storm drain pipe connection from Exist Det 1 to Exist Det 2 and hydraulically separate the two basins.

Table 5: Peak Flow Management

DESIGN STORM	PRE-DEVELOPED PEAK FLOW (CFS)	POST-DEVELOPED PEAK FLOW (CFS)
2-Year	0.76	0.38
10-Year	4.18	4.07

V. Source Control Measures

Hydrocarbons, trash, debris from trees, sediment and fertilizers will be the most apparent sources of pollutants on the project site.

Table 6: Source Control Table

	Pollutants Associated with Activity						
Potential Pollutant Source	Sediment/ Litter/ Debris	Nutrients/ Organic Matter	Bacteria	Hydro-carbons	Toxics/ Chemicals/ Paint	Other	Source Control BMP Proposed
Parking Lot	X			X			Vehicle Maintenance, Fueling and Storage, street sweeping
Fertilizers, Pesticides,	X	X			X		Effective irrigation and planting
Roof runoff		X			X		Landscape maintenance for healthy plants.

VI. Stormwater Facility Maintenance

a. Ownership and Responsibility for Maintenance in Perpetuity

This project is required to record an Agreement with the City accepting responsibility for inspection, operation and maintenance of facilities.

This project will utilize an Agreement to meet this requirement, and the responsible party will be Treana Winery. An Operations and Maintenance Plan and Draft Agreement will be provided after preliminary approvals.

VII. Construction Checklist

Table 7: Construction Checklist Table

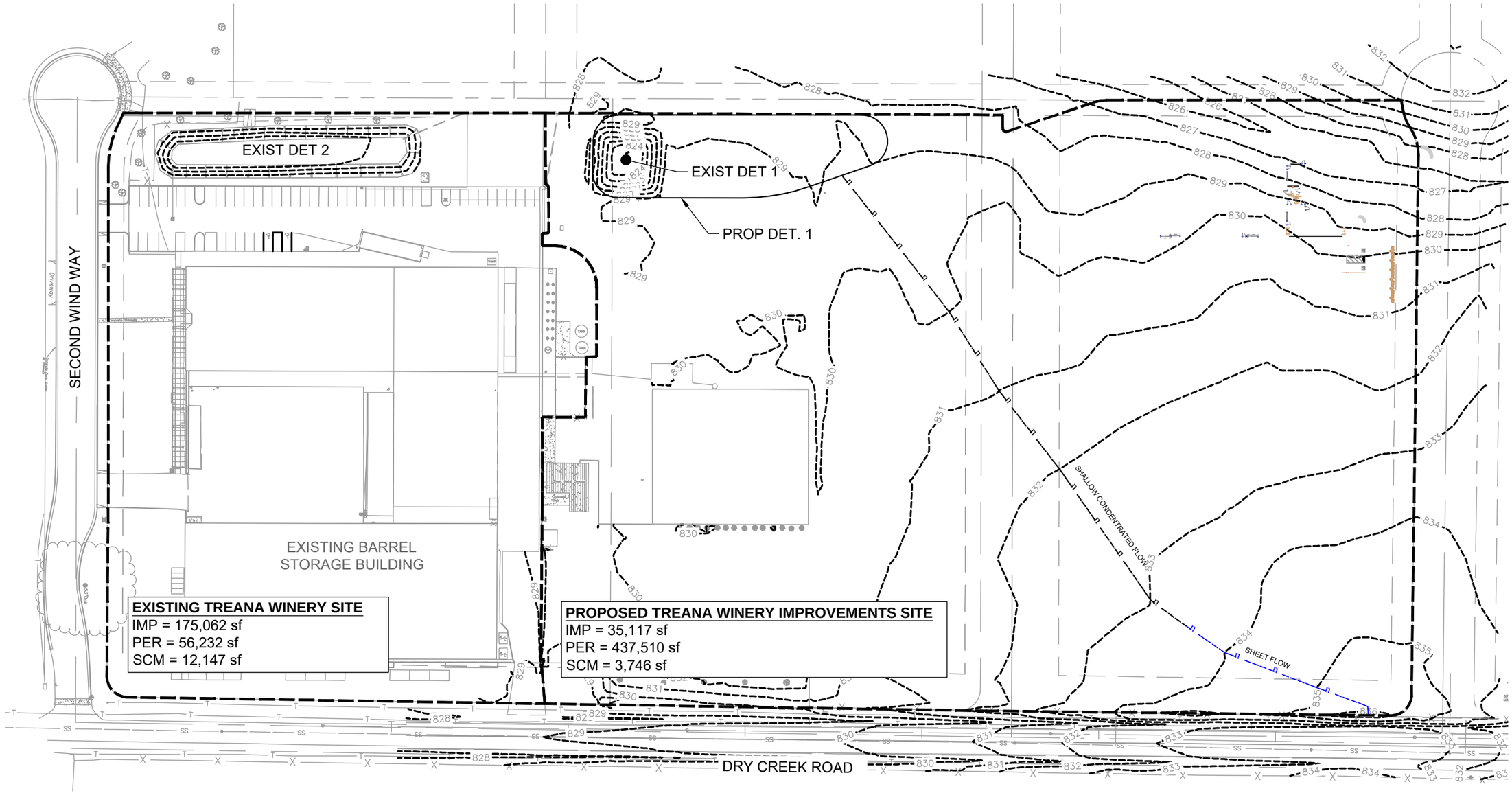
To be provided after preliminary approvals.

STRUCTURAL CONTROL MEASURE SCMs	PLAN SHEET NUMBER	SCM DETAIL NUMBER

VIII. Certifications

The design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the Post-Construction Stormwater Management Resolution R3-2013-0032 and the current edition of the County's LID Handbook.

Exhibit A
Existing Watershed



TREANA WINERY
PASO ROBLES, CA

EXIST DMA EXHIBIT

0 50 100 200

1 IN = 100 FT

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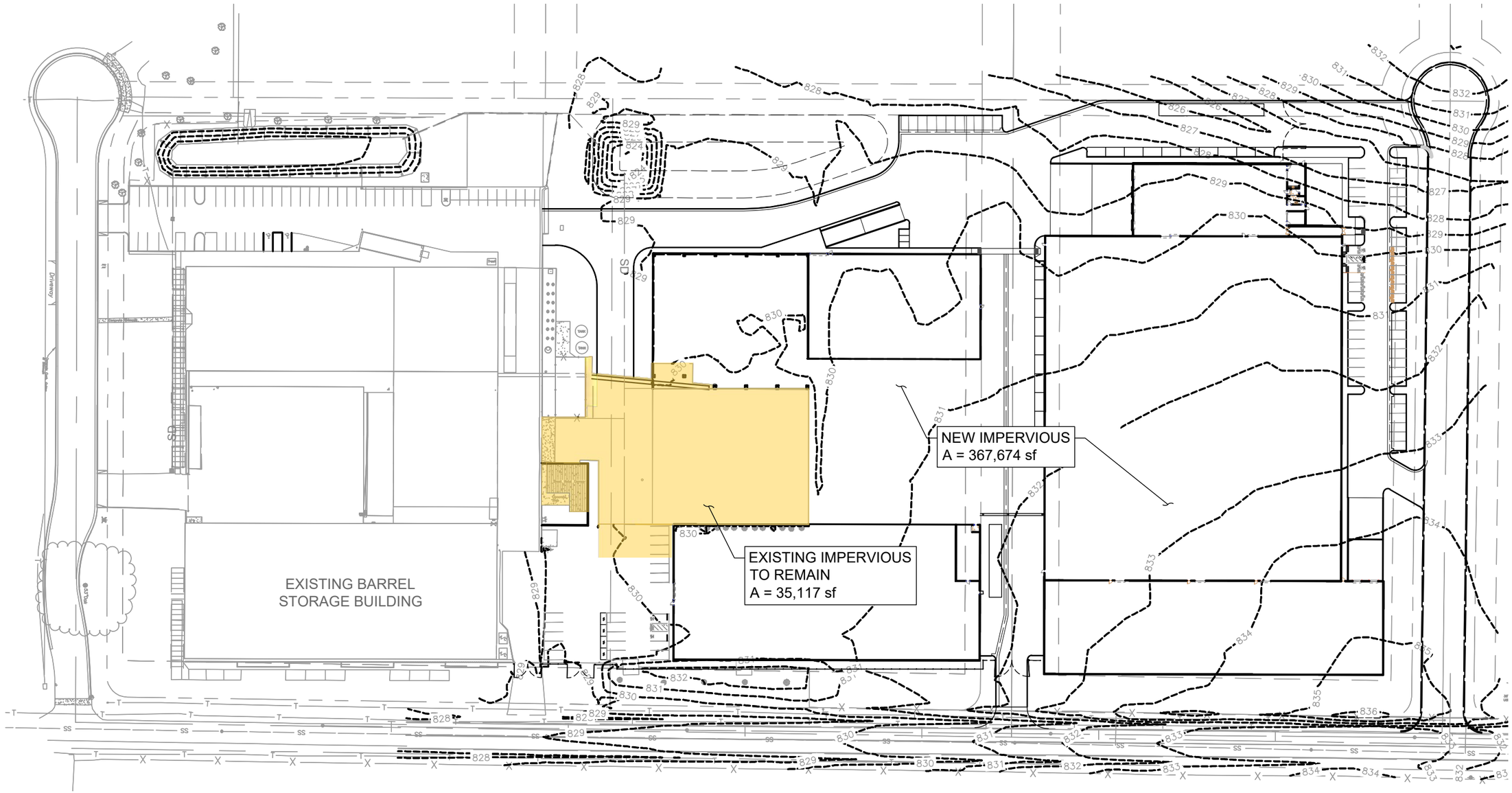
Exhibit B
New-Replaced Impervious Exhibit



TREANA WINERY
PASO ROBLES, CA

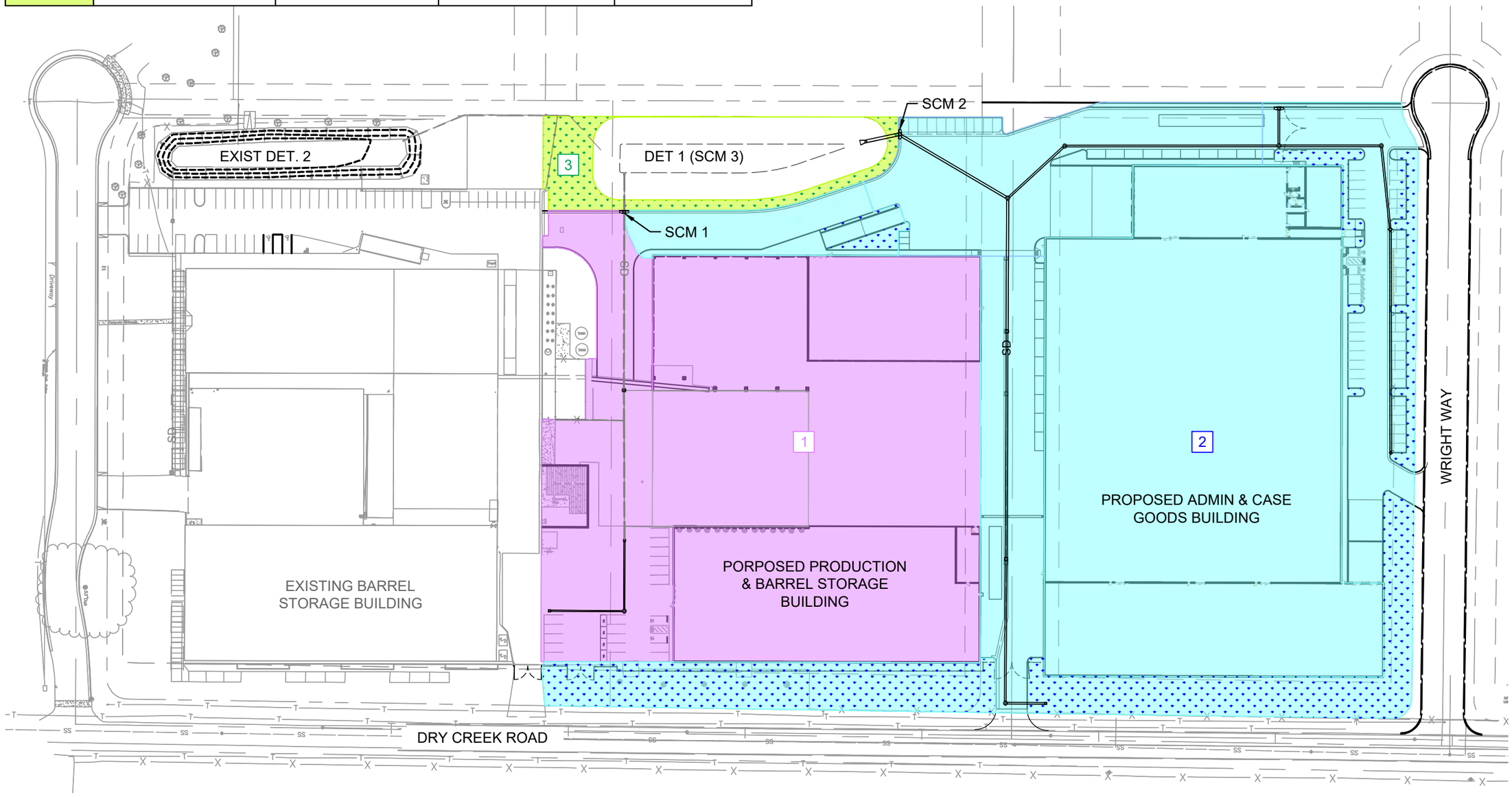
DMA EXHIBIT

0 50 100 200
1 IN = 100 FT

WALLACE GROUP®

Exhibit C
DMA Exhibit

DMA ID	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	SCM AREA (SF)	TOTAL AREA (SF)
1	160,613	0	WATER QUALITY UNIT	160,613
2	242,178	45,156	WATER QUALITY UNIT	287,334
3	0	8,112	20,314	28,426



