824 San Antonio Road Senior Living Project

Evaluation of Consistency with the Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project Environmental Impact Report

SCH # 2019090070

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1 Introduction

This document evaluates the consistency of the proposed 824 San Antonio Road Senior Housing Project with the Housing Incentive Program (HIP) Expansion and 788 San Antonio Road Mixed-Use Project Environmental Impact Report (EIR) (State Clearinghouse #2019090070) adopted in November 2020 ("2020 EIR") (City of Palo Alto 2020a).

In accordance with Section 15168(c) of the California Environmental Quality Act (CEQA) Guidelines, codified in Sections 15000 et seq. of Title 14 of the California Code of Regulations, if a lead agency finds that pursuant to CEQA Guidelines Section 15162 no subsequent EIR would be required, the lead agency can approve the activity as being within the scope of the project covered by the program EIR and no new environmental document would be required. Factors that a lead agency may consider in making the determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR. The analysis demonstrates that the proposed project does not require the preparation of a subsequent or supplemental EIR and that the project may be approved pursuant to CEQA Guidelines Section 15168(c).

2 Background

This section provides an overview of the Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project and its EIR to provide context for this consistency evaluation.

2.1 Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project Description

The previously approved Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project (referred to in the addendum as the "original project" or the "2020 project") involved an amendment to Section 18 of the Palo Alto Municipal Code (PAMC) to allow the application of the Housing Inventive Program (HIP) to 18 parcels in the HIP expansion area along the San Antonio Road corridor ("HIP expansion area"), which allowed for increased density of multi-family residential development. The EIR also analyzed the 788 San Antonio Road Mixed-Use Project, which involved development of two of the 18 parcels within the HIP expansion area, at 788, 790, and 796 San Antonio Road, with a four-story mixed-use structure with one retail tenant space, 102 dwelling units, and a two-level subterranean parking garage. Figure 1 shows the location of the HIP expansion area and the 788-796 San Antonio Road site within it.

Housing Incentive Program Expansion

The text amendment to the Zoning Ordinance, outlined in Title 18 of the PAMC, resulted in the following changes to zoning regulations that apply to the 18 properties in the HIP expansion area:

- Allow a waiver for housing projects to exceed maximum Floor Area Ratio (FAR), up to 2.0;
- Allow a waiver to exceed maximum site coverage;
- Allow rooftop gardens to count towards required open space;
- Exclude the first 1,500 square feet of retail use from parking requirements;
- Exempt certain area in subterranean garages from counting towards FAR; and
- Allow a waiver to reduce requirements related to preservation of existing retail space to allow for housing projects.

The 18 parcels included:

- 840 San Antonio Road
- 910 E. Charleston Road
- 824 San Antonio Road
- 816 San Antonio Road
- 808 - 814 San Antonio Road
- 800 San Antonio Road
- 796 San Antonio Road
- 788 – 790 San Antonio Road
- 780 San Antonio Road
- 762 San Antonio Road
- 760 San Antonio Road
- 744 - 750 San Antonio Road
- 720 San Antonio Road
- 708 - 710 San Antonio Road
- 705 San Antonio Road
- 4201 Middlefield Road
- 4227 Middlefield Road
- 4233 Middlefield Road

Figure 1 2020 Project Location

The HIP expansion project as analyzed in the EIR would allow for up to 818 additional residential units in the HIP expansion area.

788 San Antonio Road Mixed-Use Project

The original project also included the development of two of the 18 parcels within the HIP expansion area at 788, 790, and 796 San Antonio Road. The project involved demolition of two existing on-site one-story commercial structures and the construction of a four-story mixed-use structure with one retail tenant space, 102 dwelling units, and a two-level subterranean parking garage. Uses on the first floor included 1,803 square-feet of retail space at the southwestern corner of the site and common areas along San Antonio Road, including a main entrance and lobby, mail room, bicycle parking rooms, and a bicycle repair room, and dwelling units arranged around the north, east, and south portions of the site. The floors above the first included residential units arranged around the central courtyard space. A communal landscaped roof garden was proposed at the fourth floor at the western portion of the building along San Antonio Road.

2.2 Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project EIR

The Palo Alto City Council certified the EIR for the original project in November 2020 ("2020 EIR") (State Clearinghouse #2019090070). The 2020 EIR evaluated potential environmental consequences associated with the project for all of the issue areas identified in the *CEQA Guidelines* Appendix G checklist.

The 2020 EIR found that the original project would have less than significant impacts, with implementation of mitigation measures, related to:

- Air Quality
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources

The following mitigation measures correspond to each of the above-mentioned environmental topics:

- Mitigation Measure AQ-1 (Construction Mitigation) would reduce air quality impacts to less than significant levels.
- Mitigation Measure BIO-1 (Nesting Bird Surveys and Avoidance) would reduce biological resources impacts to less than significant levels.
- Mitigation measures GEO-1 (Geotechnical Investigation) and GEO-2 (Discovery of Paleontological Resources) would reduce geology and soils impacts to less than significant levels.
- Mitigation Measure HAZ-1 (Site Risk Management Plan) would reduce hazards and hazardous materials impacts to less than significant levels.
- Mitigation Measure N-1 (Construction-Related Noise Reduction Measures) would reduce noise impacts to less than significant levels.
- Mitigation Measure TCR-1 (Unanticipated Discovery of Tribal Cultural Resources) would reduce tribal cultural resources impacts to less than significant levels.

The 2020 EIR found that the original project would have significant and unavoidable impacts related to Cultural Resources. The following mitigation measures related to cultural resources were required:

- Mitigation Measure CUL-1 (Historic Resource Evaluation)
- Mitigation Measure CUL-4 (Interpretive Website)
- Mitigation Measure CR-1 (Worker's Environmental Awareness Program [WEAP])
- Mitigation Measure CR-2 (Unanticipated Discovery of Cultural Resources) would reduce impacts to cultural resources to less than significant levels.

These measures would reduce impacts to archaeological resources to a less than significant level. However, since one of the existing structures located at 788 San Antonio Road was determined to be eligible for listing in the California Register of Historic Resources, mitigation measures CUL-2 (Rehabilitation and Restoration) and CUL-3 (Historic Documentation Package) would only be able to reduce significant direct impacts to the eligible historic resource to the extent feasible. Despite the implementation of CUL-2 and CUL-3, the historic resource would still be demolished as part of the original project, and therefore, the demolition of an individually eligible resource proposed by the 788 San Antonio Road Project would result in a significant and unavoidable adverse impact related to historical resources.

Impacts were found to be less than significant without mitigation for aesthetics, energy, greenhouse gas emissions, population and housing, public services, recreation, and utilities and service systems. The original project was found to have no impacts related to agriculture and forestry resources, hydrology and water quality, land use and planning, mineral resources, and wildfire.

3 824 San Antonio Road Residential Senior Living Project

3.1 Project Location

The project site is located at 824 San Antonio Road in between Leghorn Street and E. Charleston Road in the City of Palo Alto in Santa Clara County. The regional location for the project is shown on Figure 2, and an aerial view of the proposed project location in its local context is shown on Figure 3. Photographs of the project site are shown on Figure 4 through Figure 7. The project site encompasses 0.5 acres on Accessor's Parcel Number 147-03-040, and is within the boundary of the HIP Expansion Area analyzed in the 2020 EIR.

3.2 Setting

Project Site and Surrounding Setting

The project site and its surroundings are generally flat with no substantial slopes. The project site is bounded by fast food restaurants Taco Bell and KFC as well as ARCO gas station to the north; a surface parking lot and the Mountain View Ace Hardware store to the east; auto uses including Enterprise Rent-A-Car and Hertz Car Rental to the south; and San Antonio Road and commercial uses including UP2U Pring Inc, DPS Rescue animal rescue service, Maura Young therapy office, and Outlook United to the west. The setting and context of the site is generally consistent with the setting and context discussed for the project area analyzed for development in the 2020 EIR.

The project site is currently developed with an office building and a surface-level parking lot behind the building. The structure is two stories in height, and the site contains light landscaping fronting San Antonio Road. There are 17 existing trees on the site, concentrated along the northern, eastern, and southern boundaries of the parking lot.