TREANA WINERY
PASO ROBLES, CA

DMA EXHIBIT

0 50 100 200
1 IN = 100 FT

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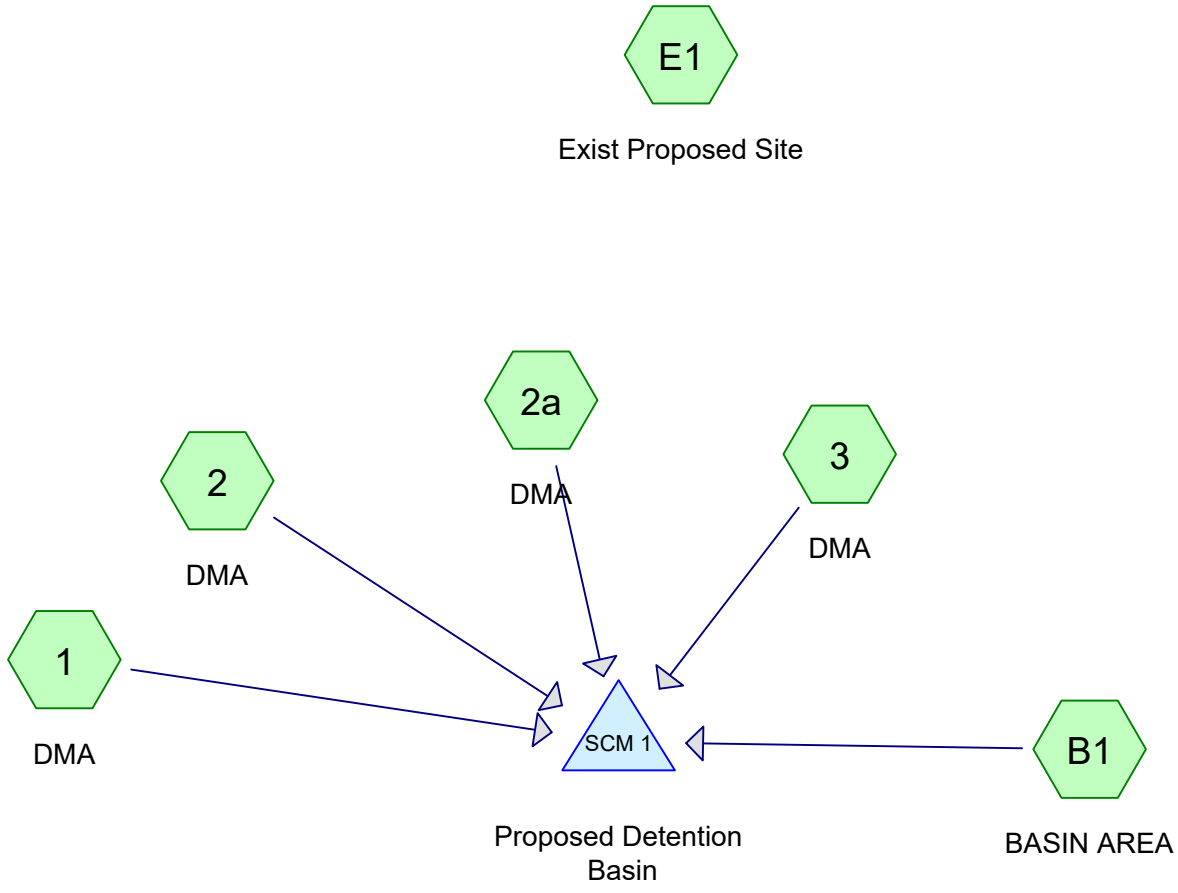
Exhibit D
Hydrologic Model Results



Subcat Reach Pond Link

Routing Diagram for Prelim Stormwater Model
Prepared by WALLACE GROUP, Printed 8/24/2022

Time span=0.00-100.00 hrs, dt=0.010 hrs, 10001 points
Runoff by SBUH method, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1: DMA Runoff Area=160,613 sf 100.00% Impervious Runoff Depth=0.87"
Tc=5.0 min AMC Adjusted CN=94 Runoff=2.41 cfs 11,698 cf

Subcatchment2: DMA Runoff Area=242,178 sf 100.00% Impervious Runoff Depth=0.87"
Tc=5.0 min AMC Adjusted CN=94 Runoff=3.63 cfs 17,638 cf

Subcatchment2a: DMA Runoff Area=45,156 sf 0.00% Impervious Runoff Depth=0.00"
Tc=10.0 min AMC Adjusted CN=55 Runoff=0.00 cfs 0 cf

Subcatchment3: DMA Runoff Area=8,112 sf 0.00% Impervious Runoff Depth=0.00"
Tc=10.0 min AMC Adjusted CN=55 Runoff=0.00 cfs 0 cf

SubcatchmentB1: BASIN AREA Runoff Area=20,314 sf 100.00% Impervious Runoff Depth=0.87"
Tc=5.0 min AMC Adjusted CN=94 Runoff=0.30 cfs 1,480 cf

SubcatchmentE1: Exist Proposed Site Runoff Area=476,136 sf 7.38% Impervious Runoff Depth=0.00"
Flow Length=760' Tc=40.2 min AMC Adjusted CN=58 Runoff=0.00 cfs 0 cf

Pond SCM 1: Proposed Detention Basin Peak Elev=825.02' Storage=30,798 cf Inflow=6.35 cfs 30,816 cf
Discarded=0.00 cfs 102 cf Primary=0.00 cfs 0 cf Outflow=0.00 cfs 102 cf

Total Runoff Area = 952,509 sf Runoff Volume = 30,816 cf Average Runoff Depth = 0.39"
51.89% Pervious = 494,287 sf 48.11% Impervious = 458,222 sf

Summary for Subcatchment 1: DMA

Runoff = 2.41 cfs @ 9.94 hrs, Volume= 11,698 cf, Depth= 0.87"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr WQ 95th Rainfall=1.43", AMC=1

	Area (sf)	CN	Adj	Description
*	160,613	98		New/Replaced Impervious
	160,613	98	94	Weighted Average, AMC Adjusted
	160,613			100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment 2: DMA

Runoff = 3.63 cfs @ 9.94 hrs, Volume= 17,638 cf, Depth= 0.87"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr WQ 95th Rainfall=1.43", AMC=1

	Area (sf)	CN	Adj	Description
*	242,178	98		New/Replaced Impervious
	242,178	98	94	Weighted Average, AMC Adjusted
	242,178			100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment 2a: DMA

[45] Hint: Runoff=Zero

Runoff = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Depth= 0.00"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr WQ 95th Rainfall=1.43", AMC=1

	Area (sf)	CN	Adj	Description
*	45,156	74		Proposed Pervious
	45,156	74	55	Weighted Average, AMC Adjusted
	45,156			100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Summary for Subcatchment 3: DMA

[45] Hint: Runoff=Zero

Runoff = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Depth= 0.00"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr WQ 95th Rainfall=1.43", AMC=1

	Area (sf)	CN	Adj	Description
*	8,112	74		Proposed Pervious
	8,112	74	55	Weighted Average, AMC Adjusted
	8,112			100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Summary for Subcatchment B1: BASIN AREA

Runoff = 0.30 cfs @ 9.94 hrs, Volume= 1,480 cf, Depth= 0.87"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr WQ 95th Rainfall=1.43", AMC=1

	Area (sf)	CN	Adj	Description
*	20,314	98		Basin Area
	20,314	98	94	Weighted Average, AMC Adjusted
	20,314			100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment E1: Exist Proposed Site

[45] Hint: Runoff=Zero

Runoff = 0.00 cfs @ 0.00 hrs, Volume= 0 cf, Depth= 0.00"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr WQ 95th Rainfall=1.43", AMC=1

	Area (sf)	CN	Adj	Description
*	35,117	98		
*	441,019	74		
	476,136	76	58	Weighted Average, AMC Adjusted
	441,019			92.62% Pervious Area
	35,117			7.38% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	200	0.0134	0.13		**Sheet Flow,** Grass: Short n= 0.150 P2= 2.01"
14.9	560	0.0080	0.63		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
40.2	760	Total			

Summary for Pond SCM 1: Proposed Detention Basin

Inflow Area = 476,373 sf, 88.82% Impervious, Inflow Depth = 0.78" for WQ 95th event
Inflow = 6.35 cfs @ 9.94 hrs, Volume= 30,816 cf
Outflow = 0.00 cfs @ 24.53 hrs, Volume= 102 cf, Atten= 100%, Lag= 875.4 min
Discarded = 0.00 cfs @ 24.53 hrs, Volume= 102 cf
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Peak Elev= 825.02' @ 24.53 hrs Surf.Area= 13,258 sf Storage= 30,798 cf

Plug-Flow detention time= 2,910.6 min calculated for 102 cf (0% of inflow)
Center-of-Mass det. time= 2,453.1 min (3,239.3 - 786.2)

Volume	Invert	Avail.Storage	Storage Description
#1	822.00'	89,196 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
822.00	7,131	0.0	0	0
828.50	20,314	100.0	89,196	89,196

Device	Routing	Invert	Outlet Devices
#1	Discarded	822.00'	**0.001 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = -50.00'
#2	Primary	827.00'	**Custom Weir/Orifice, Cv= 2.62 (C= 3.28)** Head (feet) 0.00 1.50 Width (feet) 10.00 13.00

Discarded OutFlow Max=0.00 cfs @ 24.53 hrs HW=825.02' (Free Discharge)
↑—**1=Exfiltration** (Controls 0.00 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=822.00' (Free Discharge)
↑—**2=Custom Weir/Orifice** (Controls 0.00 cfs)

Time span=0.00-100.00 hrs, dt=0.010 hrs, 10001 points
Runoff by SBUH method, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1: DMA Runoff Area=160,613 sf 100.00% Impervious Runoff Depth=1.83"
Tc=5.0 min CN=98 Runoff=4.90 cfs 24,545 cf

Subcatchment2: DMA Runoff Area=242,178 sf 100.00% Impervious Runoff Depth=1.83"
Tc=5.0 min CN=98 Runoff=7.39 cfs 37,010 cf

Subcatchment2a: DMA Runoff Area=45,156 sf 0.00% Impervious Runoff Depth=0.38"
Tc=10.0 min CN=74 Runoff=0.12 cfs 1,423 cf

Subcatchment3: DMA Runoff Area=8,112 sf 0.00% Impervious Runoff Depth=0.38"
Tc=10.0 min CN=74 Runoff=0.02 cfs 256 cf

SubcatchmentB1: BASIN AREA Runoff Area=20,314 sf 100.00% Impervious Runoff Depth=1.83"
Tc=5.0 min CN=98 Runoff=0.62 cfs 3,104 cf

SubcatchmentE1: Exist Proposed Site Runoff Area=476,136 sf 7.38% Impervious Runoff Depth=0.44"
Flow Length=760' Tc=40.2 min CN=76 Runoff=0.76 cfs 17,652 cf

Pond SCM 1: Proposed Detention Basin Peak Elev=827.05' Storage=61,889 cf Inflow=13.02 cfs 66,338 cf
Discarded=0.00 cfs 135 cf Primary=0.38 cfs 5,287 cf Outflow=0.38 cfs 5,422 cf

Total Runoff Area = 952,509 sf Runoff Volume = 83,990 cf Average Runoff Depth = 1.06"
51.89% Pervious = 494,287 sf 48.11% Impervious = 458,222 sf

Summary for Subcatchment 1: DMA

Runoff = 4.90 cfs @ 9.93 hrs, Volume= 24,545 cf, Depth= 1.83"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 2 yr Rainfall=2.06"

	Area (sf)	CN	Description
*	160,613	98	New/Replaced Impervious
	160,613		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment 2: DMA

Runoff = 7.39 cfs @ 9.93 hrs, Volume= 37,010 cf, Depth= 1.83"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 2 yr Rainfall=2.06"

	Area (sf)	CN	Description
*	242,178	98	New/Replaced Impervious
	242,178		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment 2a: DMA

Runoff = 0.12 cfs @ 9.99 hrs, Volume= 1,423 cf, Depth= 0.38"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 2 yr Rainfall=2.06"

	Area (sf)	CN	Description
*	45,156	74	Proposed Pervious
	45,156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Summary for Subcatchment 3: DMA

Runoff = 0.02 cfs @ 9.99 hrs, Volume= 256 cf, Depth= 0.38"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 2 yr Rainfall=2.06"

	Area (sf)	CN	Description
*	8,112	74	Proposed Pervious
	8,112		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Summary for Subcatchment B1: BASIN AREA

Runoff = 0.62 cfs @ 9.93 hrs, Volume= 3,104 cf, Depth= 1.83"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 2 yr Rainfall=2.06"

	Area (sf)	CN	Description
*	20,314	98	Basin Area
	20,314		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment E1: Exist Proposed Site

Runoff = 0.76 cfs @ 10.31 hrs, Volume= 17,652 cf, Depth= 0.44"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 2 yr Rainfall=2.06"

	Area (sf)	CN	Description
*	35,117	98	
*	441,019	74	
	476,136	76	Weighted Average
	441,019		92.62% Pervious Area
	35,117		7.38% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	200	0.0134	0.13		**Sheet Flow,** Grass: Short n= 0.150 P2= 2.01"
14.9	560	0.0080	0.63		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
40.2	760	Total			

Summary for Pond SCM 1: Proposed Detention Basin

Inflow Area = 476,373 sf, 88.82% Impervious, Inflow Depth = 1.67" for 2 yr event
Inflow = 13.02 cfs @ 9.93 hrs, Volume= 66,338 cf
Outflow = 0.38 cfs @ 21.65 hrs, Volume= 5,422 cf, Atten= 97%, Lag= 703.3 min
Discarded = 0.00 cfs @ 21.65 hrs, Volume= 135 cf
Primary = 0.38 cfs @ 21.65 hrs, Volume= 5,287 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Peak Elev= 827.05' @ 21.65 hrs Surf.Area= 17,375 sf Storage= 61,889 cf

Plug-Flow detention time= 1,104.5 min calculated for 5,422 cf (8% of inflow)
Center-of-Mass det. time= 682.0 min (1,403.0 - 721.0)

Volume	Invert	Avail.Storage	Storage Description
#1	822.00'	89,196 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
822.00	7,131	0.0	0	0
828.50	20,314	100.0	89,196	89,196

Device	Routing	Invert	Outlet Devices
#1	Discarded	822.00'	**0.001 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = -50.00'
#2	Primary	827.00'	**Custom Weir/Orifice, Cv= 2.62 (C= 3.28)** Head (feet) 0.00 1.50 Width (feet) 10.00 13.00

Discarded OutFlow Max=0.00 cfs @ 21.65 hrs HW=827.05' (Free Discharge)
↑—**1=Exfiltration** (Controls 0.00 cfs)

Primary OutFlow Max=0.38 cfs @ 21.65 hrs HW=827.05' (Free Discharge)
↑—**2=Custom Weir/Orifice** (Weir Controls 0.38 cfs @ 0.74 fps)

Time span=0.00-100.00 hrs, dt=0.010 hrs, 10001 points
Runoff by SBUH method, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1: DMA Runoff Area=160,613 sf 100.00% Impervious Runoff Depth=3.48"
Tc=5.0 min CN=98 Runoff=9.05 cfs 46,522 cf