Figure 2 Regional Location

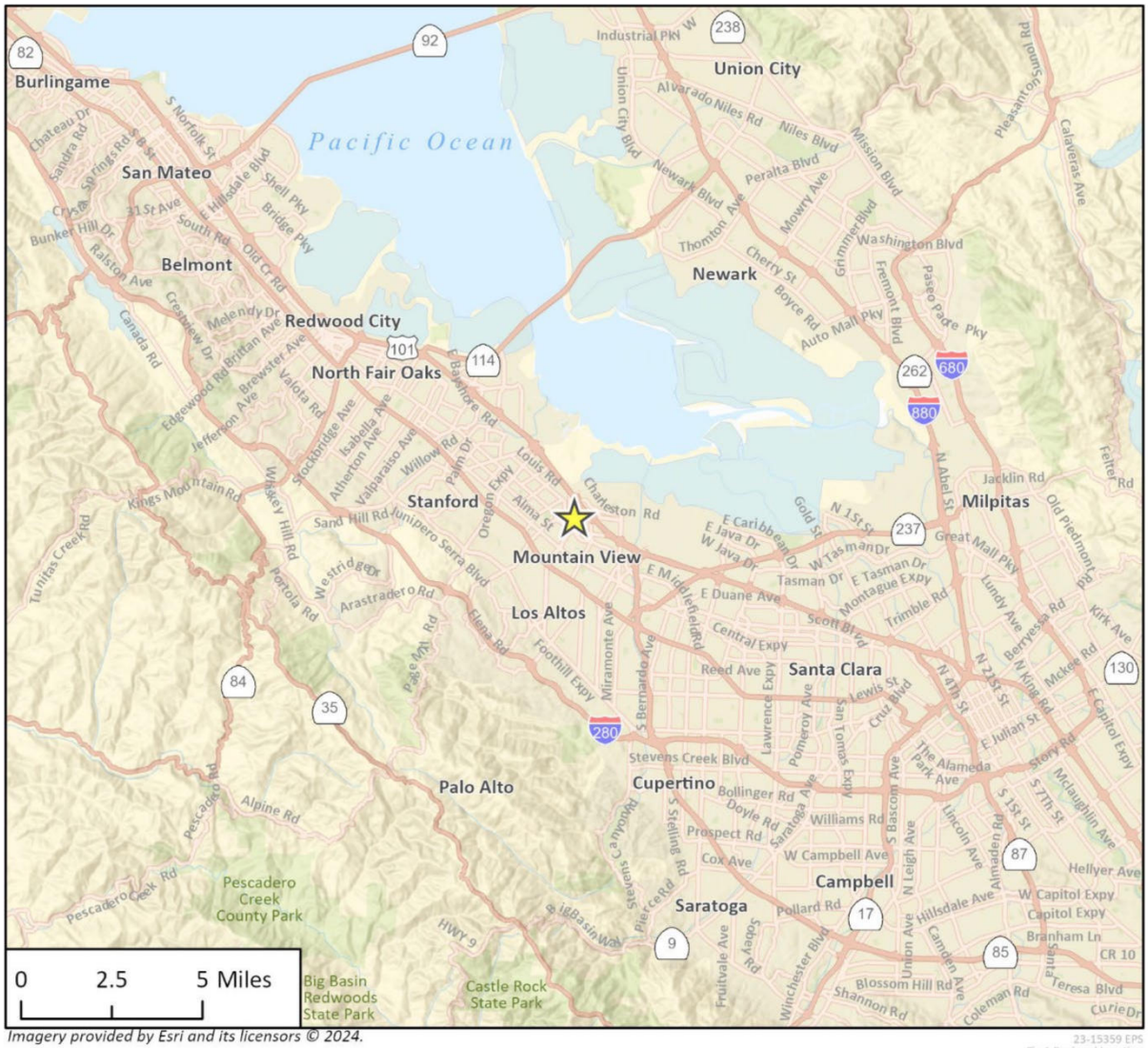

Figure 3 Project Location

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23-15359 EPS
Fig 2 Project Location

Figure 4 Project Site Photograph 1

Photograph 1. View of the existing structure from San Antonio Road looking east.

Figure 5 Project Site Photograph 2

Photograph 2. View of the northern façade of the existing structure and the Taco Bell driveway adjacent to the northern boundary of the project site from San Antonio Road looking east.

Figure 6 Project Site Photograph 3

Photograph 3. View of the existing surface parking lot in the rear of the existing structure from the project site looking east.

Figure 7 Project Site Photograph 4

Photograph 4. View of the existing structure from the existing surface parking lot in the rear of the project site on looking west.

Project Site Comprehensive Plan Designation and Zoning

The project site has a 2030 Comprehensive Plan land use designation of Service Commercial. As described in the City of Palo Alto's 2030 Comprehensive Plan, the Service Commercial land use designation plans for:

> "facilities providing citywide and regional services and relying on customers arriving by car. These uses do not necessarily benefit from being in high volume pedestrian areas such as shopping centers or Downtown. Typical uses include auto services and dealerships, motels, lumberyards, appliance stores and restaurants, including fast service types. In almost all cases, these uses require good automobile and service access so that customers can safely load and unload without impeding traffic. In some locations, residential and mixed-use projects may be appropriate in this land use category. Examples of Service Commercial areas include San Antonio Road, El Camino Real and Embarcadero Road northeast of the Bayshore Freeway. Non-residential FARs will range up to 0.4. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations…"

The project site is zoned Service Commercial (CS) District. The Palo Alto Municipal Code (PAMC), Chapter 18.16 states the intent of the CS District:

> "To create and maintain areas accommodating citywide and regional services that may be inappropriate in neighborhood or pedestrian-oriented shopping areas, and which generally require automotive access for customer convenience, servicing of vehicles or equipment, loading or unloading, or parking of commercial service vehicles."

3.3 Project Description

The proposed project would include demolition of the existing two-story building and construction of a four-story private residential senior living care facility. The facility would include 15 independent dwelling units (14 one-bedroom and one two-bedroom), 12 assisted living dwelling units (11 studio units and one one-bedroom units), and one owner's unit, for a total of 28 units. Of the 28 units, 20 percent, or four units, would be affordable units. The project would include resident common space amenities on each floor, underground parking, and 2,948 square feet of leasable ground-floor commercial space.

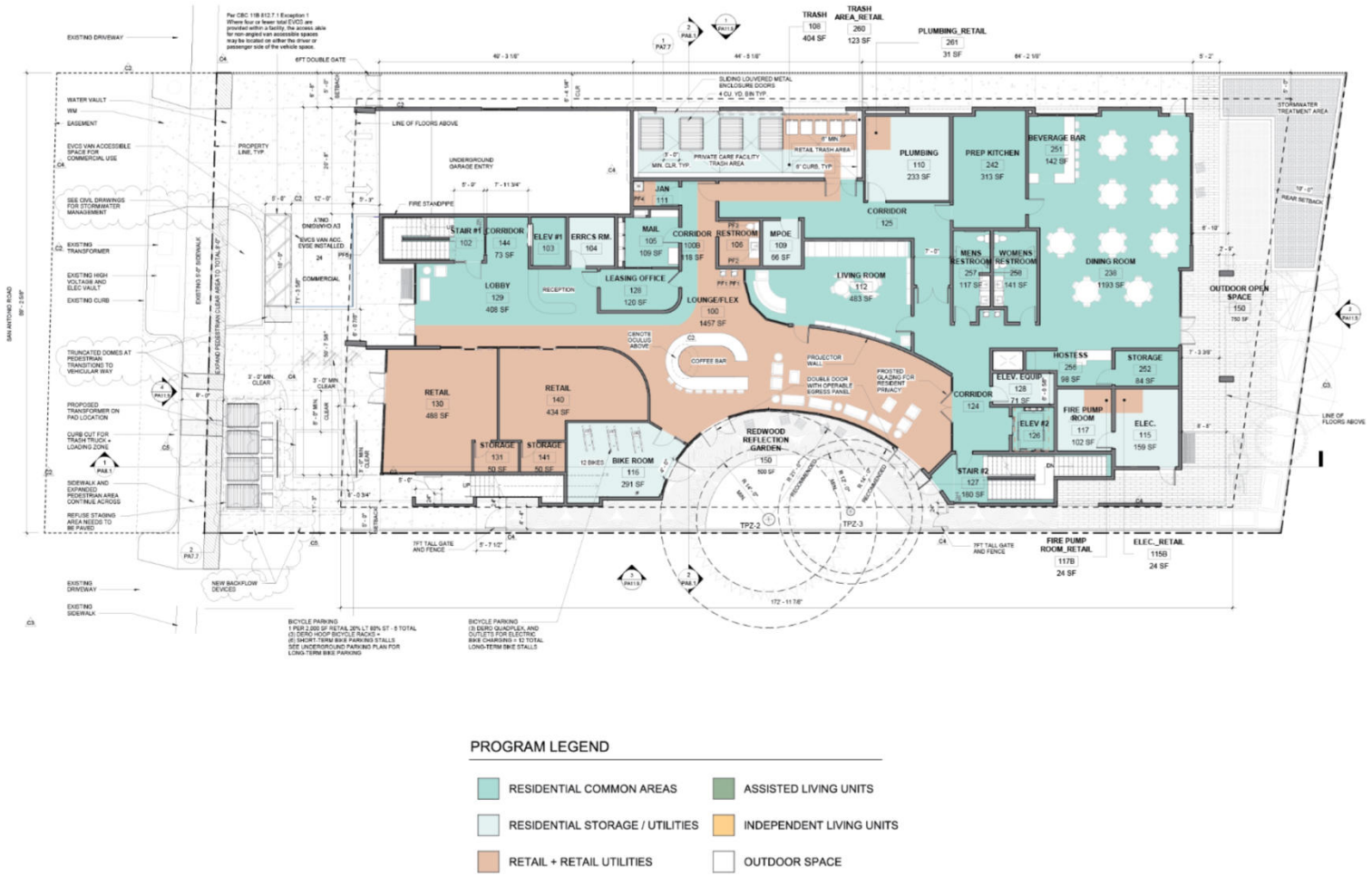
Table 1 shows the proposed project characteristics. Figure 8 shows the project site plan.

Table 1 Proposed Project Characteristics

Feature	Proposed Project Details
Total Project Site Size	19,412 sf (0.5 acres)
Gross Building Area	48,465 sf
Total Units	28
Floor Area Ratio (FAR)	2.0
Building Height	47 ft and 9 in
Front Setback	24 ft along San Antonio Road
Rear Setback	11 ft minimum
Gross Building Area	
Basement	11,882 sf
1st Floor	8,333 sf
2nd Floor	8,644 sf
3rd Floor	9,269 sf
4th Floor	9,269 sf
Rooftop Garden	1,068
Total	**48,465 sf**
Landscaping	
Landscape/Open Space Coverage	8,418 sf
Total On-Site Trees	17 trees
Total Trees to be Removed	15 trees
Proposed Number of Trees to be Planted	4 trees
Open Space	
Private Open Space	1,284 sf
Usable Open Space	8,418 sf
Vehicle Parking	
Vehicle Parking Spaces	**23 (15 residential stalls and 8 commercial stalls)**
Accessible Parking	4 spaces (2 van and 2 EV van)
EVSE-Ready	15 spaces
EVSE Installed	0 spaces
Bicycle Parking Spaces	**38 long-term spaces and 6 short-term spaces, for total of 44 spaces**

sf = square feet, ft = feet

Figure 8 Proposed Site Plan



Source: FORA Architects, 9/28/2024.

Circulation and Parking

The project site is currently accessed via one driveway on San Antonio Road. For the proposed project, the existing driveway would be removed and vehicular access to the project site would be provided via a new 20-foot and 8 inches wide single two-way driveway on the northwestern corner of the site along San Antonio Road. The driveway would lead into the subterranean parking lot. Bicycle access would be provided via an opening adjacent to the driveway, as well as an opening on the southwestern corner of the project site.

The project would provide 23 parking spaces in the subterranean garage. Of the 23 parking spaces, 15 would be electric vehicle supply equipment (EVSE)-ready charging stations, which would satisfy California Green Building Standards Code (CALGreen) Tier 2 EV standards. The project would provide 38 long-term bicycle parking spaces in a 291 square-foot bike room on the ground floor (12 bicycles) and a 444 square-foot bike room on the subterranean garage floor (26 bicycles), as well as six short-term bicycle parking spaces on bicycle racks located in the project's San Antonio Road frontage.

Open Space and Amenities

The proposed project would include private open space in the form of balconies for each residential unit. The ground floor would include 750 square-foot of outdoor common open space, a 1,193 square-foot dining room and 142 square-foot beverage bar, as well as a 1,457 square-foot lounge/flex area with a coffee bar and a 483 square-foot living room. A 500 square-foot redwood reflection garden would be located on the southern portion of the site.

The second floor would include a 1,328 square-foot courtyard on the lower middle portion of the project site.

The third floor would include a 493 square-foot gym on the northwestern corner of the site, and a 306 square-foot balcony in the middle of the project site.

The fourth floor would include a 493 square-foot community room on the northwest corner of the project site, and a 380 square-foot balcony in the middle of the project site.

The roof would include common open space and amenities such as a chess board, daybeds, bar stools, outdoor sofa chairs and couches, and a fire table.

Landscaping and Stormwater Features

There are currently 17 trees on the project site. The trees include two Blackwood acacia trees, seven Camphor trees, one Evergreen ash tree, and seven Coast redwood trees. The proposed project would include removal of 15 trees and preservation of two Coast redwood trees. The two Coast redwood trees to be protected are protected trees under the City of Palo Alto Tree Preservation Management Ordinance. Four trees would be planted as part of the proposed project. A tree protection plan that includes creating tree protection zones around each tree to be kept on site is included in the proposed project. The proposed project would also utilize water efficient irrigation systems.

Stormwater treatment on site would include landscaped areas to limit stormwater runoff and drought-tolerant planting and flow-through planters. The project would also include a bioretention area along the northeastern border of the site.

Green Building Features

The proposed project would include an all-electric design and would not utilize natural gas. The proposed project would include 15 EVSE-Ready charging spaces for passenger vehicles. The proposed project would also include energy efficient appliances, low-flow plumbing, as well as solar photovoltaic-(PV) ready areas on the roof.

Construction

Construction would occur over approximately 22 months for six days a week and would include the following phases:

- Demolition
- Site preparation
- Grading/excavation
- Building construction
- Interior/architectural coating
- Groundwater dewatering
- Trenching/utilities

To complete the construction of the project, grading and site preparation would take place over most of the area of development, and approximately 6,475 cubic yards of soil would be excavated, of which 50 cubic yards would be used as fill and 6,425 cubic yards would be exported.

Utilities

The City of Palo Alto Utilities department (CPAU) provides electric, natural gas, refuse, recycled water, storm drain, and wastewater collection, treatment, and disposal. Water would be provided by the San Francisco Public Utilities Commission (SFPUC). Police and fire protection services would be provided by the City of Palo Alto.

3.4 Proposed Project in Relation to 2020 EIR

As shown in Figure 9, the proposed project is within the HIP expansion area that was analyzed in the 2020 EIR. The 2020 project as analyzed in the 2020 EIR included the maximum number of dwelling units that would be allowed under the HIP program for parcels within the HIP expansion area. According to the 2020 EIR, the proposed HIP expansion could add up to an estimated 818 residential units in the HIP expansion area.

As shown on Table 2-2 in Section 2, *Project Description,* of the 2020 EIR, the 2020 EIR assumed a maximum of 48.37 units for the project site. The proposed project would include 28 residential units, which would be within the maximum number of dwelling units assumed for the project site that was analyzed in the 2020 EIR.

The 2020 EIR also assumed a maximum floor to area ratio (FAR) of 2.0 and a maximum height of 50 feet for the project site with the HIP. The proposed project would have a maximum FAR of 2.0 and maximum height of 47 feet and 9 inches.

Thus, the project's residential use, residential density, and building program would be within what was assumed for the project site in the 2020 EIR.

Figure 9 Proposed Project in Relation to HIP Expansion Area

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Fig 5 Project Site in HIP Expansion Area

4 Environmental Impacts

This section evaluates the project's potential environmental impacts in relation to those analyzed in the 2020 EIR. The existing environmental conditions in and around the project site are substantially the same under present conditions as described in the 2020 EIR. The analysis below provides updates where necessary to characterize potential impacts.

Appendix G of the *CEQA Guidelines* provides a checklist of environmental issues areas suggested for assessment in CEQA analyses. This report addresses the 20 environmental issue areas suggested by Appendix G of the 2023 *CEQA Guidelines*, listed below, but mainly focuses on air quality, cultural resources, and noise.

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

4.1 Air Quality

Impacts Identified in the 2020 EIR

As discussed under Section 4.1, *Air Quality*, of the 2020 EIR, the 2020 project would reduce overall VMT in Palo Alto by increasing mixed-use development in proximity to jobs, services, and transit, which would encourage the use of alternative modes of transportation and reduce the use of single-occupancy vehicles. This would further reduce emissions of the key ozone precursors, ROG and NO_X, particulate matter, TACs, and GHGs. As discussed in the 2020 EIR, employed residents in the City of Palo Alto average 19.15 daily miles per resident, including Palo Alto residents who commute outside of the City. Many of the employment positions located in Palo Alto are currently filled by non-resident commuters that average 28.08 daily miles per employee, and the overall average for Palo Alto is 26.06 daily miles per employee who works in Palo Alto. The 2020 project would add 818 units, with an estimated 1,000 jobholders residing in the residences, which would result in a potential annual reduction of more than 1.5 million miles, attributable to improving the balance of housing to jobs. Therefore, the 2020 project was found to be consistent with the goals of the 2017 Clean Air Plan.

The 2020 EIR found that the 2020 project could result in construction activities within the HIP expansion area that could potentially result in exceedances of BAAQMD 2017 thresholds for criteria air pollutants. However, with implementation of Mitigation Measure AQ-1 of the 2020 EIR which would require the quantification of construction emissions and inclusion of emissions control measures, construction impacts would be less than significant.

The 2020 EIR stated that it is unlikely projects in the HIP expansion area would exceed the BAAQMD operational emissions screening criteria of 325 dwelling units for low-rise apartment complexes and 494 dwelling units for mid-rise apartment complexes. Additionally, the 2020 EIR found that buildout of the HIP expansion would result in an annual reduction of more than 1.5 million miles, attributable to improving the balance of housing to jobs. Therefore, operational impacts were found to be less than significant.

As discussed in the 2020 EIR, the 2020 project would not expose existing sensitive receptors to substantial concentrations of toxic air contaminants (TACs) during construction since future projects would be subject to Mitigation Measure AIR-2a required in the EIR for the City's 2030 Comprehensive Plan, which requires future applicants to comply with the current BAAQMD basic control measures for reducing construction emissions of PM_{10} (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines). If individual projects would still exceed BAAQMD emissions thresholds for criteria pollutants, Mitigation Measure AQ-1 of the 2020 EIR would require further measures to reduce impacts to a less than significant level. Additionally, the 2020 EIR determined that the HIP expansion would not place new sources of TACs or $PM_{2.5}$ in proximity to receptors, and future projects including any use of stationary sources with the potential to emit TACs would be required to obtain an Authority to Construct, Permit to Operate, and/or Certificate of Registration from BAAQMD. The 2020 EIR also acknowledged that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project; thus, potential health impacts to new residents would not be an impact under CEQA. Nonetheless, as discussed in the 2020 EIR, new sensitive receptors in the program area may occur within 50 feet of a gasoline service station. However, future development in the program area would implement Mitigation Measure AIR-3c of the EIR for the City's 2030 Comprehensive Plan as conditions of approval that would require compliance with best practices for air filtration recommended by the BAAQMD, thereby reducing impacts related to TAC emissions from existing sources in and around the program area to a less than significant level. Overall, construction and operational impacts related to TACs were found to be less than significant.

Lastly, the 2020 EIR determined that implementation of the HIP expansion would not substantially cause new sources of odors and would not significantly expose sensitive receptors to existing odors, and impacts would be less than significant.

The 2020 EIR required the following mitigation measure:

AQ-1 **Construction Mitigation.** For individual projects in the HIP expansion area that exceed the BAAQMD air pollutant and precursor screening levels, the project proponent for that particular development shall conduct a quantifiable analysis to measure construction-related impacts to air quality for all construction phases as described in the BAAQMD CEQA Guidelines (2017). If project construction would exceed BAAQMD thresholds for criteria pollutants, the City shall require the construction contractor(s) to implement additional BAAQMD-approved measures beyond Basic Control requirements and demonstrate that such measures would reduce emissions to below thresholds. Additional measures for development projects that exceed significance criteria may include, but are not limited to:

1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel.
8. Minimizing the idling time of diesel-powered construction equipment to two minutes.
9. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_X reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
10. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
11. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_X and PM.
12. Limiting import/export of soils or limiting the number of hauling trips per day to reduce emissions of NO_X associated with hauling truck trips.
13. Phasing construction activities to reduce daily equipment use.