Subcatchment2: DMA Runoff Area=242,178 sf 100.00% Impervious Runoff Depth=3.48"
Tc=5.0 min CN=98 Runoff=13.64 cfs 70,148 cf

Subcatchment2a: DMA Runoff Area=45,156 sf 0.00% Impervious Runoff Depth=1.39"
Tc=10.0 min CN=74 Runoff=0.77 cfs 5,219 cf

Subcatchment3: DMA Runoff Area=8,112 sf 0.00% Impervious Runoff Depth=1.39"
Tc=10.0 min CN=74 Runoff=0.14 cfs 938 cf

SubcatchmentB1: BASIN AREA Runoff Area=20,314 sf 100.00% Impervious Runoff Depth=3.48"
Tc=5.0 min CN=98 Runoff=1.14 cfs 5,884 cf

SubcatchmentE1: Exist Proposed Site Runoff Area=476,136 sf 7.38% Impervious Runoff Depth=1.52"
Flow Length=760' Tc=40.2 min CN=76 Runoff=4.18 cfs 60,295 cf

Pond SCM 1: Proposed Detention Basin Peak Elev=827.25' Storage=65,315 cf Inflow=24.68 cfs 128,711 cf
Discarded=0.00 cfs 138 cf Primary=4.07 cfs 67,657 cf Outflow=4.07 cfs 67,795 cf

Total Runoff Area = 952,509 sf Runoff Volume = 189,005 cf Average Runoff Depth = 2.38"
51.89% Pervious = 494,287 sf 48.11% Impervious = 458,222 sf

Summary for Subcatchment 1: DMA

Runoff = 9.05 cfs @ 9.93 hrs, Volume= 46,522 cf, Depth= 3.48"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 10 yr Rainfall=3.71"

	Area (sf)	CN	Description
*	160,613	98	New/Replaced Impervious
	160,613		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment 2: DMA

Runoff = 13.64 cfs @ 9.93 hrs, Volume= 70,148 cf, Depth= 3.48"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 10 yr Rainfall=3.71"

	Area (sf)	CN	Description
*	242,178	98	New/Replaced Impervious
	242,178		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment 2a: DMA

Runoff = 0.77 cfs @ 9.97 hrs, Volume= 5,219 cf, Depth= 1.39"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 10 yr Rainfall=3.71"

	Area (sf)	CN	Description
*	45,156	74	Proposed Pervious
	45,156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Summary for Subcatchment 3: DMA

Runoff = 0.14 cfs @ 9.97 hrs, Volume= 938 cf, Depth= 1.39"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 10 yr Rainfall=3.71"

	Area (sf)	CN	Description
*	8,112	74	Proposed Pervious
	8,112		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Summary for Subcatchment B1: BASIN AREA

Runoff = 1.14 cfs @ 9.93 hrs, Volume= 5,884 cf, Depth= 3.48"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 10 yr Rainfall=3.71"

	Area (sf)	CN	Description
*	20,314	98	Basin Area
	20,314		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment E1: Exist Proposed Site

Runoff = 4.18 cfs @ 10.00 hrs, Volume= 60,295 cf, Depth= 1.52"

Runoff by SBUH method, Weighted-CN, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Type I 24-hr 10 yr Rainfall=3.71"

	Area (sf)	CN	Description
*	35,117	98	
*	441,019	74	
	476,136	76	Weighted Average
	441,019		92.62% Pervious Area
	35,117		7.38% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	200	0.0134	0.13		**Sheet Flow,** Grass: Short n= 0.150 P2= 2.01"
14.9	560	0.0080	0.63		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
40.2	760	Total			

Summary for Pond SCM 1: Proposed Detention Basin

Inflow Area = 476,373 sf, 88.82% Impervious, Inflow Depth = 3.24" for 10 yr event
Inflow = 24.68 cfs @ 9.93 hrs, Volume= 128,711 cf
Outflow = 4.07 cfs @ 10.51 hrs, Volume= 67,795 cf, Atten= 84%, Lag= 35.0 min
Discarded = 0.00 cfs @ 10.51 hrs, Volume= 138 cf
Primary = 4.07 cfs @ 10.51 hrs, Volume= 67,657 cf

Routing by Dyn-Stor-Ind method, Time Span= 0.00-100.00 hrs, dt= 0.010 hrs
Peak Elev= 827.25' @ 10.51 hrs Surf.Area= 17,770 sf Storage= 65,315 cf

Plug-Flow detention time= 408.7 min calculated for 67,788 cf (53% of inflow)
Center-of-Mass det. time= 215.0 min (921.9 - 706.9)

Volume	Invert	Avail.Storage	Storage Description
#1	822.00'	89,196 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
822.00	7,131	0.0	0	0
828.50	20,314	100.0	89,196	89,196

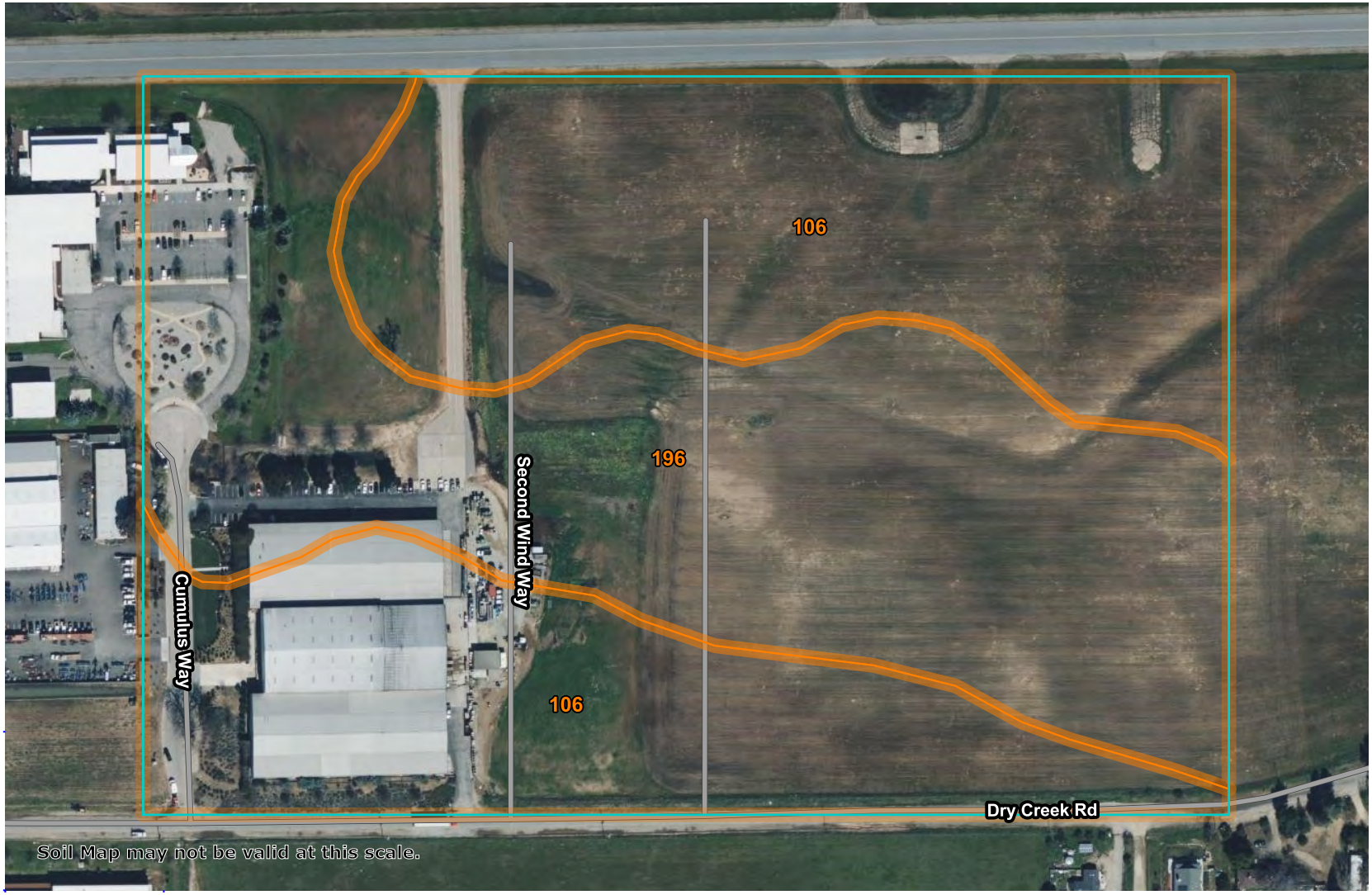
Device	Routing	Invert	Outlet Devices
#1	Discarded	822.00'	**0.001 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = -50.00'
#2	Primary	827.00'	**Custom Weir/Orifice, Cv= 2.62 (C= 3.28)** Head (feet) 0.00 1.50 Width (feet) 10.00 13.00

Discarded OutFlow Max=0.00 cfs @ 10.51 hrs HW=827.25' (Free Discharge)
↑—**1=Exfiltration** (Controls 0.00 cfs)

Primary OutFlow Max=4.07 cfs @ 10.51 hrs HW=827.25' (Free Discharge)
↑—**2=Custom Weir/Orifice** (Weir Controls 4.07 cfs @ 1.62 fps)

Exhibit E
Soils Engineering Report

120° 37' 42" W
120° 37' 16" W
35° 39' 59" N
35° 39' 45" N



Map Scale: 1:2,950 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 40 80 160 240

Feet
0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Luis Obispo County, California, Paso Robles Area
Survey Area Data: Version 15, Sep 9, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 1, 2019—Aug 17, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
106	Arbuckle-San Ysidro complex, 2 to 9 percent slopes	24.7	55.7%
196	San Ysidro sandy loam, 2 to 9 percent slopes	19.6	44.3%
Totals for Area of Interest		**44.2**	**100.0%**

San Luis Obispo County, California, Paso Robles Area

196—San Ysidro sandy loam, 2 to 9 percent slopes

Map Unit Setting

National map unit symbol: hbvl
Elevation: 600 to 1,500 feet
Mean annual precipitation: 12 to 20 inches
Mean annual air temperature: 60 degrees F
Frost-free period: 200 days
Farmland classification: Not prime farmland

Map Unit Composition

San ysidro and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of San Ysidro

Setting

Landform: Alluvial fans
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from mixed rocks

Typical profile

H1 - 0 to 19 inches: sandy loam
H2 - 19 to 40 inches: clay loam
H3 - 40 to 60 inches: sandy loam

Properties and qualities

Slope: 2 to 9 percent
Depth to restrictive feature: 19 to 37 inches to abrupt textural change
Drainage class: Moderately well drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Very low (about 1.7 inches)

Interpretive groups

Land capability classification (irrigated): 3s
Land capability classification (nonirrigated): 4s

Hydrologic Soil Group: D
Ecological site: R014XE029CA - LOAMY CLAYPAN
Hydric soil rating: No

Minor Components

Oceano, loamy sand
Percent of map unit: 5 percent
Hydric soil rating: No

Rincon, clay loam
Percent of map unit: 5 percent
Hydric soil rating: No

Arbuckle, fine sandy loam
Percent of map unit: 2 percent
Hydric soil rating: No

Metz, loamy sand
Percent of map unit: 1 percent
Hydric soil rating: No

Unnamed
Percent of map unit: 1 percent
Landform: Depressions
Hydric soil rating: Yes

Cropley, clay
Percent of map unit: 1 percent
Hydric soil rating: No

Data Source Information

Soil Survey Area: San Luis Obispo County, California, Paso Robles Area
Survey Area Data: Version 15, Sep 9, 2021

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

MEMORANDUM

Date: November 17, 2022

To: David Athey and Darren Nash, City of Paso Robles

From: Michelle Matson, Joe Fernandez, and Korinne Tarien, CCTC

Subject: Treana Expansion, Paso Robles –Transportation Analysis

This memorandum summarizes the transportation analysis for the expansion of the Treana Winery processing and storage facilities on Dry Creek Road in the City of Paso Robles. The proposed facility expansion includes 222,367 square feet (SF) of additional production and storage to the existing 132,440 SF of winery operations. There will not be any public tasting rooms, event centers, retail operations or any other use that would be open to the public on the project site. The project site plan is shown on **Figure 1**.

TRANSPORTATION ANALYSIS SUMMARY

The project would generate approximately 380 new vehicle trips per weekday, including 38 AM and 40 PM peak hour trips using industry standard warehouse trip generations rates. The proposed project is expected to have a less than significant impact to VMT.