With implementation of this mitigation measure, development under the 2020 project were found to have a less than significant impact related to air quality.

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., multi-family residential and parking lot), and location to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time

equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the applicant-provided construction schedule and construction equipment list. Construction would occur for six days a week over approximately 22 months from May 2025 to March 2027, and approximately 6,475 cubic yards (CY) of soil would be excavated, 50 CY of soil would be used as fill, and 6,425 CY of soil would be exported. It is assumed that rough terrain forklifts, drill rigs, and truck mounted cranes would include Environmental Protection Agency (EPA) Tier 3 rated engines; backhoe, excavators, and skid steers would include EPA Tier 4 rated engines; tower cranes would be electric; and all other equipment would include standard engines. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with BAAQMD Regulation 6 Rule 3 for wood burning devices and Regulation 8 Rule 3 for architectural coatings.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site, and default CalEEMod trip generation rates were used. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

Impacts of the Proposed Project

The proposed project involves construction of 28 residential units, which would be well within the density assumed for the site in the 2020 EIR of 48.37 units, and therefore would be within the density analyzed in the 2020 EIR. Similar to the 2020 project, the proposed project would provide infill residential development in Palo Alto and would be consistent with Strategy TR10 of the 2017 Clean Air Plan, which supports land use patterns that reduce VMT and associated emissions and exposure to TACs, especially within infill locations and impacted communities. By placing future residents in proximity to transit, jobs, and services, the proposed project would reduce reliance on single-occupancy vehicles compared to development farther from these resources, thereby reducing VMT and air pollutants.

Consistent with 2020 EIR Mitigation Measure AQ-1, the project was analyzed to determine if it would exceed BAAQMD thresholds for criteria pollutants. Because the proposed project would include demolition of the existing two-story building, it would not satisfy BAAQMD air pollutant and precursor screening levels. Therefore, the project's construction and operational emissions were quantified and compared to BAAQMD's numeric thresholds. As shown in Table 2 and Table 3, the proposed project's construction emissions and operational emissions would not exceed BAAQMD thresholds for ROG, NOx, PM_{10}, or $PM_{2.5}$ and impacts would be less than significant. Therefore, since project construction would not exceed BAAQMD thresholds for criteria pollutants, the proposed project would not be required to implement additional BAAQMD-approved measures beyond the Basic Best Management Practices for Construction-Related Fugitive Dust Emissions. Therefore, similar to the 2020 project, the proposed project would not result in emissions of criteria pollutants in excess of BAAQMD thresholds and impacts would be less than significant.

Table 2 Estimated Construction Emissions

Construction Year	Average Daily Emissions[1] (lbs/day)					
	ROG	NO_x	CO	PM_{10} (exhaust)	$PM_{2.5}$ (exhaust)	SO_X
Modeled Average Daily Construction Emissions	3	6	7	<1	<1	<1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**No**	**No**	**N/A**

N/A = not applicable; no BAAQMD threshold for CO or SOX.

Source: Table 2.1 "Construction Emissions Compared Against Thresholds-mitigated" emissions in CalEEMod Project worksheets in Appendix A. Mitigated analysis accounts for construction site watering pursuant to BAAQMD recommended measures, reflected in City of Palo Alto Comprehensive Plan Policy N-5.5 and 2020 EIR Mitigation Measure AQ-1 (City of Palo Alto 2017a).

Table 3 Estimated Operational Daily Emissions

Sources	Average Daily Emissions (lbs/day)					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Mobile	<1	<1	3	1	<1	<1
Area	1	<1	1	<1	<1	<1
Energy	0	0	0	0	0	0
Total Gross Emissions	**1**	**<1**	**4**	**1**	**<1**	**<1**
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**No**	**No**	**N/A**

N/A = not applicable; no BAAQMD threshold for CO or SO_X

Totals may not add up due to rounding.

Source: Table 2.6 "Operations Emissions by Sector, Mitigated" average emissions CalEEMod worksheets in Appendix A. Average daily emissions are reported.

Similar to the 2020 project, construction activities for the proposed project could generate TACs. However, the proposed project would be required to implement Mitigation Measure AIR-2a of the City's 2030 Comprehensive Plan EIR, which requires compliance with BAAQMD's Basic Best Management Practices for Construction-Related Fugitive Dust Emissions to reduce fugitive dust impacts to a less than significant level (City of Palo Alto 2017b). Similarly, the proposed project would only include residential uses and would not place new sources of TACs or $PM_{2.5}$ in proximity to sensitive receptors. Therefore, TAC emissions would be less than significant.

As stated in the 2020 EIR, the California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project; therefore, potential health impacts to new residents are not an impact under CEQA. Nevertheless, the City has policies that address existing conditions that would affect the proposed project, such as Policy N-5.4 of the 2030 Comprehensive Plan which states that all potential sources of odor and/or toxic air contaminants should be adequately buffered, or mechanically or otherwise mitigated to avoid odor and toxic impacts that violate relevant human health standards (City of Palo Alto 2017a). As discussed in the 2020 EIR, new sensitive receptors in the program area may occur within 50 feet of a gasoline service station, which are considered as sources of TACs. The proposed project would be located approximately 85 feet south of ARCO at 840 San Antonio Road and approximately 140 feet southeast of Palo Alto Gas at

835 San Antonio Road. Nonetheless, the project would be required to implement Mitigation Measure AIR-3c of the 2030 Comprehensive Plan EIR, which requires implementation of best practices for air filtration recommended by the BAAQMD, which was determined in the 2020 EIR to reduce impacts to a less than significant level (City of Palo Alto 2017b). Such measures include, but are not limited to, the following, which would be incorporated as standard conditions of approval (COA):

- Air intakes shall be located away from high volume roadways and/or truck loading zones
- Heating, ventilation, and air conditioning systems of the buildings shall be provided with appropriately sized MERV filters (City of Palo Alto 2016a).

With implementation of the standard COA consistent with Mitigation Measure AIR-3c of the 2030 Comprehensive Plan EIR, impacts related to TAC emissions from existing sources around the project site would be less than significant.

BAAQMD's 2022 *CEQA Air Quality Guidelines* provides odor screening distances for land uses that have the potential to generate substantial odor complaints. Uses include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2023). The project does not propose, nor would it locate, new sensitive receptors in proximity to odor-emitting uses as identified in BAAQMD's 2022 *CEQA Air Quality Guidelines* or the Palo Alto Comprehensive Plan EIR. The proposed residential uses would not generate objectionable odors that would affect a substantial number of people. Therefore, the project would not substantially cause new sources of odors and would not significantly expose sensitive receptors to existing odors, and impacts would be less than significant.

Overall, the project would not result in new significant or substantially more severe or peculiar impacts to air quality. In addition, there would not be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Furthermore, there are no previously identified significant effects which, because of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

4.2 Cultural Resources

Impacts Identified in the 2020 EIR

As discussed in Section 4.2, *Cultural Resources,* of the 2020 EIR, although no existing structures within the HIP expansion area are listed on the City's Historic Inventory or the California Register of Historical Resources (CRHR), there is a potential for eligible historical resources to be present in the HIP expansion area, and future development could result in a significant impact to a historical resource. Therefore, mitigation measures CUL-1 and CUL-2 are required to reduce impacts for future projects under the HIP in the HIP expansion area. Since future demolition of potentially eligible historical structures is speculative, further analysis is required for future development application under the HIP expansion once project-level information is available.

As discussed in Section 4.2, mitigation measures CUL-3 and CUL-4 would apply to the redevelopment of the 788 San Antonio Road site since the 788 San Antonio Road project would

involve demolition of an eligible resource. Nonetheless, since the 788 San Antonio Road project would involve demolition of a historical resource, impacts would be significant and unavoidable.

The 2020 EIR required the following mitigation measures:

CUL-1 **Historic Resource Evaluation.** For future projects in the HIP expansion area that would involve demolition or modification of structures over 45 years in age, a Historic Resources Evaluation (HRE) shall be prepared by a qualified professional to determine the structure's eligibility for listing on the local or state historic registers. The report shall be submitted to the Planning Director and will be utilized by staff in their evaluation of the project and CEQA review. If the structure is determined to be eligible for listing on the local or state register, Mitigation Measure CUL-2 shall be implemented.

CUL-2 **Rehabilitation and Restoration.** For future projects in the HIP expansion area that involve modification of structures determined to be eligible for listing on the City's historic inventory or CRHR, prior to submittal for building permits, a qualified historic preservation architect shall review the plans for the modifications to verify that the work is in keeping with applicable Secretary of the Interior's Standards for Rehabilitation, such that the original materials and character-defining features will be retained and rehabilitated. The final design and materials associated with building modifications shall be reviewed and approved by the Director and the Historic Preservation Planner of the City of Palo Alto Planning and Community Environment Department.

CUL-3 **Historic Documentation Package.** Prior to issuance of demolition permits for the 788 San Antonio Road Mixed-Use Project, the applicant shall undertake Historic American Building Survey (HABS) documentation of the structure including its character defining features. The documentation should generally follow the HABS Level III requirements and include measured drawings that depict the size, scale, and dimensions of the subject property; digital photographic recordation of the interior and exterior of the subject property including all character-defining-features; a detailed historic narrative report; and compilation of historic research. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The original archival-quality documentation shall be offered as donated material to the City of Palo Alto Historic Inventory where it would be available for current and future generations. Archival copies of the documentation also shall be submitted to the City of Palo Alto Library where it would be available to local researchers. Completion of this mitigation measure shall be monitored and enforced by the City.