The State Route 46 East (SR 46 E)/Airport Road and SR 46 E/Jardine Road intersection collision rates are higher than the statewide average rates for similar facilities and the eastbound median acceleration lanes are shorter than recommended. We recommend prohibiting outbound distribution trucks between the following times:

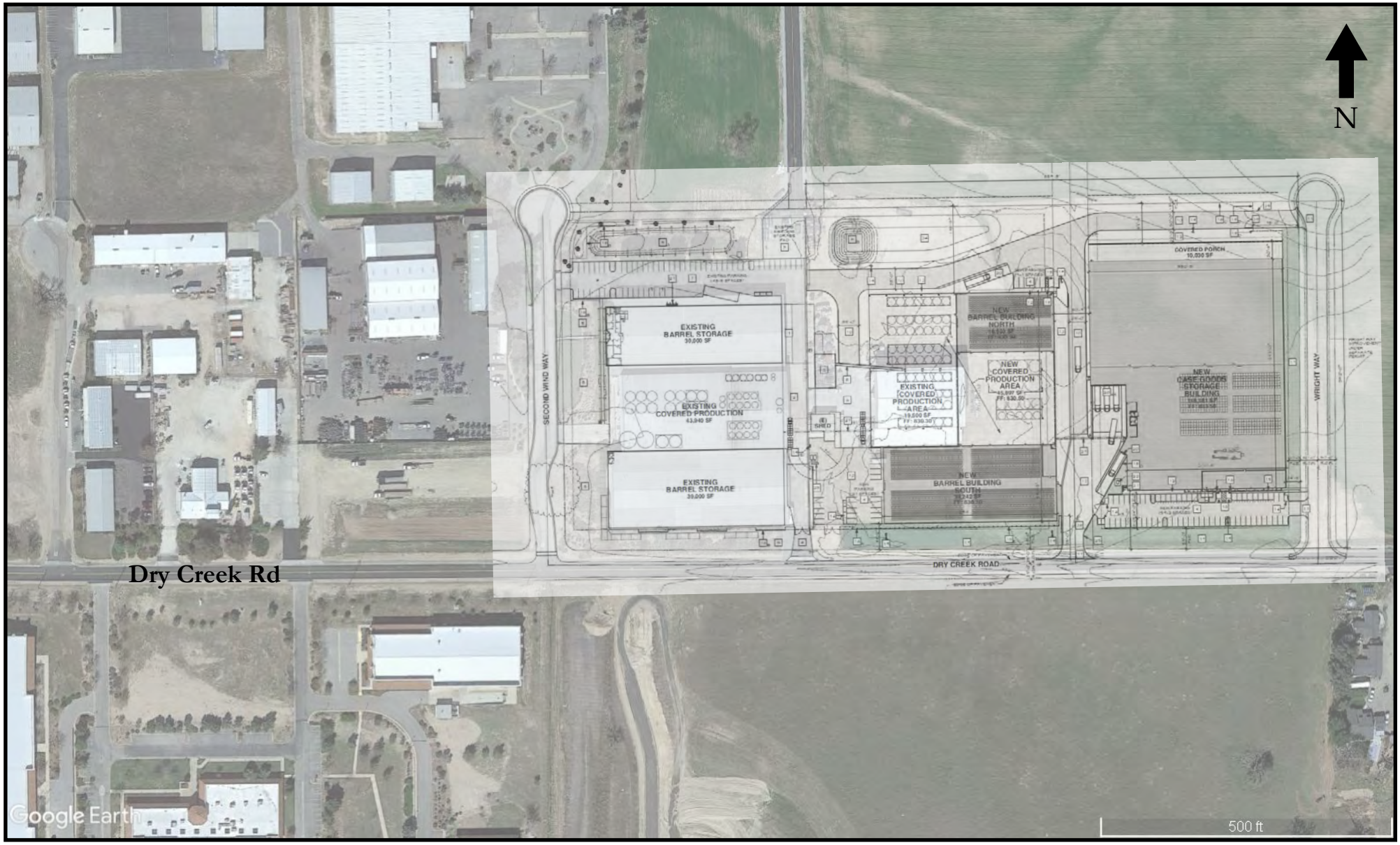
- Monday through Thursday: 3 to 6 PM
- Friday: 2 to 6 PM
- Sunday: 10 AM to 2 PM

We also recommend one of the following improvements be constructed to serve project truck trips:

- Extend the eastbound median acceleration lane at the SR 46 E/Airport Road intersection and require trucks to use Airport Road; or
- Accommodate westbound U-turns for STAA trucks on SR 46 E with Caltrans approval; or
- Construct a Huer Huero Creek Bridge (by others) and require trucks to use Golden Hill Road. We recommend evaluating truck levels after occupancy and construction of the bridge prior to removing the time restrictions listed above.

We recommend that the applicant participate in an agreement to share costs associated with construction and maintenance of these and other affected local roads. Other regional improvements to access on SR 46 E are included in the City's Development Impact Fees.

Figure 1 - Site Plan



Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

Treana Winery Expansion

September 2022

CEQA ANALYSIS

Vehicle miles traveled (VMT) were analyzed consistent with recently mandated changes to the California Environmental Quality Act (CEQA) and state Office of Planning and Research (OPR) guidance. The City's 2022 Transportation Impact Analysis (TIA) Guidelines Supplement provide VMT and safety thresholds consistent with OPR guidance. Office and industrial projects may have a significant impact if the work VMT per employee exceeds 85 percent of the regional average. Work VMT captures home-based-work attractions (trips from homes to workplaces).

Projects may have a significant impact if they exacerbate an existing high-priority or similar safety location, introduces a design feature that substantially increases hazards, or propose features that do not meet City design standards.

Caltrans relies on VMT and safety to evaluate transportation impacts and published a VMT Focused TIS Guide in May 2020, which replaced the prior guide reliant on LOS. The TIS Guide notes that lead agencies have the discretion to choose VMT thresholds and methods, and generally conforms to OPR guidance.

The SLOCOG Travel Demand Model was applied to estimate VMT. Project employees were estimated using typical square footage per employee from industry standard sources, then were added to the model. **Table 1** summarizes the VMT results.

Table 1: Regional VMT Analysis

Regional VMT Analysis		
Scenario	**Regional Employees**	**Regional Work VMT**
2020 No Project	117,332	1,595,867
2020 With Project	117,514	1,595,826
Change from No Project	*182*	*-41*

1. Work VMT is attracted to workplaces (sum of home-based-work attractions). Threshold calculated as 85% of regional average.
Source: SLOCOG TDM, CCTC, 2022

The regional average work VMT per employee is 13.60 (1,595,867/117,332). A threshold of 85% of this level corresponds to 11.56 work VMT per employee. The project TAZ is forecast to have a work VMT per employee of 6.9, well below the threshold. This is due to the provision of jobs in a housing-rich area. Therefore, the project would have a less-than-significant impact to VMT.

TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* 11th Edition was used to estimate project trip generation. **Table 2** summarizes the project trip generation.

Table 2: Project Trip Generation

Trip Generation								
		Weekday	AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Warehouse/Office[1]	222.367 KSF	380	29	9	38	11	29	40
	Truck Trips[2]	*133*	*2*	*2*	*4*	*3*	*4*	*7*
	Passenger Cars	*247*	*27*	*7*	*34*	*8*	*25*	*33*
	Total Project Trips	**380**	**29**	**9**	**38**	**11**	**29**	**40**

KSF = Thousand Square Feet; ITE = Institute of Transportation Engineers.

1. ITE Land Use Code #150, Warehouse. Fitted curve equations used. Includes passenger car and truck trips.

2. ITE Land Use Code #150, Warehouse. Average rated used. Includes truck trips only.

Using the ITE rates the proposed project would generate 380 new vehicle trips per weekday, including 38 AM peak hour trips and 40 PM peak hour trips using the ITE rates.

Turning movements volumes were observed on Dry Creek Road at Second Wind Way and the existing project driveway east of Second Wind Way on Wednesday August 17th, 2022, between 3:15-5:15 p.m. In addition to the existing 132,440 SF of existing Treana facilities there is approximately 100,000 SF of additional various land uses on Second Wind Way.

A maximum of 41 vehicles per hour were observed entering or exiting the existing project driveway and Second Wind Way. A maximum of 4 trucks trips per hour were observed, and 15% of the observed vehicles travel to and from the east.

TRANSPORTATION ANALYSIS

The following sections collision analysis, median acceleration lanes, and site access and circulation.

Collision Analysis

Collision data on City roadways was obtained from the Statewide Integrated Traffic Records System (SWITRS) and Traffic Accident Surveillance and Analysis System (TASAS) collision data for 2017 to 2019. One collision occurred on Dry Creek Road between Airport Road and Jardine Road over one mile east of the project site. The collision was a solo vehicle hit object collision due to improper turning. There are no collision patterns and no recommendations for Dry Creek Road. Collision rates at State Highway 46 are shown in **Table 3.**

Table 3: Collision Analysis

Collision Analysis													
	Major	Minor		Collisions[2]			Actual Rate[3]			State Ave Rate[4]			Number
Intersection	ADT[1]	ADT[1]	MVE	F	F+I	All	F	F+I	All	F	F+I	All	Significant[5]
SR 46 E & Airport Rd	33,500	6,500	40.24	*0*	*5*	14	*0.000*	***0.12***	**0.35**	*0.002*	*0.07*	0.17	15
SR 46 E & Jardine Rd	25,900	4,900	31.04	*0*	*4*	8	*0.000*	***0.13***	**0.26**	*0.002*	*0.07*	0.17	13

Length shown in miles, I = Injury, F = Fatality.

Bold indicates rate higher than state average or total collisions greater than number significant.

1. Average daily traffic (ADT) for SR 46 E obtained from TASAS. ADT on local roads, obtained from available traffic studies.
2. 2017 to 2019 collisions included. City collisions obtained from SWITRS.
3. Rates are in collisions per million vehicles entering (MVE) for intersections.
4. Average rate for similar facilities from Caltrans "2017 Collision Data on California State Highways".
5. Number of collisions needed to be significant based on Caltrans Significance Test. Source: Caltrans Table C Task Force Summary Report, 2002.

Source: Statewide Integrated Traffic Records System (SWITRS), Traffic Accident Surveillance & Analysis System (TASAS).

The collision rate at the SR 46 E/Airport Road and SR 46 E/Jardine Road intersections are well above the state average rate, but the total is below the number considered significant. The SR 46 E corridor also has above average collision rates as documented in multiple other studies.

We recommend prohibiting outbound distribution trucks between the following times:

- Monday through Thursday: 3 to 6 PM
- Friday: 2 to 6 PM
- Sunday: 10 AM to 2 PM

We recommend evaluating truck levels after occupancy and construction of the Huer Huero Creek Bridge prior to removing these time restrictions.

Median Acceleration Lanes

Currently, the eastbound median acceleration lanes serving southbound left turning vehicles at Jardine Road and Airport Road are 300 feet and 625 feet without tapers, respectively. Acceleration lanes along the corridor vary with some longer than a quarter mile.

Consistent with the AASHTO Green Book and National Cooperative Highway Research Program (NCHRP) Reports, the required acceleration length for a 55 mile per hour design speed starting from a stop condition or 15 mph is 960 and 900 feet without tapers, respectively. For a 60 mile per hour design speed starting from a stop condition or 15 mph the values are 1,200 and 1,140 feet without tapers, respectively.

This analysis indicates that project vehicles and trucks merging on to eastbound SR 46E would enter mainline flow at a substantially lower speed than prevailing traffic.

The extension of the eastbound median acceleration at SR 46 E/Jardine is not recommended due to the existing turn lane and driveways east of Jardine Road. We recommend the eastbound median acceleration at SR 46 E/Airport Road be extended and project trucks be directed to use Airport Road. Extending the southbound left to eastbound merge at Airport Road would require the closure of the northbound left-turn movement at the adjacent driveway serving a nursery. This improvement would require Caltrans approval. Caltrans staff has indicated support for median acceleration lane extensions along the corridor.

Alternatively, truck trips could use the planned Huer Huero Creek Bridge if constructed by others, seek Caltrans approval to allow westbound truck U-Turns on SR 46E, or use a new undercrossing of SR 46E if constructed by others.

We recommend that the applicant participate in an agreement to share costs associated with construction and maintenance of these and other affected local roads. Other regional improvements to access on SR 46 E are included in the City's Development Impact Fees.

Site Access and On-Site Circulation

Airport Road is a two-lane undivided arterial with no bicycle or pedestrian facilities adjacent to the project site. The City's Bicycle and Pedestrian Master Plan does not identify future Class II bike lanes; however, the City's arterial standards include Class II bike lanes.

The site plan currently does not show improvements on Dry Creek Road. We recommend the project widen Dry Creek Road for future bike lanes consistent with City Standard Drawing A-3. Bike usage in the area should be encouraged with the construction of the Huer Huero Bridge and Bike Path.

In addition to the existing project driveway on Dry Creek Road and access off Second Wind Way, an additional driveway is proposed on Dry Creek Road east of the current driveway as well as the construction of Wright Way.

REFERENCES

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Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

MEMORANDUM

Date: February 1, 2023

To: David Athey, City of Paso Robles

From: Michelle Matson and Joe Fernandez, CCTC

Subject: Stravinski-Daou and Treana, Paso Robles – Airport Road/SR 46E Turn Restriction

This memorandum summarizes the mitigation recommendations for the proposed Stravinski, Daou, and Treana warehouses on Airport Road and Dry Creek Road near the Paso Robles Municipal Airport. Central Coast Transportation Consulting (CCTC) previously prepared the transportation analysis for the Stravinski and Daou warehouses dated November 18, 2022, and for the Treana warehouse on November 17, 2022.

Caltrans' comment letter dated January 23, 2023 supported the time-of-day trucking restrictions proposed in those studies and recommended restricting southbound left turns at Airport Road at SR 46E. The mitigation recommendations are updated below to incorporate Caltrans' input.

MITIGATION RECOMMENDATIONS

We recommend southbound left turns at the SR 46 E/Airport Road intersection be restricted consistent with Caltrans' letter.

We also recommend that the applicant(s) prepare and implement a Transportation Demand Management Plan (TDMP) including truck time-of-day restrictions and truck routes. We recommend eastbound outbound trucks use Airport Road to Golden Hill Road consistent with the Caltrans recommendations and we recommend prohibiting outbound distribution trucks between the following times:

- Monday through Thursday: 3 to 6 PM
- Friday: 2 to 6 PM
- Sunday: 10 AM to 2 PM

We recommend the SR 46 E/Airport Road intersection improvements be completed prior to occupancy of any of the warehouses and that all applicants participate in an agreement to share the costs associated with the design and construction.

Following construction of the Huer Huero Creek Bridge, we recommend the TDMP be amended to require that all trucks use the bridge to access Golden Hill Road and SR 46 E. The applicant(s) should evaluate truck levels after occupancy and construction of the bridge prior to removing the time restrictions listed above.

TRANSPORTATION ANALYSIS

Currently, the SR 46 E/Airport Road intersection experiences long southbound queues during peak periods. If more than one left turning vehicle or a truck is waiting to make a southbound left turn, southbound right turning vehicles are blocked increasing queues. Removal of the southbound left turn at SR 46 E/Airport Road will decrease conflict points and reduce southbound queuing. The left turn restriction will affect relatively few vehicles (typically fewer than ten left turns currently occur during peak hours).

Westbound U-turns are permitted at the SR 46 E/Golden Hill Road intersection and the westbound left turn lane can accommodate the detoured vehicles without causing queuing issues. Passenger vehicles can U-turn at

the traffic signal. Large trucks will need to make a left turn on Golden Hill Road and use the Golden Hill Road/Union Road roundabout currently under construction. California legal trucks (and larger) can be accommodated in the roundabout and large trucks will be restricted during peak times. The roundabout has adequate capacity to accommodate the new truck trips until the Huer Huero Bridge is completed.

Please let us know if you have any questions.

PHASE I ARCHAEOLOGICAL STUDY, PASO ROBLES PHASE I AIRPORT AREA INFRASTRUCTURE IMPROVEMENT AND DRY CREEK ROAD REALIGNMENT PROJECTS

SAN LUIS OBISPO COUNTY, CALIFORNIA

Project No. 1702-1871

Prepared for:
Terra Verde Environmental Consulting, LLC
3765 South Higuera Street, Suite 102
San Luis Obispo, California 93401

Prepared by:
Rachael J. Letter, M.S., RPA and Christopher J. Letter, B.A.

Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, California 93401
(805) 786-2650
(805) 786-2651 Fax

JANUARY 2018

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

NATIONAL ARCHAEOLOGICAL DATA BASE INFORMATION

Authors: Rachael J. Letter, M.S., RPA and Christopher J. Letter, B.A.