CUL-4 **Interpretive Website.** Prior to issuance of demolition permits for the 788 San Antonio Road Mixed-Use Project, the applicant shall develop an online interpretive website that displays materials concerning the history and architectural features of the property. Interpretation of the site's history shall be supervised by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards and may engage additional consultants to develop the display. The interpretative website, which may include, but are not limited to, a display of photographs, news articles, memorabilia, and/or video. The site shall be overseen by Palo Alto Historic Association, a similar non-profit, or the City of Palo Alto at the applicant's expense. The content of the site shall be approved by the Director of Planning & Development Services or designee.

With implementation of these mitigation measures, with the exception of the 788 San Antonio Road Project, which was determined to have a significant and unavoidable adverse impact on a historic resource, development under the 2020 project were found to have a less than significant impact related to historical resources.

Impacts to archaeological resources and human remains were discussed in Section 5, *Cultural Resources*, of the Initial Study of the 2020 EIR. As discussed in Section 5, a records search of the California Historical Resources Information System was conducted within a 0.5-mile radius of the project site, which also includes the entire HIP expansion area, and identified one potential archaeological resource, but it is thought to be destroyed. Nonetheless, construction activities could still unearth archaeological resources, and mitigation measures CR-1 and CR-2 would be required to reduce impacts to a less than significant level.

The Initial Study of the 2020 EIR required the following mitigation measures:

CR-1 **Worker's Environmental Awareness Program (WEAP).** For all development subject to the proposed HIP expansion, a qualified archaeologist shall be retained who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology to conduct WEAP training for archaeological sensitivity for all construction personnel prior to the commencement of ground disturbing activities. Archaeological sensitivity training should include a description of the types of cultural resources that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

CR-2 **Unanticipated Discovery of Cultural Resources.** For all development subject to the proposed HIP expansion, in the event that archaeological resources are unearthed during project construction, all earth-disturbing work near the find must be temporarily suspended or redirected until an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (NPS 1983) has evaluated the nature and significance of the find. If the discovery proves to be significant under CEQA, additional work, such as preservation in place or archaeological data recovery, shall occur as required by the archeologist in coordination with City staff and descendants and/or stakeholder groups, as warranted. Once the resource has been properly treated or protected, work in the area may resume. A Native American representative shall be retained to monitor mitigation work associated with Native American cultural material.

Impacts to human remains were found to be less than significant with adherence to the State of California Health and Safety Code Section 7050.5, which states that no further disturbance may occur if human remains were discovered until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD would complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

Impacts of the Proposed Project

The proposed project would be located on a site previously analyzed in the 2020 EIR, and therefore the cultural resources analysis for the 2020 project would apply to the proposed project. Although the existing building on the project site was constructed in 1986, and would not be considered "of

age" to be a potential historical resource, in accordance with Mitigation Measure CUL-1 of the 2020 EIR and as an update to the analysis conducted as part of the 2020 project, a Cultural Resources Assessment (CRA) (Appendix B) was conducted by Rincon Consultants to determine whether the proposed project would result in an impact to historical resources.

As part of the CRA, Rincon requested a search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) on January 25, 2024, and reviewed the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Landmarks list, and the Built Environment Resources Directory, as well as its predecessor the California State Historic Property Data File and the Archaeological Determination of Eligibility list. Rincon also reviewed the City of Palo Alto Master List of Structures on the Historic Inventory. The CHRIS records search and background research identified one cultural resource study overlapping the project site and identified one cultural resource within a 0.5-mile radius of the project site. However, none of the resources are located within or immediately adjacent to the project site.

As discussed in the HRE, the building on the project site is recommended ineligible for listing in the NRHP or CRHR or for local listing. As such, the building does not qualify as a historical resource and its demolition would not result in a significant adverse impact as defined by Section 15064.5 of the CEQA Guidelines. Further, the CHRIS records search failed to identify other cultural resources, including historic districts, in proximity to the project site. Rincon also did not identify information to suggest that the project site may be sensitive for archaeological resources. Therefore, based on the findings in the CRA, the proposed project would have no impact on historical resources and likely a less than significant impact on cultural resources. Nonetheless, the proposed project would be required to implement mitigation measures CR-1 and CR-2 from the Initial Study of the 2020 EIR which would ensure the protection of archaeological resources and human remains if unexpectedly encountered during construction activities.

Overall, the project would not result in new significant or substantially more severe or peculiar impacts to cultural resources. In addition, there would not be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Furthermore, there are no previously identified significant effects which, because of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

4.3 Noise

Impacts Identified in the 2020 EIR

As discussed in Section 4.5, *Noise*, of the 2020 EIR, construction of projects under the HIP expansion, including the 824 San Antonio Road project, would temporarily increase ambient noise levels at sensitive receptors in and near the HIP expansion area. As discussed under Impact N-1, construction noise within 100 feet of sensitive receptors would exceed measured daytime ambient noise by at least 10 dBA L_{eq}, resulting in potentially significant impacts on noise-sensitive receptors. However, future projects under the HIP would be required to implement Mitigation Measure N-1, which would reduce construction noise impacts to a less than significant level.

The 2020 EIR determined that operational noise impacts from the 2020 project would be less than significant. The 2020 EIR found that new HVAC equipment included in future projects would not

generate greater noise than existing HVAC equipment at commercial and institutional buildings in the urbanized HIP expansion area, and on-site mechanical equipment would have a less than significant noise impact. The 2020 EIR also found that traffic generated by the HIP expansion would not increase background traffic volumes on roadway segments next to sensitive receptors by more than approximately 10 percent. A 10 percent increase in traffic volume would result in a 0.4 dBA increase in traffic noise, which would not exceed the Federal Transit Administration's (FTA) criterion for a significant increase in traffic noise of 1 dBA. The 2020 EIR determined that noise from delivery and trash trucks would also be consistent with existing noise levels and would not have a significant impact on sensitive receptors. Additionally, although the exposure of new residents to noise is not a CEQA issue since CEQA is only concerned with the impacts of a project on the environment and not the effects the existing environment may have on a project, the 2020 EIR determined that future project applicants would be required to design exterior wall assemblies to achieve interior levels of 45 dBA L_{dn}, which would prevent the exposure of new residents to excessive noise.

As discussed in Section 4.5 of the EIR, construction activities for projects under the HIP expansion would not generate vibration levels that would exceed Caltrans' recommended criterion of 0.5 PPV for potential damage of historic and old buildings from transient vibration sources. Therefore, vibrational impacts were found to be less than significant.

The 2020 EIR required the following mitigation measure:

N-1 **Construction-Related Noise Reduction Measures.** The applicant shall apply the following measures during construction of projects in the HIP expansion area:

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.
- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power temporary structures, such as construction trailers or caretaker facilities.
- **Equipment Staging.** All stationary equipment (e.g., air compressors, portable generators) shall be staged as far away from sensitive receptors as feasible. Where feasible, construct temporary noise barriers around stationary equipment in a manner that fully blocks the line of sight to residential windows in the adjacent apartment complex.
- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
- **Workers' Radios.** All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.
- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
- **Sound Barrier.** During the demolition, site preparation, grading, building, and paving phases of construction, temporary sound barriers shall be installed and maintained

facing sensitive receptors (e.g., residential units, educational facilities) located within 100 feet of the center of construction activity. Temporary sound barriers shall, at a minimum, block the line of sight between noise-generating construction equipment and adjacent windows at sensitive receptors and shall be placed as close to the source equipment as feasible. Such barriers shall be field tested to reduce noise by at least 10 dBA at sensitive receptors. A sound barrier can achieve a 5 dBA noise level reduction when it is tall enough to break the line-of-sight from the source equipment to the sensitive receptor, and it can achieve an approximate 1 dBA additional noise level reduction for each 2 feet of height after it breaks the line of sight (FHWA 2011). Mobile sound barriers may be used as appropriate to attenuate construction noise near the source equipment.

- **Disturbance Coordinator.** The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

With implementation of this mitigation measure, the project was found to have less than significant impacts related to noise.

Impacts of the Proposed Project

The proposed project involves construction of 28 residential units, which would be within the density assumed for the site in the 2020 EIR of 94 units, and therefore would be within the density analyzed in the 2020 EIR. The proposed project would also be located on a site previously analyzed in the 2020 EIR, and therefore the noise analysis for the 2020 project would apply to the proposed project. As shown in Table 4, construction noise could reach as high as an estimated 70 dBA L_{eq} from the center of construction activity to the nearest noise-sensitive receptors at a distance of 240 feet from the Sequoia Academy to the south during the architectural coating phase, which would not exceed measured daytime ambient noise levels ranging from 71 to 73 dBA L_{eq} along arterial streets. Additionally, from a distance of 330 feet from the center of construction activity to the Central Chinese Christian Church to the southwest, noise reaching 68 dBA L_{eq} would not exceed existing ambient noise. Similar to the 2020 project, the proposed project would be required to comply with Mitigation Measure N-1 which would reduce the exposure of nearby sensitive receptors to construction noise to a less than significant level.

Table 4 Estimated Noise Levels during Project Construction

Construction Phase	L_{eq} dBA			
	RCNM Reference Noise Level[1] 50 feet	Sequoia Academy to the South 240 feet	Central Chinese Christian Church to the Southwest 330 feet	Multi-Family Residential to the Southwest 470 feet
Demolition	78	64	62	59
Grading/Site Preparation	80	66	64	61
Building Construction	78	64	62	59
Architectural Coating	84	70	68	65
Groundwater Dewatering	82	68	66	63
Trenching	77	63	61	58

[1] RCNM reference noise levels are noise levels generated during each construction phase measured from a point 50 feet from the location of the construction phase.

Source: Roadway Construction Noise Model (RCNM). See Appendix C for modeling outputs.

According to the site plans provided by FORA Architects (FORA 2024) and data provided by the client, the primary on-site operational noise source from the project would be three HVAC units on the roof of the proposed building within the project site for use in the commercial and common areas. Specific mechanical specifications for the proposed HVAC system is not available at this stage of project design. Therefore, this analysis assumes the use of a typical 3-ton HVAC system for commercial uses, which has a sound power level of 72 dBA, equivalent to a sound pressure level (SPL) of 64 dBA at 3 feet. The combined noise level of three HVAC units would be 69 dBA at 3 feet. This analysis is based on an energy efficient 3-ton Goodman GSXN403010A (see Appendix C for manufacturer's specifications).

The rooftop mounted HVAC units would be located as close as 45 feet from the nearest commercial property line to the north and south of the project site. Noise levels generated by rooftop HVAC would be approximately 46 dBA L_{eq} at 45 feet, which would not exceed the ambient noise level of up to 65 dBA CNEL next to San Antonio Road by more than 1 dBA. In addition, this is a conservative analysis that does not consider the mechanical equipment shielding or setback distance away from the roof edge.

Similar to the 2020 project analyzed in the 2020 EIR, the proposed project's HVAC equipment, delivery and trash truck activity, and off-site traffic increases (less than 1dBA) would not generate noise in excess of standards set forth in the City's general plan or noise ordinance. Additionally, future residents would be required to comply with the City's Noise Ordinance, specifically PAMC Section 9.10.040, which states that "no person shall produce, suffer or allow to be produced by any machine or device, or any combination of same, on commercial or industrial property, a noise level more than eight dB above the local ambient at any point outside of the property plane." Therefore, for the same reasons described in the 2020 EIR, these operational noise impacts would remain less than significant.

As discussed in the 2020 EIR and using data provided by the client, construction activities would generate vibration levels reaching an estimated 0.210 PPV at a distance of 25 feet during site preparation when a vibratory roller is used. The closest vibration sensitive receptor would be the commercial building located approximately 25 feet to the south. Therefore, this vibration level would not exceed 0.25 PPV, Caltrans' recommended criterion for distinctly perceptible vibration

from transient sources. Therefore, similar to the 2020 project, the impacts of vibration on people and structures would be less than significant.

Overall, the project would not result in new significant or substantially more severe or peculiar impacts to noise. In addition, there would not be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Furthermore, there are no previously identified significant effects which, because of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

4.4 Other Issue Areas

The proposed project would be located on a site previously analyzed in the 2020 EIR. Therefore, ground disturbance associated with the proposed project was anticipated in the 2020 EIR. In addition, the 2020 EIR assumed a density of 48.37 units for the project site. The proposed project would include 28 residential units, which would be within the maximum number of dwelling units assumed for the project site that was analyzed in the 2020 EIR. Since the proposed project would be within the density, general building volume and footprint for the project site as analyzed in the 2020 EIR, impacts related to aesthetics, agriculture and forest resources, biological resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire would be the same as or reduced compared to those that were analyzed in the 2020 EIR and impacts would be less than significant or less than significant with mitigation. The following mitigation measures from the 2020 EIR would continue to apply to the proposed project:

- Mitigation Measure BIO-1: Nesting Bird Surveys and Avoidance
- Mitigation Measure GEO-1: Geotechnical Investigation
- Mitigation Measure GEO-2: Discovery of Paleontological Resources
- Mitigation Measure GHG-1: Transportation Demand Management Plan
- Mitigation Measure HAZ-1: Site Risk Management Plan
- Mitigation Measure TCR-1: Unanticipated Discovery of Tribal Cultural Resources

With implementation of the above-mentioned mitigation measures, the proposed project would not result in substantially more severe significant impacts with respect to aesthetics, agriculture and forest resources, biological resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire than were identified in the 2020 EIR. No new mitigation measures are necessary.

5 Conclusion

This report demonstrates that the project would be consistent with the type of allowable land use, overall planned density and building intensity, and geographic area analyzed for environmental impacts, and covered infrastructure, as described in the 2020 program EIR, and that potential impacts associated with the proposed project would be consistent with potential impacts characterized in and mitigation measures developed for the 2020 EIR. Substantive revisions to the 2020 EIR are not necessary because no new significant impacts or impacts of substantially greater severity than previously described would occur as a result of the proposed project. Therefore, the following determinations are applicable:

- No further evaluation of environmental impacts is required for the proposed project
- No Subsequent EIR or negative declaration is necessary per *CEQA Guidelines* Section 15162
- This report is the appropriate level of environmental analysis and documentation for the proposed project in accordance with *CEQA Guidelines* Section 15168(c).

Pursuant to *CEQA Guidelines* Section 15168(c), this report will be included in the public record and will be considered as part of the deliberations on the proposed project. Documents related to this report will be available at the City of Palo Alto Planning and Development Services Department.

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Appendix A

Air Quality Modeling Results

824 San Antonio Road Senior Living Detailed Report

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5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	824 San Antonio Road Senior Living
Construction Start Date	5/1/2025
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	32.8
Location	824 San Antonio Rd, Palo Alto, CA 94303, USA
County	Santa Clara
City	Palo Alto
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1713
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	City of Palo Alto Ultilities
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	28.0	Dwelling Unit	0.50	48,465	10,189	0.00	70.0	—

Enclosed Parking with Elevator	23.0	Space	0.00	11,450	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.09	0.92	7.96	14.0	0.02	0.37	0.72	1.09	0.34	0.10	0.44	—	2,136	2,136	0.08	0.04	1.16	2,146
Mit.	1.09	0.92	7.96	14.0	0.02	0.37	0.39	0.76	0.34	0.07	0.41	—	2,136	2,136	0.08	0.04	1.16	2,146
% Reduced	—	—	—	—	—	—	45%	30%	—	28%	8%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.82	9.63	15.7	22.0	0.04	0.59	1.25	1.83	0.53	0.24	0.77	—	4,487	4,487	0.23	0.23	0.11	4,561
Mit.	9.82	9.63	15.7	22.0	0.04	0.59	0.92	1.51	0.53	0.20	0.74	—	4,487	4,487	0.23	0.23	0.11	4,561
% Reduced	—	—	—	—	—	—	26%	18%	—	15%	5%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.69	2.55	5.74	6.78	0.01	0.18	0.31	0.45	0.16	0.05	0.21	—	1,178	1,178	0.05	0.04	0.42	1,189
Mit.	2.69	2.55	5.74	6.78	0.01	0.18	0.22	0.39	0.16	0.05	0.21	—	1,178	1,178	0.05	0.04	0.42	1,189

% Reduced	—	—	—	—	—	—	30%	12%	—	2%	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.49	0.47	1.05	1.24	< 0.005	0.03	0.06	0.08	0.03	0.01	0.04	—	195	195	0.01	0.01	0.07	197
Mit.	0.49	0.47	1.05	1.24	< 0.005	0.03	0.04	0.07	0.03	0.01	0.04	—	195	195	0.01	0.01	0.07	197
% Reduced	—	—	—	—	—	—	30%	12%	—	2%	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.96	0.84	7.96	14.0	0.02	0.37	0.72	1.09	0.34	0.10	0.44	—	2,136	2,136	0.08	0.04	0.97	2,146
2026	1.09	0.92	7.41	8.95	0.01	0.23	0.26	0.50	0.22	0.06	0.28	—	1,516	1,516	0.06	0.04	1.16	1,530
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.97	1.61	15.7	22.0	0.04	0.59	1.25	1.83	0.53	0.24	0.77	—	4,487	4,487	0.23	0.23	0.11	4,561
2026	9.82	9.63	7.86	9.28	0.02	0.25	0.30	0.55	0.23	0.07	0.30	—	1,594	1,594	0.06	0.04	0.03	1,608
2027	9.77	9.59	7.73	9.17	0.02	0.23	0.30	0.53	0.21	0.07	0.28	—	1,589	1,589	0.06	0.04	0.03	1,602
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.42	0.35	3.49	5.30	0.01	0.14	0.31	0.45	0.13	0.05	0.18	—	992	992	0.05	0.04	0.34	1,005
2026	2.69	2.55	5.74	6.78	0.01	0.18	0.22	0.39	0.16	0.05	0.21	—	1,178	1,178	0.05	0.03	0.42	1,189
2027	0.20	0.18	0.87	1.03	< 0.005	0.02	0.03	0.06	0.02	0.01	0.03	—	182	182	0.01	< 0.005	0.06	184
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.06	0.64	0.97	< 0.005	0.03	0.06	0.08	0.02	0.01	0.03	—	164	164	0.01	0.01	0.06	166
2026	0.49	0.47	1.05	1.24	< 0.005	0.03	0.04	0.07	0.03	0.01	0.04	—	195	195	0.01	0.01	0.07	197

2027	0.04	0.03	0.16	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	30.1	30.1	< 0.005	< 0.005	0.01	30.4