Consulting firm: Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, California 93401
(805) 786-2650

Report Date: January 2018

Report Title: Phase I Archaeological Study, Paso Robles Phase I Airport Area Infrastructure Improvement and Dry Creek Road Realignment Projects, San Luis Obispo County, California

Prepared for: Terra Verde Environmental Consulting, LLC
3765 South Higuera Street, Suite 102
San Luis Obispo, California 93401

Prepared by: Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, California 93401
(805) 786-2650

Contract No: 1702-1871

U.S.G.S. Quads: Paso Robles and Estrella, California

Project Size: 206.9 acres

Key words: San Luis Obispo County, Paso Robles, Estrella, Phase I Archaeological Study

MANAGEMENT SUMMARY

At the request of Terra Verde Environmental Consulting, LLC (Terra Verde), Padre Associates, Inc. (Padre), has completed a Phase I archaeological study in support of the Paso Robles Phase I Airport Area Infrastructure Improvement and Dry Creek Road Realignment Projects in San Luis Obispo County, California (Project sites). The proposed infrastructure improvement Project will install water main, gravity main, force main, and recycled water main lines primarily within existing roads surrounding the Paso Robles Airport. The road realignment Project consists of road re-surfacing, improvements, and a slight realignment on Dry Creek Road between Corippo Way and Jardin Road. These improvements are intended to address deteriorating road conditions and needed safety improvements due to sight distance problems. The scope of this document includes an archaeological records search, Native American consultation, and a Phase I pedestrian survey.

The records search did not reveal any previously recorded resources within a 0.25-mile search radius of the Project site. Padre archaeologists Christopher Letter and Matt Seger conducted a pedestrian survey of both Project sites on September 21 and 22, 2017. The survey identified one small historic trash dump in the southwest corner of a potential staging area for the Paso Robles Phase I Airport Area Infrastructure Improvement Project. No resources were observed within the Dry Creek Road Realignment Project site.

Padre did not encounter any major constraints during the Project. One copy of this report will be submitted to the Central Coast Information Center (CCIC) at the University of California, Santa Barbara (UCSB). A copy of all field notes is on file at Padre's office in San Luis Obispo, California.

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APPENDICES

1.0 INTRODUCTION

At the request of Terra Verde Environmental Consulting, LLC (Terra Verde), Padre Associates, Inc. (Padre), has completed a Phase I archaeological study in support of the Paso Robles Phase I Airport Area Infrastructure Improvement and Dry Creek Road Realignment Projects in San Luis Obispo County, California (Project sites). The proposed infrastructure improvement Project site consists of a water main, a gravity main, a force main, and a recycled water main lines as well as potential staging areas totaling 186.16 acres. The road realignment Project site consists of road re-surfacing, improvements, and a slight realignment on Dry Creek Road totaling 20.74 acres. The purpose of the archaeological study was to identify archaeological resources within the Project sites prior to the implementation of the Projects.

Padre completed the Phase I archaeological study pursuant to the California Environmental Quality Act (CEQA) Guidelines. CEQA requires lead agencies to evaluate proposed projects for their potential to impact archaeological resources (Public Resources Code Section 21082, 21083.2, and 21084.1, and California Code of Regulations 15064.5). According to the CEQA Guidelines, "historical resources" include buildings, structures, objects, districts, or sites that may possess prehistoric or historical archaeological, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant effect on important cultural resources, then alternative plans or mitigation measures need to be developed. However, only important cultural resources need to be considered in the mitigation plans.

Padre Staff Archaeologists Christopher Letter and Matt Seger completed the pedestrian survey on September 21 and 22, 2017, and were overseen by Padre Senior Archaeologist Rachael J. Letter, M.S., RPA. Ms. Letter exceeds the U.S. Secretary of the Interior's Historic Preservation Professional Qualification Standards as outlined in 36 Code of Federal Regulations (CFR) 61.

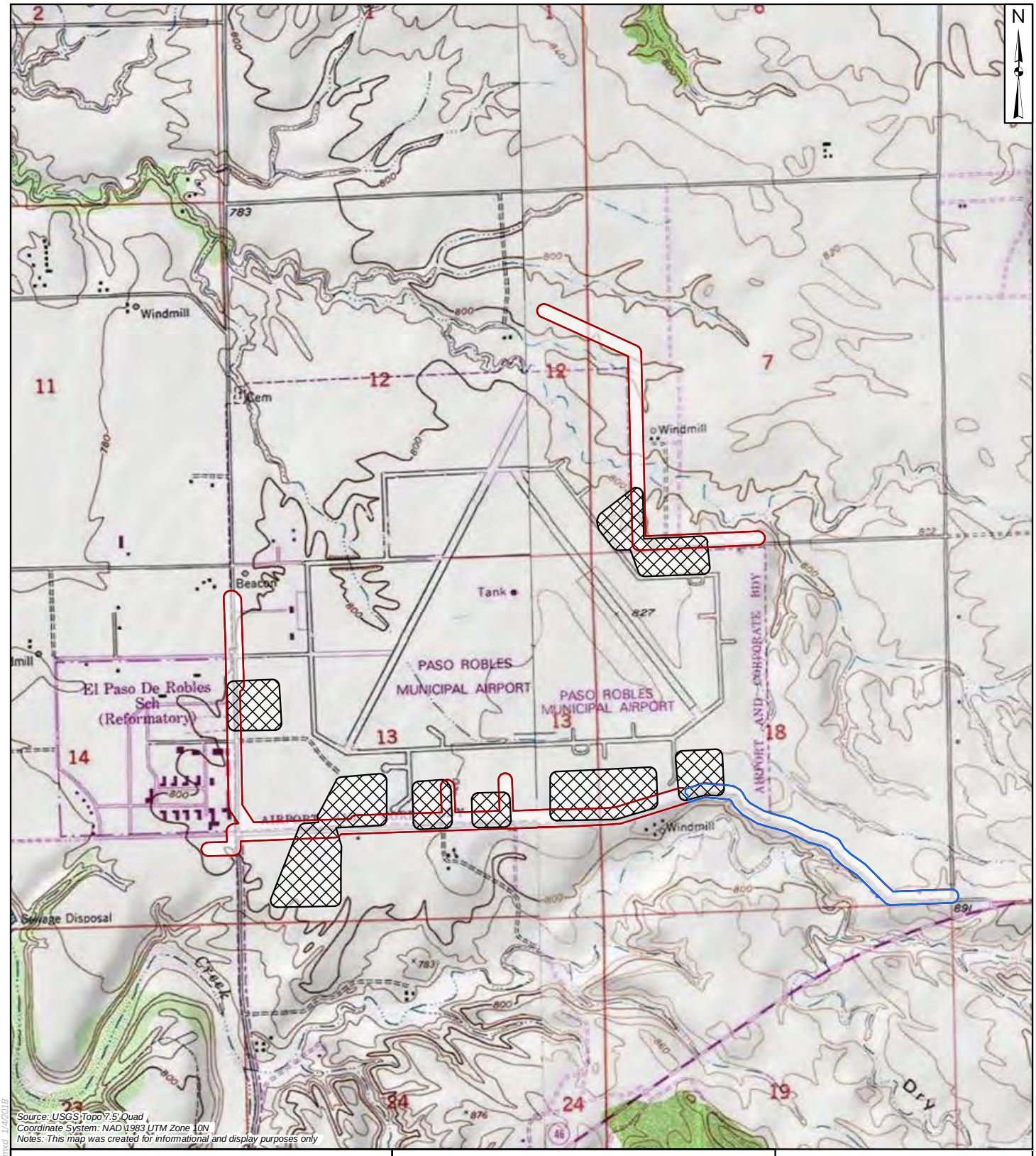
The remainder of this section provides the Project description and location; Section 2.0 discusses the regulatory framework; Section 3.0 provides the environmental, ethnographic and archaeological overviews for the region; Section 4.0 describes the records search results; Section 5.0 presents the field methodology and survey results; Section 6.0 provides a summary and recommendations; and references are listed in Section 7.0. Appendix A provides the Native American consultation, and the confidential Department of Parks and Recreation (DPR) 523 Forms are provided in Appendix B.

1.1 PROJECT LOCATION AND DESCRIPTION

The Project site is located within the *Paso Robles, California* and *Estrella, California* United States Geological Survey (USGS) 7.5-Minute Series topographic quadrangle maps. Specifically, both projects are located within Sections 12, 13, 14 in Township 26 South, Range 12 East and Sections 7 and 18 in Township 26 South, Range 13 East, San Luis Obispo County, California (Figure 1-1). Elevation ranges from 800 to 880 feet above mean sea level, and the Salinas River is located approximately two miles to the west of the Project site.

The proposed infrastructure improvement Project will install water main, gravity main, force main, and recycled water main lines primarily within existing roads surrounding the Paso Robles Airport. The road realignment Project consists of road re-surfacing, improvements, and a

slight realignment on Dry Creek Road between Corippo and Jardin Road. These improvements are intended to address deteriorating road conditions and needed safety improvements due to sight distance problems.



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USGS 7.5' Quadrangle: Paso Robles and Estrella
Legal Description: T26S, R12E Sec 12, 13, 14 and T26S, R13E Sec 7 &18

LEGEND:
- Dry Creek Road Realignment
- Staging
- Survey - 100 ft

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: PASO ROBLES PHASE I AIRPORT AREA INFRASTRUCTURE IMPROVEMENT AND DRY CREEK ROAD REALIGNMENT PROJECTS SAN LUIS OBISPO COUNTY, CA

PROJECT NUMBER: 1702-1871

DATE: January 2018

PROJECT LOCATION

FIGURE 1-1

Paso Robles Airport Area Phase I Project Location.mxd 1/4/2018

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2.0 REGULATORY FRAMEWORK

The following regulatory framework describes the applicable state and local statutes, ordinances, and policies pertaining to the protection of archaeological resources. These laws must be considered during the planning process for projects that have the potential to affect archaeological resources in San Luis Obispo County.

2.1 STATE REGULATIONS

2.1.1 California Environment Quality Act (CEQA)

CEQA statute and guidelines include procedures for identifying, analyzing, and disclosing potential adverse impacts to historical resources, which include all resources listed in or formally determined eligible for the California Register of Historical Resources (CRHR) or local registers. CEQA further defines a "historical resource" as a resource that meets any of the following criteria:

- A resource listed in, or determined to be eligible for listing in, the CRHR;
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- A resource identified as significant (i.e., rated 1-5) in a historical resource survey meeting the requirements of Public Resource Code Section 5024.1(g) (Department of Parks and Recreation Form [DPR] 523), unless the preponderance of evidence demonstrates that it is not historically or culturally significant; or
- Any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided the determination is supported by substantial evidence in light of the whole record. Generally, a resource is considered "historically significant" if it meets the criteria for listing on the CRHR (CEQA Guidelines Section 15064.5).

2.1.2 California Register of Historical Resources

CRHR Criteria of Evaluation. The CRHR is a listing of California resources that are significant within the context of California's history. The CRHR is a state-wide program of similar scope to the National Register Historic Places (NRHP). In addition, properties designated under municipal or county ordinances are eligible for listing in the CRHR. A historic resource must be significant at the local, state, or national level under one or more of the following criteria that are defined in the California Code of Regulations Title 14, Chapter 11.5, Section 4850:

- It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- It is associated with the lives of persons important to local, California, or national history; or

- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The CRHR criteria are similar to NRHP criteria, and are tied to CEQA, as any resource that meets the above criteria is considered an historical resource under CEQA.

2.2 REGULATIONS CONCERNING DISCOVERY OF HUMAN REMAINS

California Public Resources Code §5097.98 (Notification of Native American human remains, descendants; disposition of human remains and associated grave goods) mandates that the lead agency adhere to the following regulations when a project results in the identification or disturbance of Native American human remains:

(a) Whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

(b) Whenever the commission is unable to identify a descendant, or the descendant identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendant, and the mediation provided for in subdivision (k) of Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(c) Notwithstanding the provisions of Section 5097.9, the provisions of this section (including those actions taken by the landowner or his or her authorized representative to implement this section), and any action taken to implement an agreement developed pursuant to subdivision (l) of Section 5097.94, shall be exempt from the requirements of the California Environmental Quality Act (Division 13, commencing with Section 21000).

(d) Notwithstanding the provisions of Section 30244, the provisions of this section (including those actions taken by the landowner or his or her authorized representative to implement this section), and any action taken to implement an agreement developed pursuant to

subdivision (1) of Section 5097.94 shall be exempt from the requirements of the California Coastal Act of 1976 (Division 20, commencing with Section 30000).

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3.0 NATURAL AND CULTURAL OVERVIEW

3.1 ENVIRONMENTAL SETTING

The Project sites are situated on an old, low terrace located at the southern end of the Salinas River Valley, which consists of deep, moderately well drained soils that formed in alluvium from sedimentary rocks. The soil type is a moderately compacted sandy loam interspersed with various rock types ranging in size from gravel to small cobble. The area receives a mixture of coastal California and Mediterranean climates, but the primary climate is defined by long, hot, dry summers and brief, cool, sometimes rainy winters (Miles and Goudey, 1998).

3.2 ARCHAEOLOGICAL CONTEXT

Archaeologists working in central California have generally recognized six major prehistoric periods of cultural adaptation within the last 10,000 years. Previous research in San Luis Obispo County has tended to assume that the Santa Barbara sequence developed by Chester King (1982) would be largely replicated in this northern extension of ethnographic Chumash territory (Fitzgerald and Jones, 1998). Jones (1993) has suggested that, despite ethnographic affiliations with the Santa Barbara Channel, archaeologists should consider San Luis Obispo County a district within the central California Coastal Region that also includes Santa Cruz and Monterey counties. The presence of major offshore islands and rich Channel fisheries facilitated development of an intensive, populous maritime culture in the Santa Barbara Channel. The absence of this resource base in San Luis Obispo County forced cultural elaborations along different trajectories (Fitzgerald and Jones, 1998).

3.2.1 Paleo-Indian Period (c. 25,000 – c. 9950 B.P.)

The Paleo-Indian period represents the earliest human occupation in North America, beginning no earlier than 40,000 years before present (B.P.) and perhaps as recently as 25,000 to 20,000 B.P. This period coincides with the entry of people into the Americas during the latter part of the Wisconsin glaciation. At the end of this glacial period, the sea level began rising, submerging and eroding the flat coastal terraces at a rate of up to two meters per year (Barter et al., 1995).