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.96	0.84	7.96	14.0	0.02	0.37	0.39	0.76	0.34	0.07	0.41	—	2,136	2,136	0.08	0.04	0.97	2,146
2026	1.09	0.92	7.41	8.95	0.01	0.23	0.26	0.50	0.22	0.06	0.28	—	1,516	1,516	0.06	0.04	1.16	1,530
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.97	1.61	15.7	22.0	0.04	0.59	0.92	1.51	0.53	0.20	0.74	—	4,487	4,487	0.23	0.23	0.11	4,561
2026	9.82	9.63	7.86	9.28	0.02	0.25	0.30	0.55	0.23	0.07	0.30	—	1,594	1,594	0.06	0.04	0.03	1,608
2027	9.77	9.59	7.73	9.17	0.02	0.23	0.30	0.53	0.21	0.07	0.28	—	1,589	1,589	0.06	0.04	0.03	1,602
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.42	0.35	3.49	5.30	0.01	0.14	0.22	0.35	0.13	0.04	0.17	—	992	992	0.05	0.04	0.34	1,005
2026	2.69	2.55	5.74	6.78	0.01	0.18	0.22	0.39	0.16	0.05	0.21	—	1,178	1,178	0.05	0.03	0.42	1,189
2027	0.20	0.18	0.87	1.03	< 0.005	0.02	0.03	0.06	0.02	0.01	0.03	—	182	182	0.01	< 0.005	0.06	184
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.06	0.64	0.97	< 0.005	0.03	0.04	0.06	0.02	0.01	0.03	—	164	164	0.01	0.01	0.06	166
2026	0.49	0.47	1.05	1.24	< 0.005	0.03	0.04	0.07	0.03	0.01	0.04	—	195	195	0.01	0.01	0.07	197
2027	0.04	0.03	0.16	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	30.1	30.1	< 0.005	< 0.005	0.01	30.4

2.4. Operations Emissions Compared Against Thresholds

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.96	1.91	0.32	5.57	0.01	0.01	0.81	0.81	0.01	0.20	0.21	11.5	987	998	1.00	0.04	3.11	1,039
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.70	1.67	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	11.5	930	941	1.00	0.04	0.42	980
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.79	1.75	0.33	4.06	0.01	0.01	0.75	0.76	0.01	0.19	0.20	11.5	899	911	1.00	0.04	1.48	950
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.33	0.32	0.06	0.74	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	1.90	149	151	0.16	0.01	0.25	157

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.49	0.46	0.30	3.48	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	859	859	0.04	0.03	2.77	873
Area	1.47	1.45	0.02	2.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.30	6.30	< 0.005	< 0.005	—	6.32
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	117	117	0.02	< 0.005	—	119
Water	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Waste	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.96	1.91	0.32	5.57	0.01	0.01	0.81	0.81	0.01	0.20	0.21	11.5	987	998	1.00	0.04	3.11	1,039
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.47	0.44	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	808	808	0.04	0.04	0.07	820
Area	1.23	1.23	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	117	117	0.02	< 0.005	—	119
Water	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Waste	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.70	1.67	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	11.5	930	941	1.00	0.04	0.42	980
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.41	0.32	3.03	0.01	< 0.005	0.75	0.76	< 0.005	0.19	0.19	—	775	775	0.04	0.03	1.14	787
Area	1.35	1.34	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.10	3.10	< 0.005	< 0.005	—	3.12
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	117	117	0.02	< 0.005	—	119
Water	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Waste	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.79	1.75	0.33	4.06	0.01	0.01	0.75	0.76	0.01	0.19	0.20	11.5	899	911	1.00	0.04	1.48	950
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.08	0.06	0.55	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	—	128	128	0.01	0.01	0.19	130
Area	0.25	0.24	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.51	0.51	< 0.005	< 0.005	—	0.52
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	19.4	19.4	< 0.005	< 0.005	—	19.6
Water	—	—	—	—	—	—	—	—	—	—	—	0.36	0.67	1.03	< 0.005	< 0.005	—	1.30
Waste	—	—	—	—	—	—	—	—	—	—	—	1.54	0.00	1.54	0.15	0.00	—	5.40
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.33	0.32	0.06	0.74	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	1.90	149	151	0.16	0.01	0.25	157

2.6. Operations Emissions by Sector, Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.49	0.46	0.30	3.48	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	859	859	0.04	0.03	2.77	873
Area	1.47	1.45	0.02	2.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.30	6.30	< 0.005	< 0.005	—	6.32
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	117	117	0.02	< 0.005	—	119
Water	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Waste	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.96	1.91	0.32	5.57	0.01	0.01	0.81	0.81	0.01	0.20	0.21	11.5	987	998	1.00	0.04	3.11	1,039
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.47	0.44	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	808	808	0.04	0.04	0.07	820
Area	1.23	1.23	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	117	117	0.02	< 0.005	—	119
Water	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Waste	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.70	1.67	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	11.5	930	941	1.00	0.04	0.42	980
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.41	0.32	3.03	0.01	< 0.005	0.75	0.76	< 0.005	0.19	0.19	—	775	775	0.04	0.03	1.14	787
Area	1.35	1.34	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.10	3.10	< 0.005	< 0.005	—	3.12
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	117	117	0.02	< 0.005	—	119
Water	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Waste	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.79	1.75	0.33	4.06	0.01	0.01	0.75	0.76	0.01	0.19	0.20	11.5	899	911	1.00	0.04	1.48	950
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.08	0.08	0.06	0.55	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	—	128	128	0.01	0.01	0.19	130
Area	0.25	0.24	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.51	0.51	< 0.005	< 0.005	—	0.52
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	19.4	19.4	< 0.005	< 0.005	—	19.6
Water	—	—	—	—	—	—	—	—	—	—	—	0.36	0.67	1.03	< 0.005	< 0.005	—	1.30
Waste	—	—	—	—	—	—	—	—	—	—	—	1.54	0.00	1.54	0.15	0.00	—	5.40
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.33	0.32	0.06	0.74	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	1.90	149	151	0.16	0.01	0.25	157

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.66	0.99	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	142	142	0.01	< 0.005	—	142
Demolition	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	< 0.005	< 0.005	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.6	20.6	< 0.005	< 0.005	—	20.6
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.41	3.41	< 0.005	< 0.005	—	3.42
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.4	21.4	< 0.005	< 0.005	0.08	21.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	134	134	0.01	0.02	0.29	141
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.91	2.91	< 0.005	< 0.005	0.01	2.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	19.4	19.4	< 0.005	< 0.005	0.02	20.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.48	0.48	< 0.005	< 0.005	< 0.005	0.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.22	3.22	< 0.005	< 0.005	< 0.005	3.38

3.2. Demolition (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.66	0.99	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	142	142	0.01	< 0.005	—	142
Demolition	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.6	20.6	< 0.005	< 0.005	—	20.6
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.41	3.41	< 0.005	< 0.005	—	3.42

Demoliti	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.4	21.4	< 0.005	< 0.005	0.08	21.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	134	134	0.01	0.02	0.29	141
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.91	2.91	< 0.005	< 0.005	0.01	2.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	19.4	19.4	< 0.005	< 0.005	0.02	20.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.48	0.48	< 0.005	< 0.005	< 0.005	0.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.22	3.22	< 0.005	< 0.005	< 0.005	3.38

3.3. Site Preparation (2025) - Unmitigated

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

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

Off-Road	0.42	0.37	4.70	7.44	0.01	0.19	—	0.19	0.18	—	0.18	—	1,083	1,083	0.04	0.01	—	1,087
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.70	1.10	< 0.005	0.03	—	0.03	0.03	—	0.03	—	160	160	0.01	< 0.005	—	161
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.13	0.20	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	26.5	26.5	< 0.005	< 0.005	—	26.6
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.72	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	150	150	< 0.005	0.01	0.59	152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.04	21.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.44	3.44	< 0.005	< 0.005	0.01	3.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.37	4.70	7.44	0.01	0.19	—	0.19	0.18	—	0.18	—	1,083	1,083	0.04	0.01	—	1,087

Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.70	1.10	< 0.005	0.03	—	0.03	0.03	—	0.03	—	160	160	0.01	< 0.005	—	161
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.13	0.20	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	26.5	26.5	< 0.005	< 0.005	—	26.6
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.72	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	150	150	< 0.005	0.01	0.59	152

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.04	21.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.44	3.44	< 0.005	< 0.005	0.01	3.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Groundwater Dewatering (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	0.39	3.20	5.69	0.01	0.18	—	0.18	0.16	—	0.16	—	859	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	0.39	3.20	5.69	0.01	0.18	—	0.18	0.16	—	0.16	—	859	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.90	1.60	< 0.005	0.05	—	0.05	0.05	—	0.05	—	242	242	0.01	< 0.005	—	243
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.1	40.1	< 0.005	< 0.005	—	40.3
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.9	42.9	< 0.005	< 0.005	0.17	43.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	39.7	39.7	< 0.005	< 0.005	< 0.005	40.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.87	1.87	< 0.005	< 0.005	< 0.005	1.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Groundwater Dewatering (2025) - Mitigated

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

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

Off-Road Equipm	0.46	0.39	3.20	5.69	0.01	0.18	—	0.18	0.16	—	0.16	—	859	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	0.39	3.20	5.69	0.01	0.18	—	0.18	0.16	—	0.16	—	859	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.90	1.60	< 0.005	0.05	—	0.05	0.05	—	0.05	—	242	242	0.01	< 0.005	—	243
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.16	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.1	40.1	< 0.005	< 0.005	—	40.3
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.9	42.9	< 0.005	< 0.005	0.17	43.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	39.7	39.7	< 0.005	< 0.005	< 0.005	40.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.87	1.87	< 0.005	< 0.005	< 0.005	1.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.37	4.70	7.44	0.01	0.19	—	0.19	0.18	—	0.18	—	1,083	1,083	0.04	0.01	—	1,087
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.68	1.08	< 0.005	0.03	—	0.03	0.03	—	0.03	—	157	157	0.01	< 0.005	—	158
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.12	0.20	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.61	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	139	139	< 0.005	0.01	0.02	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	0.02	1.43	0.67	0.01	0.02	0.28	0.30	0.01	0.08	0.09	—	1,087	1,087	0.09	0.17	0.06	1,140
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.4	20.4	< 0.005	< 0.005	0.04	20.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.20	0.10	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	158	158	0.01	0.02	0.15	166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.38	3.38	< 0.005	< 0.005	0.01	3.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.1	26.1	< 0.005	< 0.005	0.02	27.4