Conclusive evidence of human occupation during the Paleo-Indian Period has been found at several coastal sites dating to the early Holocene, prior to 8450 B.P. At Diablo Canyon, Greenwood (1972) reported two multi-component sites with basal dates of 9320 and 8410 BP. The paucity of sites and materials from this time, termed the “Paleocoastal” by Moratto (1984), suggests that population density was low and settlements were impermanent. People used relatively simple technology to procure plant foods, shellfish, and a limited variety of vertebrate species (Greenwood, 1972; Jones and Waugh, 1995; Jones et al., 1994; King, 1982; 1990).

3.2.2 Millingstone Period (c. 9950 – c. 5450 B.P.)

Appropriately named, the Millingstone Period is defined by the predominance of hand stones and milling slabs in the archaeological record, indicating a reliance on hard seeds and other plant foods. A variety of flaked stone tools including leaf-shaped bifaces, oval bifacial knives, choppers, and scrapers is also present. This period was a time of rising sea levels that created additional lagoons and estuaries (Glassow et al., 2007). Although deer are represented

in the archaeological record, hunting and fishing contributed little to the diet, with the faunal diet relying heavily on mussels and Pismo clams. Bone gorges occur and Olivella spp. spire-lopped shell beads appear in burials (Glassow et al., 2007). Residential bases are presumed to have been comprised of extended families during this period.

3.2.3 Early Period (c. 5450 – c. 2550 B.P.)

Cultural changes after 5450 B.P. are thought to be a response to environmental shifts, rising sea levels, and an increase in population. Diagnostic artifacts of the Early Period include large side-notched, square stem, and contracting stem projectile points, as well as *Olivella* spp. beads. Although milling slabs and hand stones continued as the primary plant processing tools, mortars and pestles were added to the tool kit, probably indicating the systematic use of acorns (Glassow et al., 1988). In response to climactic changes, local residential sites appear more settled, but not permanent, with an increase in logistical organization of economic activities (Jones et al., 1994). The greater diversity of site types during this period reflects an increasing number of short-term occupations near labor-intensive resources. Trade and exchange also increased in importance as population mobility decreased, as evidenced by exotic shell beads and obsidian materials in midden deposits (Jones et al., 1994).

3.2.4 Middle Period (c. 2550 – c. 950 B.P.)

Prehistoric technology and economy became markedly more complex after 2550 B.P. The artifact assemblage contains shellfish hooks and other fishing gear, saucer-type *Olivella* spp. beads, and contracting-stemmed projectile points. Subsistence practices emphasized fish and acorns, with a greater use of seasonal resources and the first attempts at food storage (Glassow et al., 1988; King, 1990). Continuation of trade relationships is evident in the increased number and diversity of obsidian items and beads associated with this period. Settlement patterns were similar to those of the prior period. Sites were occupied on an extensive basis, but not as permanent settlements. These residential bases functioned in conjunction with short-term, smaller occupations at specialized resource processing areas (Jones and Ferneau, 2002).

3.2.5 Middle to Late Transition Period (c. 950 – c. 700 B.P.)

Around 950 B.P. the Medieval Climatic Anomaly, a 300-year period of warmer temperatures and drier climate, caused consequential, adverse environmental conditions, particularly intermittent droughts (Rabb et al., 1997). This transition period was a time of emergent political complexity, development of social ranking, and the rapid development of craft specialization. In San Luis Obispo County, settlement appears to have shifted away from the coast, perhaps reflecting adaptations to warmer temperatures and changes in available resources on the coast (Jones et al., 1994). Artifact assemblages contain a mixture of earlier artifact types such as stemmed projectile points, milling slabs, hand stones, bowl mortars, and *Olivella* spp. beads. Moreover, the absence of imported obsidian after 950 B.P. suggests a change in trade relationships, likely associated with the shift in settlement patterns (Jones et al., 1994). The prehistoric population in San Luis Obispo County may have decreased during this time, as villages became temporary hunting camps and native inhabitants increasingly relied on terrestrial mammals for subsistence.

3.2.6 Late Period (c. 700 – c. 181 B.P.)

The Late Period is poorly understood in San Luis Obispo County as prehistoric occupations from this period do not exhibit well-defined cultural stratigraphy (Jones et al., 2007). The few intact Late Period sites have produced artifact assemblages containing small side-notched, triangular, contracting stem, and leaf shaped projectile points, some groundstone, and late prehistoric bead types (Hoover and Sawyer, 1977). The conversion to concave based projectile points led to the abandonment of asphaltum, which had been used for hafting. Shellfish remained the principal protein food. A ranked society with hereditary elite was established. Population growth and socioeconomic complexity transpired along with environmental change (Glassow et al., 2007).

3.3 ETHNOGRAPHIC CONTEXT

The Project site is situated within the prehistoric territory of the Salinan tribe (Heizer and Whipple, 1971). The Salinans occupied a geographical area extending from present day San Luis Obispo in the south to King City in the north, and west to the coast (Breschini et al., 1983). The Salinan people were seasonally migratory and, depending on food resources, would inhabit the coastal beaches to procure marine resources, and the interior Santa Lucia mountain ranges for acorn and land mammal resources. It is probable that the Project site falls within the regional territory of the Migueleño group, which inhabited the upper course of the Salinas River.

The Salinan language is part of the Hokan language family, which has been in the American Southwest for around 9,000 years (Hoover, 1977). Moratto (1984) suggests the Salinans were descendants of early Hokan settlers in the South Coast Ranges. Salinan may have become a distinct language 6000 to 8000 B.P. or earlier. At the time of contact, there were at least two mutually intelligible Salinan dialects. The northern dialect is referred to as Antoniaño, due to its association with the Mission of San Antonio de Padua, and the southern dialect was associated with the San Miguel Mission, which lends the name Migueleño. A third dialect, Playano, is referred to in mission records but nothing is known of it with any certainty.

There are few details recognized about Salinan culture, and what is known survives because of ethnographic interviews conducted by Mason (1912) and Harrington (1942). Their subsistence largely derived from gathering nuts and seeds, particularly acorns. Acorns were stored in bent twig granaries before processing. Wild oats, fruit, sage seeds and berries were also collected. Both coastal and inland groups hunted wild game, such as deer and rabbit, and they used C-shaped fishhooks to fish (Hester, 1978).

Autonomous villages created the Salinan's main sociopolitical structure. Families constructed domed houses of bent poles covered with tule or rye grass. There were communal structures as well, including dance houses and sweat lodges. Known ethnographic villages sites near the Project sites include *him'-se-en'* between Paso Robles and Templeton on the west side of the Salinas River, and a major village at *isolam* near present-day Cholame (Hester, 1978).

The placement of Chumash and Salinan territorial boundaries is a complex issue. Cultural historic approaches have had limited success in tying ethnographic Salinan settlement with archaeological sites. Notable exceptions include a list of sites recorded in Monterey County that can be associated with recorded Salinan place names collected by Harrington in 1942 (Rivers and Jones, 1993). Early researchers have suggested a boundary at Morro Creek at the north

end of Morro Bay (Kroeber, 1925), with a cultural boundary along the ridge dividing the Morro Valley from Toro Creek Valley. Subsequent studies moved this boundary inland to the San Miguel area and Ragged Point along the coastline (Gibson, 1983). In general, Salinan prehistory is poorly understood because of the limited number of sites excavated and the frequent lack of cultural stratigraphy and chronological control (Hester, 1978).

At the time of Spanish arrival in Central California, a pattern of small, bounded tribelets was observed. The date of contact in this area is usually set around 1650, although the first record of Spanish contact with the natives in the region is not until 1769, when Gaspar de Portola and Father Junipero Serra arrived. Native Americans residing in the region were moved into the missions first by their own will, and later by force (Heizer and Whipple, 1971). Migration to the missions and population decline emptied the land of its original inhabitants by around 1780 (Beck and Haase, 1974).

3.4 HISTORIC PERIOD CONTEXT

3.4.1 Contact Period (A.D. 1542 - 1776)

Gaspar de Portolá led the first Spanish land expedition in September 1769 through San Luis Obispo County, camping near the present site of the Coast Union High School (Bolton, 1926; Squibb, 1984). Several accounts of this expedition exist, including those of Juan Crespi (Bolton, 1926), Miguel Costansó (Browning, 1992), and Pedro Fages (Priestley, 1937). Costansó's diary contains observations regarding the native inhabitants' houses, settlement patterns, dress, and customs, as well as their attitudes toward the expedition (Browning, 1992).

In 1774, Juan Bautista de Anza passed over the same route as Portolá had five years before him (Hoover et al., 1990). This expedition made two stops in San Luis Obispo County, including one at the present Mission location on April 15, 1774, and a second at the Nacimiento River on April 16, 1774 (Hoover et al., 1990). In 1776, Anza made a second trip through the San Luis Obispo area as leader of the San Francisco colonists. This route, known today as the Juan Bautista De Anza National Historic Trail, runs from near Nogales, Arizona, to San Francisco, California.

3.4.2 Mission Period

Fermin Francisco de Lasuen founded *Mission San Miguel Arcángel*, approximately six miles northwest of the Project site, on July 25, 1797 (Hoover et al., 1990). The Franciscans chose the location for its proximity to the Salinan village, *Vahca,* and to close the gap between *Mission San Antonio* to the north and *Mission San Luis Obispo* to the south. Newly baptized Salinans provided almost all the labor to construct and maintain the missions, which soon produced surplus amounts of wheat, beans, corn, cattle, and sheep for trade (Barter et al. 1995). Most of the missions were similar in design and consisted of a church and living quarters for the priests, soldiers, and baptized Salinans (Hoover, 1990).

3.4.3 Rancho and Anglo-Mexican Periods

Mexico declared its independence from Spain in 1821 and the Secularization Act of 1833 ended the Catholic Church's control of large estates associated with the missions and presidios in Alta California. The Mexican government granted ranchos to Mexican and foreign settlers, who mainly used the land for grazing sheep and cattle. Following the Bear Flag Revolt in 1846,

California gained its independence from Mexico and the United States gained control of the territory. Across California, courts reviewed the legality of each land grant on an individual basis. While the Treaty of Hidalgo promised all property belonging to the Californios would be respected, the Land Act of 1851 required all land grant owners to prove their title and ownerships rights. Because the Californios relied on vague surveys and land titles, it took an average of 17 years to receive their American land patents (Bean, 1968; Palmer, 1999).

Specifically, the present Project site was not part of a rancho; however, Rancho Santa Ysabel is located approximately 1.5 miles to the south and west. Rancho Santa Ysabel was granted to Francisco Casimiro Arce in 1844, who sold parts of the rancho in 1853. Chauncey Hatch Phillips bought Rancho Santa Ysabel in 1886, and subdivided it to be sold as farm lots to individuals ready to settle in the area being opened up by the arrival of the railroad (Storke, 1891).

3.4.4 Americanization Period

During the mid-nineteenth century, the Paso Robles area was known for its mineral hot springs and was a popular rest stop along the Camino Real. The first El Paso de Robles Hotel, built in 1864, featured a bath house and attracted many tourists to the area. European settlers also came to the area to establish cattle ranches, apple and almond orchards, dairy farms, and vineyards (TravelPaso, 2015).

After the introduction of the Southern Pacific Railroad, the town of Paso Robles was laid out in 1886 and incorporated in 1889. Daniel and James Blackburn built the Hotel El Paso de Robles (now the Paso Robles Inn), including an extensive bathhouse in 1891. At this time, Paso Robles became known as “Almond City” because it contained the world’s largest concentration of almond orchards. Growth remained steady until the 1940s when the United States Army established Camp Roberts. The new military installation brought more people and encouraged new development in the city (TravelPaso, 2015).

In 1942, the United States government surveyed 1,249 acres of land in the Estrella area and on September 3, 1942, construction began on the airfield, to be used as a Marine Corps Air Station. On April 8, 1943, the Navy, favoring stations in the San Joaquin Valley, transferred all the facilities to the Army Air Forces, and the field was dedicated as Estrella Army Airfield. The Marine Corps Units occupied buildings to the west, across Airport Road in what is now the California Youth Authority. The Estrella Army Air Force Field was deactivated on October 15, 1944. In 1946, the Army gave notice of public availability of Estrella Army Air Field to the County of San Luis Obispo. On August 29, 1947, the War Assets Administration transferred 967 acres to the county with the stipulation that it would be used for a public airport. San Luis Obispo County sold the site to the City of Paso Robles in 1973 (Davis, 2017).

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4.0 RECORDS SEARCH AND NATIVE AMERICAN CONSULTATION

4.1 RECORDS SEARCH METHODS AND RESULTS

Padre ordered a records search from the Central Coast Information Center of the California Historical Resources Information System (CCIC-CHRIS) at the University of California, Santa Barbara on September 5, 2017. The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 0.25-mile radius of the Project sites, as well as a review of known cultural resource surveys and technical reports. Padre received the results on September 7, 2017.

During the records search, the following sources were consulted:

- CCIC base maps, USGS 7.5-minute series topographic quadrangles for the Project sites, and other historic maps;
- Pertinent survey reports and archaeological site records were examined to identify recorded archaeological sites and historic-period built-environment resources (such as buildings, structures, and objects) within or immediately adjacent to the Project sites; and
- The California Department of Parks and Recreation's California Inventory of Historic Resources (1991) and the Office of Historic Preservation's Historic Properties Directory (2007), which combines cultural resources listed on the California Historical Landmarks, California Points of Historic Interest, and those that are listed in or determined eligible for listing in the NRHP or the CRHR.

4.1.1 Previous Cultural Resources Studies

The records search indicates that portions of the Project sites have been previously surveyed; however, these surveys were negative for archaeological resources (Table 4-1). Additionally, 11 cultural resource studies have been completed within a 0.25-mile radius of the Project sites.

Table 4-1. Archaeological Surveys Completed within Project Sites

Study No.	Author, Year	Title
SL-646	Gibson, 1983	*Results of Archaeological Surface Survey for the Airport Industrial Park, San Luis Obispo County, California*
SL-647	Soule, 1984	*Negative Archaeological Survey Report, State Water Resources Control Board, Division of Water Rights, Estrella River Winery*
SL-1643	Engineering-Science, Inc. 1988	*Draft Hazardous Waste Management Plan, Environmental Impact Report*
SL-2838	Parker, 1995	*3100 Improvements, Los Robles camp, Dozer Storage Building*
SL-3394	Singer, 1998	*Cultural resources survey and impact assessment for a 66-acre property on Dry Creek Road in the City of El Paso De Robles*
SL-4020	Glover, 1999	*Archaeological Survey Report For A Highway Widening From Two Lanes To Four Along Highway 46, San Luis Obispo County, California*

Table 4-1. Archaeological Surveys Completed within Project Sites

Study No.	Author, Year	Title
SL-4360	Conway, 2001	*An Archaeological Surface Survey at the Black Ranch, Highway 46, Paso Robles, San Luis Obispo County, California*
SL-5555	Singer, 2005	*Cultural Resources Survey and Impact Assessment for a 39.1 Acre Property on Airport Road in the City of Paso Robles, San Luis Obispo County, California (APN 025-431-031).*
SL-6002	Singer, 2007	*Cultural resources survey and impact assessment for a +/-230-acre property at 5151 Jardine Road in the City of Paso Robles, San Luis Obispo County, California*

Source: CCIC, 2017.

4.2 NATIVE AMERICAN CONSULTATION

As part of the consultation process with Native American organizations and individuals, Padre emailed a request for a Sacred Lands File search to the Native American Heritage Commission (NAHC) on September 5, 2017, to request information about sacred or traditional cultural properties that may be located within the Project sites (Appendix A). The NAHC responded on September 8, 2017, and stated that the results of the Sacred Lands File search were negative.

On November 3, 2017, Padre mailed letters to each of the Native American groups and individuals on the list provided by the NAHC; they were asked to provide pertinent information or to express any concerns they may have about the proposed Project. Padre made follow-up phone calls to additional contacts on November 14, 2017. Table 4-2 provides the results of consultation with Native American representatives.

Table 4-2. Native American Consultation Phone Log

Contact Date	Name, Affiliation	Discussion
11/14/17	Patti Dunton, Salinan Tribe of Monterey, San Luis Obispo counties	Ms. Dunton stated that she had not reviewed the materials yet, but would respond with a comment soon.
11/14/17	Freddie Romero, Santa Ynez Band of Chumash Indians, Tribal Elders Council	Mr. Romero stated that he deferred to local tribes for any further consultation.
11/14/17	Mona Olivas Tucker, *yak titᵛu titᵛu* Northern Chumash Tribe	Ms. Letter left a message on Ms. Tucker's voicemail.
11/14/17	Raudel Banuelos, Jr., Barbareno/Ventureno Band of Mission Indians	Ms. Letter left a message on Mr. Banuelos' voicemail.
11/14/17	Julie Lynn Tumamait-Stennslie, Barbareno/Ventureno Band of Mission Indians	Ms. Letter left a message on Ms. Tumamait's voicemail.

Table 4-2. Native American Consultation Phone Log

Contact Date	Name, Affiliation	Discussion
11/14/17	Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians	Ms. Arrellanes stated that the Project is outside of her territory and recommended contacting the *yak tit^{y}u tit^{y}u* Northern Chumash Tribe.
11/14/17	Fred Collins, Northern Chumash Tribal Council	Mr. Collins requested another email with the details about the Projects. He also commented that he had worked on other projects in the area, but had not observed resources. Mr. Collins also stated that he had observed metate fragments in Dry Creek; however, he believes the fragments could have washed in from other areas and did not have primary context.
11/14/17	Karen White, Xolon-Salinan Tribe	Ms. Letter left a message on Ms. White's voicemail.

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5.0 FIELD SURVEY METHODS AND RESULTS

5.1 SURVEY METHODS

On September 21 and 22, 2017, Padre Staff Archaeologists Christopher Letter and Matt Seger surveyed the Project sites, which totaled 206.9 acres, for archaeological resources. Both Project sites were surveyed in transect intervals of no greater than 10 meters, where not constrained by extant structures.

The Project sites are located on mainly level to slightly rolling terrain (Figure 5-1). Much of the ground surface was mechanically altered either from cultivation practices or grading activities related to runway and/or road construction (Figure 5-2). Most of the proposed pipeline routes will parallel existing asphalt and/or gravel roadways with mechanically cut drainages (Figure 5-3 and Figure 5-4). Ground visibility varied from 30 to 100 percent. During the pedestrian survey, one historic trash pit (Site 1) was observed in the southwest corner of a potential staging area for the Paso Robles Phase I Airport Area Infrastructure Improvement Project (Figure 5-5). No resources were observed within the Dry Creek Road Realignment Project site. No prehistoric materials were observed within the Project sites.

Figure 5-1. Overview of north side of airport showing staging area N2 and proposed waterline route, facing north

Figure 5-2. Overview of Beacon Road waterline route, facing west

Figure 5-3. Overview of Airport Road sewer line route, facing south

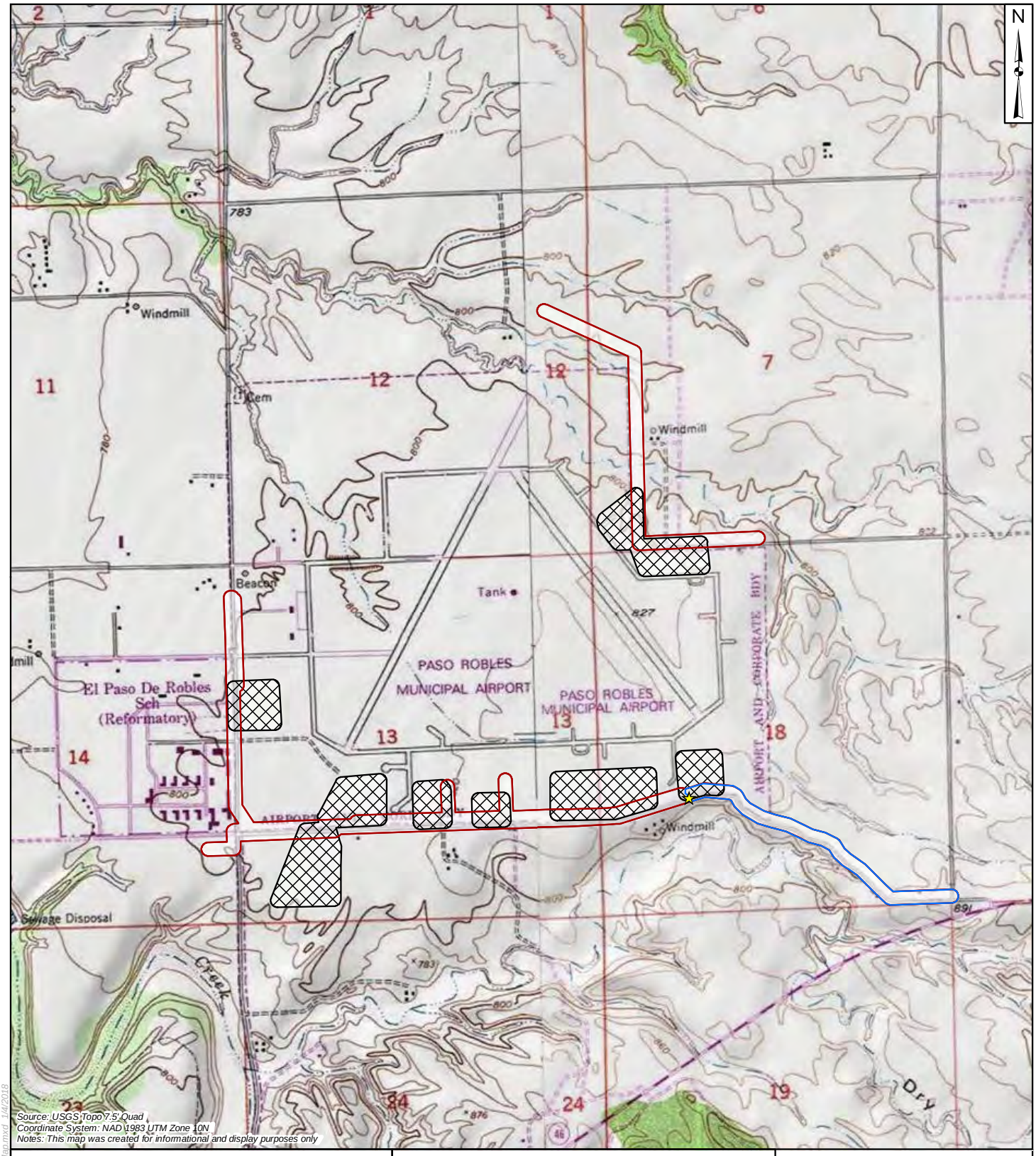
Figure 5-4. Overview of Dry Creek Road waterline route, facing west

5.2 SITE 1

Site 1 is a historic trash dump located on the south side of Dry Creek Road on the edge of the bluff lying in a southeast trending gully (Figure 5-5 and Figure 5-6). The site measures approximately 8 feet by 5 feet with an unknown depth, and consists of numerous sanitary cans, concrete fragments, a metal gas tank, a metal pail, a metal ironing board, and glass bottles and jars. Archaeologists observed two diagnostic artifacts: a complete amber liquor bottle (Figure 5-7) with a Ball Brothers Glass Manufacturing Company maker's mark dating (circa 1935-1960), and a complete clear glass jar (Figure 5-8) with a Maywood Glass Company maker's mark (circa 1930-1959) (Whitten, 2017). Modern bottles are also present. It is likely the trash was intentionally placed to stabilize the slope.

Bureau of Land Management General Land Office records indicate that Albert Benten received the land patent for Lots 3 and 4 and the east half of the southwest quarter of Section 18, Township 26 South, Range 13 East in 1873. An examination of historic topographic maps and aerial photographs reveals that four structures and a windmill appear within 500 feet of Site 1 in 1952 and are still present today. Based on the date ranges for the two diagnostic artifacts observed, Site 1 was likely created after these structures were constructed.

Background research did not reveal that Site 1 is associated with historically significant events or individuals. Additionally, does not have the potential to yield important information that could not be obtained from other sources. Thus, the removal of Site 1 would be a less than significant impact.



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FEET

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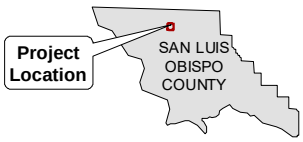
USGS 7.5' Quadrangle: Paso Robles and Estrella

Legal Description: T26S, R12E Sec 12, 13, 14 and T26S, R13E Sec 7 &18

LEGEND:

- Site 1 Location
- Dry Creek Road Realignment
- Staging
- Survey - 100 ft



padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: PASO ROBLES PHASE I AIRPORT AREA INFRASTRUCTURE IMPROVEMENT AND DRY CREEK ROAD REALIGNMENT PROJECTS SAN LUIS OBISPO COUNTY, CA

PROJECT NUMBER: 1702-1871

DATE: January 2018

SITE 1 LOCATION MAP

FIGURE 5-5

Paso Robles Airport Area Phase I\Site 1 Location Map.mxd 1/4/2018

Figure 5-6. Close-up of historic trash dump along Dry Creek Road

Figure 5-7. Close up of amber liquor bottle base

Figure 5-8. Close up of clear glass jar base

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6.0 CONCLUSIONS AND RECOMMENDATIONS

Padre has completed a Phase I archaeological study in support of the Paso Robles Phase I Airport Area Infrastructure Improvement and Dry Creek Road Improvement Projects.

The records search did not identify any cultural resources within the Project site. The pedestrian survey identified one historic trash dump (Site 1) in the southwest corner of a potential staging area for the Paso Robles Phase I Airport Area Infrastructure Improvement Project. No resources were observed within the Dry Creek Road Project site. No prehistoric materials were observed within the Project sites.

The Project can proceed as planned. A change in scope (i.e. increased area of disturbance), will require additional archaeological surveys.

In the event that cultural materials are encountered during future ground disturbance, Padre recommends stopping all activity within a 100-foot radius of the find and contacting a County-qualified archaeologist. One copy of this report and attachments will be submitted to the CCIC at University of California, Santa Barbara.

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APPENDIX A

NATIVE AMERICAN CONSULTATION

Print Form

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION
915 Capitol Mall, RM 364
Sacramento, CA 95814
(916) 653-4082
(916) 657-5390 – Fax
nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Project: Phase I Archaeological Study, Paso Robles Airport Area Infrastructure Project

County: San Luis Obispo

USGS Quadrangle

Name: Paso Robles, Estrelle

Township: 26S Range: 12E, 13E Section(s): 12,13,14; 7,18

Company/Firm/Agency:

Padre Associates, Inc.

Contact Person: Rachael Letter

Street Address: 369 Pacific Street

City: San Luis Obispo Zip: 93401

Phone: (805) 245-2650

Fax: (805) 786-2651

Email: rletter@padreinc.com

Project Description:

Padre Associates, Inc. is conducting a Phase I archaeological study for several infrastructure improvements at the Paso Robles Municipal Airport. These improvements include the installation of utility lines and the realignment of Dry Creek Road.

X Project Location Map is attached

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

September 7, 2017

Rachael Letter
Padre Associates Inc.

Email to: rletter@padreinc.com

RE: Paso Robles Airport Area Infrastructure Project, San Luis Obispo County

Dear Ms. Letter,

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not preclude the presence of cultural resources in any project area. Other sources for cultural resources should also be contacted for information regarding known and/or recorded sites.

Enclosed is a list of Native Americans tribes who may have knowledge of cultural resources in the project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at frank.lienert@nahc.ca.gov.

Sincerely,

Frank Lienert
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contacts
9/7/2017

Santa Ynez Band of Chumash Indians
Kenneth Kahn, Chairperson
P.O. Box 517 Chumash
Santa Ynez , CA 93460
kkahn@santaynezchumash.org
(805) 688-7997
(805) 686-9578 Fax

yak tityu tityu - Northern Chumash Tribe
Mona Olivas Tucker, Chairwoman
660 Camino Del Rey Chumash
Arroyo Grande , CA 93420
olivas.mona@gmail.com
(805) 489-1052 Home
(805) 748-2121 Cell

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait-Stenslie, Chair
365 North Poli Ave Chumash
Ojai , CA 93023
jtumamait@hotmail.com
(805) 646-6214

Northern Chumash Tribal Council
Fred Collins, Spokesperson
P.O. Box 6533 Chumash
Los Osos , CA 93412
fcollins@northernchumash.org
(805) 801-0347 (Cell)

Salinan Tribe of Monterey, San Luis Obispo Counties
Patti Dunton, Tribal Administrator
7070 Morro Road, Suite A Salinan
Atascadero , CA 93422
salinantribe@aol.com
(805) 464-2650
(805) 235-2730 Cell
(805) 460-9204

Barbareno/Ventureno Band of Mission Indians
Eleanor Arrellanes
P.O. Box 5687 Chumash
Ventura , CA 93005
(805) 701-3246

Xolon-Salinan Tribe
Karen White, Council Chairperson
P.O. Box 7045 Salinan
Spreckels , CA 93962
blukat41@yahoo.com
831-238-1488

Barbareno/Ventureno Band of Mission Indians
Raudel Joe Banuelos, Jr.
331 Mira Flores Court Chumash
Camarillo , CA 93012
(805) 427-0015

Coastal Band of the Chumash Nation
Mia Lopez
, Chumash
(805) 324-0135

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessments for the proposed Paso Robles Airport Area Infrastructure Project, San Luis Obispo County

November 3, 2017

Freddie Romero
Santa Ynez Tribal Elders Council
P.O. Box 365
Santa Ynez, California 93460

Re: Native American Consultation for Paso Robles Phase I Airport Area Infrastructure Improvement and Dry Creek Road Improvement Projects, San Luis Obispo County, California

Dear Mr. Romero,

Padre Associates, Inc. (Padre) is conducting a Phase I archaeological study for two projects in Paso Robles. The proposed scope of work for the two projects includes:

- Paso Robles Phase I Airport Area Infrastructure Improvement Project - install water main, gravity main, force main, and recycled water main lines within roads surrounding the Paso Robles Airport, and;

- Dry Creek Road Improvement Project - road re-surfacing, improvements, and slight realignment on Dry Creek Road.

Both projects are located within Sections 12, 13, 14 in Township 26 South, Range 12 East and Sections 7 and 18 in Township 26 South, Range 12 East as shown on the USGS 7.5' Paso Robles and Estrella topographic quadrangles (maps enclosed).

A search of the Sacred Lands File by the Native American Heritage Commission (NAHC) did not identify tribal cultural resources within the vicinity of the Project sites. A records search completed at the Central Coast Information Center (CCIC) located at University of California, Santa Barbara did not identify any archaeological sites within the Project sites or a 0.25-mile radius.

Padre conducted a pedestrian survey of both Project sites on September 21 and 22, 2017. The survey identified one small historic trash dump in the southwest corner of a potential staging area for the Paso Robles Phase I Airport Area Infrastructure Improvement Project. No resources were observed within the Dry Creek Road Project site.

Padre has initiated this consultation as a best practice to ensure that tribes with traditional lands or cultural places located within the Project sites are given the opportunity to comment. If you have no concerns but you know of others who might, we would appreciate it if you could contact us with the names of these individuals or organizations.

Please note that this letter does not constitute formal tribal consultation as outlined in Public Resources Code (PRC) § 21080.3.1. At the appropriate time, the City of Paso Robles shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated tribes that have requested such notice as required by PRC § 21080.3.1 subdivision (d).

Please contact me at (805) 786-2650 ext. 41 or rletter@padreinc.com if you have any questions regarding this Project or require any additional information. Thank you for your time.

Sincerely,

Rachael J. Letter
Senior Archaeologist
Padre Associates, Inc.

cc. Ditas Esperanza, P.E., Capital Projects Engineer, City of El Paso de Robles

Rachael Letter

From: Fred Collins <fcollins@northernchumash.org>
Sent: Thursday, November 16, 2017 7:35 AM
To: Rachael Letter
Subject: RE: Native American Consultation for Paso Robles Projects

Hello Rachael,

Thank you for the information, NCTC is recommending that you folks do some spot checking, when they start the ground disturbance and throughout the surface work.

Thank you,

Fred Collins
NCTC

From: Rachael Letter [mailto:RLetter@PADREINC.com]
Sent: Tuesday, November 14, 2017 10:10 AM
To: fcollins@northernchumash.org
Subject: FW: Native American Consultation for Paso Robles Projects

Hi Fred,
It was nice to speak with you this morning. As requested, here is the original email sent earlier this month.

Thank you,

Rachael J. Letter, M.S., RPA
Senior Archaeologist
Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, CA 93401
Cell: 805-245-2650
Office: 805-786-2650 ext. 41
Email: rletter@padreinc.com

From: Rachael Letter
Sent: Friday, November 03, 2017 11:10 AM
To: fcollins@northernchumash.org
Subject: Native American Consultation for Paso Robles Projects

Dear Mr. Collins,

Padre Associates, Inc. (Padre) is conducting a Phase I archaeological study for two projects in Paso Robles. The proposed scope of work for the two projects includes:

- Paso Robles Phase I Airport Area Infrastructure Improvement Project - install water main, gravity main, force main, and recycled water main lines within roads surrounding the Paso Robles Airport, and;

- Dry Creek Road Improvement Project - road re-surfacing, improvements, and slight realignment on Dry Creek Road.

Both projects are located within Sections 12, 13, 14 in Township 26 South, Range 12 East and Sections 7 and 18 in Township 26 South, Range 12 East as shown on the USGS 7.5' Paso Robles and Estrella topographic quadrangles (map attached).

A search of the Sacred Lands File by the Native American Heritage Commission (NAHC) did not identify tribal cultural resources within the vicinity of the Project sites. A records search completed at the Central Coast Information Center (CCIC) located at University of California, Santa Barbara did not identify any archaeological sites within the Project sites or a 0.25-mile radius.

Padre conducted a pedestrian survey of both Project sites on September 21 and 22, 2017. The survey identified one small historic trash dump in the southwest corner of a potential staging area for the Paso Robles Phase I Airport Area Infrastructure Improvement Project. No resources were observed within the Dry Creek Road Project site.

Padre has initiated this consultation as a best practice to ensure that tribes with traditional lands or cultural places located within the Project sites are given the opportunity to comment. If you have no concerns but you know of others who might, we would appreciate it if you could contact us with the names of these individuals or organizations.

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Please contact me at (805) 786-2650 ext. 41 if you have any questions regarding this Project or require any additional information.

Thank you for your time!

Rachael J. Letter, M.S., RPA
Senior Archaeologist
Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, CA 93401
Office: 805-786-2650 ext. 41
Email: rletter@padreinc.com

APPENDIX B

CONFIDENTIAL: CALIFORNIA DPR 523 FORMS

State of California &The Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 **of** 4 ***Resource Name or #:** Site 1

P1. Other Identifier:

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted**

***a. County** San Luis Obispo

***b. USGS 7.5' Quad:** Estrella **Date:** 1979 **T** 26 South**; R** 13 East**;** Section 18**;** Mount Diablo **B.M.**

c. Address: **City:** **Zip:**

d. UTM: Zone 10; *NAD 83:* Center: 3949271m N, 715575m E

e. Other Locational Data:

***P3a. Description:** Site 1 is a historic trash dump located on the south side of Dry Creek Road on the edge of the bluff lying in a southeast trending gully. The site measures approximately 8 feet by 5 feet with an unknown depth and consists of numerous sanitary cans, concrete fragments, a metal gas tank, a metal pail, a metal ironing board, and glass bottles and jars.

***P3b. Resource Attributes:** AH4. Historic Trash Scatter

***P4. Resources Present:** ☐Building ☐Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photograph:

P5b. Description of Photo: Close up of Site 1

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

***P7. Owner and Address:** Unknown

***P8. Recorded by:**
Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, CA 93401

***P9. Date Recorded:** September 22, 2017

***P10. Survey Type:** Intensive pedestrian survey

***P11. Report Citation:**
Letter, R. J. and Letter, C. J. 2018. *Phase I Archaeological Study, Paso Robles Phase I Airport Area Infrastructure Improvement and Dry Creek Road Improvement Projects*. Prepared by Padre Associates, Inc. Prepared for Terra Verde Environmental Consulting, LLC.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☐Building, Structure, and Object Record ☒Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other:

ARCHAEOLOGICAL SITE RECORD

***A1. Dimensions: a. Length** 8 feet (N-S) × **b. Width** 5 feet (E-W)
Method of Measurement: ☐ Paced ☐ Taped ☒Visual estimate ☐ Other:
Method of Determination: ☒ Artifacts ☐ Features ☐ Soil ☐Vegetation ☐ Topography
☐ Cut bank ☐ Animal burrow ☐ Excavation ☐Property boundary ☐ Other (Explain):
Reliability of Determination: ☐ High ☒Medium ☐ Low Explain: Depth unknown
Limitations: ☒ Restricted access ☐Paved/built over ☒Site limits incompletely defined
☒ Disturbances ☐ Vegetation ☒ Other (Explain): Located in a gully

A2. Depth: ☐ None ☒ Unknown
***A3. Human Remains:** ☐ Present ☒ Absent ☐ Possible ☐Unknown (Explain):

***A4. Features:** None

***A5. Cultural Constituents:** The following was observed: numerous sanitary cans, concrete fragments, a metal gas tank, a metal pail, a metal ironing board, and glass bottles and jars. Archaeologists observed two diagnostic artifacts: a complete amber liquor bottle with a Ball Brothers Glass Manufacturing Company maker's mark dating (circa 1935-1960) and a complete clear glass jar with a Maywood Glass Company maker's mark (circa 1930-1959) (Whitten, 2017). Modern bottles are also present.

***A6. Were Specimens Collected?** ☒ No ☐ Yes

***A7. Site Condition:** ☐Good ☒ Fair ☐Poor:

***A8. Nearest Water:** The gully leads down to Dry Creek feeding Huerhuero creek a tributary of the Salinas River.

***A9. Elevation:** 840 feet AMSL

A10. Environmental Setting: Located on the edge of an old low terrace in the southern Salinas River Valley. The gully these items were placed in is on the north bluff edge of Dry Creek an ephemeral drainage leading to Huerhuero creek to the west which is a tributary of the north flowing Salinas River.

A11. Historical Information: Bureau of Land Management General Land Office records indicate that Albert Benten received the land patent for Lots 3 and 4 and the east half of the southwest quarter of Section 18, Township 26 South, Range 13 East in 1873. An examination of historic topographic maps and aerial photographs reveals that four structures and a windmill appear within 500 feet of Site 1 in 1952 and are still present today. Based on the date ranges for the two diagnostic artifacts observed, Site 1 was likely created after these structures were constructed.

***A12. Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☐1914-1945
☒ Post 1945 ☐ Undetermined

A13. Interpretations: It is likely these items are associated with the property located to the west and were placed in the gully to reduce erosion.

A14. Remarks: Background research did not reveal that Site 1 is associated with historically significant events or individuals. Additionally, does not have the potential to yield important information that could not be obtained from other sources. Thus, the removal of Site 1 would be a less than significant impact.

A15. References: Whitten, D. 2017. *Glass Bottle Marks.* Electronic document, https://www.glassbottlemarks.com/. Accessed November 2017.

A16. Photographs:
Original Media/Negatives Kept at: Padre Associates, Inc. 369 Pacific Street, San Luis Obispo, CA 93401

***A17. Form Prepared by:** C. J. Letter **Date:** November 2017

State of California & The Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Location Map

Primary #
HRI#
Trinomial

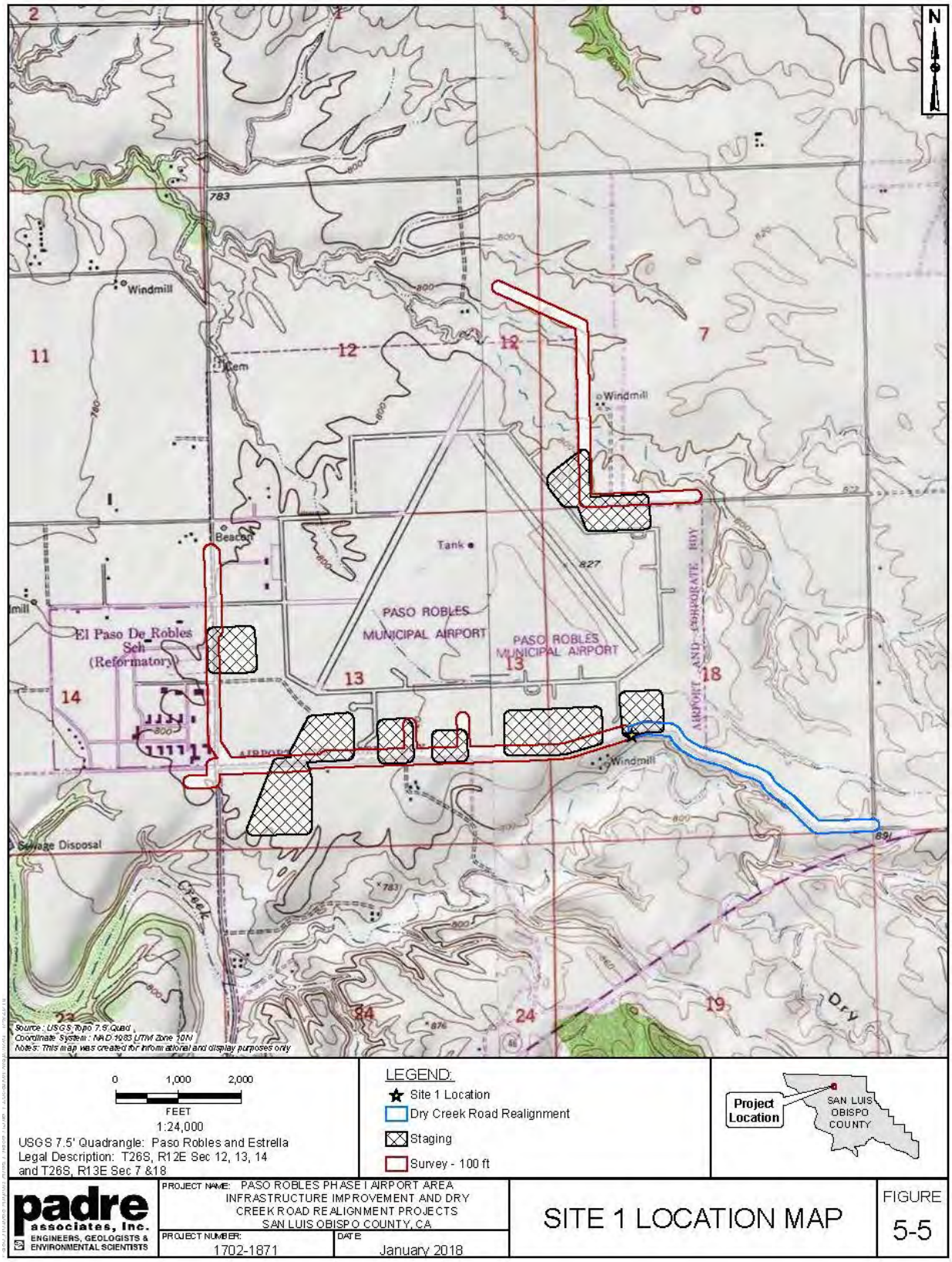
Page 3 **of** 4

***Resource Name or #:** Site 1

***Map Name:** USGS 7.5' Quad: *Estrella, CA*

***Scale:** 1:24000

***Date of Map:** 1979



Overview of gully, facing southwest

Close-up of liquor bottle base

Close-up of jar base