3.8. Grading (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.37	4.70	7.44	0.01	0.19	—	0.19	0.18	—	0.18	—	1,083	1,083	0.04	0.01	—	1,087
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.68	1.08	< 0.005	0.03	—	0.03	0.03	—	0.03	—	157	157	0.01	< 0.005	—	158
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.20	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.61	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	139	139	< 0.005	0.01	0.02	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	0.02	1.43	0.67	0.01	0.02	0.28	0.30	0.01	0.08	0.09	—	1,087	1,087	0.09	0.17	0.06	1,140
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.4	20.4	< 0.005	< 0.005	0.04	20.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.20	0.10	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	158	158	0.01	0.02	0.15	166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.38	3.38	< 0.005	< 0.005	0.01	3.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.1	26.1	< 0.005	< 0.005	0.02	27.4

3.9. Building Construction (2025) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	0.67	6.03	6.43	0.01	0.20	—	0.20	0.18	—	0.18	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.89	< 0.005	0.03	—	0.03	0.02	—	0.02	—	131	131	0.01	< 0.005	—	132
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.8	21.8	< 0.005	< 0.005	—	21.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	0.87	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.02	201
Vendor	0.01	< 0.005	0.18	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	0.01	137

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.8	27.8	< 0.005	< 0.005	0.05	28.2
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	18.2	18.2	< 0.005	< 0.005	0.02	19.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.60	4.60	< 0.005	< 0.005	0.01	4.66
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.01	3.01	< 0.005	< 0.005	< 0.005	3.15
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	0.67	6.03	6.43	0.01	0.20	—	0.20	0.18	—	0.18	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.89	< 0.005	0.03	—	0.03	0.02	—	0.02	—	131	131	0.01	< 0.005	—	132

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.8	21.8	< 0.005	< 0.005	—	21.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	0.87	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.02	201
Vendor	0.01	< 0.005	0.18	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	0.01	137
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.8	27.8	< 0.005	< 0.005	0.05	28.2
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	18.2	18.2	< 0.005	< 0.005	0.02	19.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.60	4.60	< 0.005	< 0.005	0.01	4.66
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.01	3.01	< 0.005	< 0.005	< 0.005	3.15
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2026) - Unmitigated

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

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

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.65	5.94	6.40	0.01	0.18	—	0.18	0.17	—	0.17	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.65	5.94	6.40	0.01	0.18	—	0.18	0.17	—	0.17	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.55	5.09	5.48	0.01	0.16	—	0.16	0.14	—	0.14	—	813	813	0.03	0.01	—	816
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.93	1.00	< 0.005	0.03	—	0.03	0.03	—	0.03	—	135	135	0.01	< 0.005	—	135
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.95	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	210	210	< 0.005	0.01	0.77	213
Vendor	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.31	135
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	0.81	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	194	194	< 0.005	0.01	0.02	197
Vendor	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.01	135
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.69	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	169	169	< 0.005	0.01	0.28	171
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	0.01	0.02	0.12	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.9	27.9	< 0.005	< 0.005	0.05	28.3
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18.3	18.3	< 0.005	< 0.005	0.02	19.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2026) - Mitigated

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

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

Off-Road Equipm	0.78	0.65	5.94	6.40	0.01	0.18	—	0.18	0.17	—	0.17	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.65	5.94	6.40	0.01	0.18	—	0.18	0.17	—	0.17	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.55	5.09	5.48	0.01	0.16	—	0.16	0.14	—	0.14	—	813	813	0.03	0.01	—	816
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.93	1.00	< 0.005	0.03	—	0.03	0.03	—	0.03	—	135	135	0.01	< 0.005	—	135
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.95	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	210	210	< 0.005	0.01	0.77	213
Vendor	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.31	135
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	0.81	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	194	194	< 0.005	0.01	0.02	197
Vendor	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.01	135
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.69	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	169	169	< 0.005	0.01	0.28	171
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	0.01	0.02	0.12	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.9	27.9	< 0.005	< 0.005	0.05	28.3
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18.3	18.3	< 0.005	< 0.005	0.02	19.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.86	6.37	0.01	0.17	—	0.17	0.16	—	0.16	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.83	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.1	22.1	< 0.005	< 0.005	—	22.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.76	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	191	191	< 0.005	0.01	0.02	193
Vendor	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	132
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.2	27.2	< 0.005	< 0.005	0.04	27.6
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.8	17.8	< 0.005	< 0.005	0.02	18.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.50	4.50	< 0.005	< 0.005	0.01	4.57
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.95	2.95	< 0.005	< 0.005	< 0.005	3.09
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Building Construction (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.86	6.37	0.01	0.17	—	0.17	0.16	—	0.16	—	948	948	0.04	0.01	—	952
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.83	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.1	22.1	< 0.005	< 0.005	—	22.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.76	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	191	191	< 0.005	0.01	0.02	193
Vendor	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	132
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.2	27.2	< 0.005	< 0.005	0.04	27.6
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17.8	17.8	< 0.005	< 0.005	0.02	18.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.50	4.50	< 0.005	< 0.005	0.01	4.57
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.95	2.95	< 0.005	< 0.005	< 0.005	3.09
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.05	0.41	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01	—	56.3	56.3	< 0.005	< 0.005	—	56.5

Architectural Coating	8.65	8.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.2	12.2	< 0.005	< 0.005	—	12.2
Architectural Coatings	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.01	2.01	< 0.005	< 0.005	—	2.02
Architectural Coatings	0.34	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.9	38.9	< 0.005	< 0.005	< 0.005	39.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.50	8.50	< 0.005	< 0.005	0.01	8.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.41	1.41	< 0.005	< 0.005	< 0.005	1.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.05	0.41	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01	—	56.3	56.3	< 0.005	< 0.005	—	56.5
Architectural Coatings	8.65	8.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.01	0.01	0.09	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.2	12.2	< 0.005	< 0.005	—	12.2
Architectural Coatings	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.01	2.01	< 0.005	< 0.005	—	2.02
Architectural Coatings	0.34	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.9	38.9	< 0.005	< 0.005	< 0.005	39.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.50	8.50	< 0.005	< 0.005	0.01	8.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.41	1.41	< 0.005	< 0.005	< 0.005	1.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Architectural Coating (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.05	0.41	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01	—	56.3	56.3	< 0.005	< 0.005	—	56.5
Architectural Coatings	8.65	8.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.53	0.53	< 0.005	< 0.005	—	0.53
Architectural Coatings	0.08	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	—	0.09
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.2	38.2	< 0.005	< 0.005	< 0.005	38.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Architectural Coating (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.05	0.41	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01	—	56.3	56.3	< 0.005	< 0.005	—	56.5
Architectural Coatings	8.65	8.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.53	0.53	< 0.005	< 0.005	—	0.53
Architectural Coatings	0.08	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	—	0.09
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.2	38.2	< 0.005	< 0.005	< 0.005	38.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Trenching/Utilities (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.25	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05	—	207	207	0.01	< 0.005	—	208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.25	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05	—	207	207	0.01	< 0.005	—	208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.36	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.4	59.4	< 0.005	< 0.005	—	59.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.84	9.84	< 0.005	< 0.005	—	9.87
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.0	21.0	< 0.005	< 0.005	0.08	21.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.5	19.5	< 0.005	< 0.005	< 0.005	19.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.64	5.64	< 0.005	< 0.005	0.01	5.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.93	0.93	< 0.005	< 0.005	< 0.005	0.95
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.20. Trenching/Utilities (2026) - Mitigated

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

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

Off-Road Equipm	0.21	0.18	1.25	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05	—	207	207	0.01	< 0.005	—	208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.25	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05	—	207	207	0.01	< 0.005	—	208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.36	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.4	59.4	< 0.005	< 0.005	—	59.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.84	9.84	< 0.005	< 0.005	—	9.87
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.0	21.0	< 0.005	< 0.005	0.08	21.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.5	19.5	< 0.005	< 0.005	< 0.005	19.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.64	5.64	< 0.005	< 0.005	0.01	5.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.93	0.93	< 0.005	< 0.005	< 0.005	0.95
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.21. Trenching/Utilities (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.16	1.22	1.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	207	207	0.01	< 0.005	—	208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.95	1.95	< 0.005	< 0.005	—	1.96
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.32	0.32	< 0.005	< 0.005	—	0.32
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.1	19.1	< 0.005	< 0.005	< 0.005	19.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.22. Trenching/Utilities (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.16	1.22	1.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	207	207	0.01	< 0.005	—	208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.95	1.95	< 0.005	< 0.005	—	1.96
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.32	0.32	< 0.005	< 0.005	—	0.32
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.1	19.1	< 0.005	< 0.005	< 0.005	19.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.49	0.46	0.30	3.48	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	859	859	0.04	0.03	2.77	873

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.49	0.46	0.30	3.48	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	859	859	0.04	0.03	2.77	873
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.47	0.44	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	808	808	0.04	0.04	0.07	820
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.47	0.44	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	808	808	0.04	0.04	0.07	820
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.08	0.08	0.06	0.55	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	—	128	128	0.01	0.01	0.19	130
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.08	0.06	0.55	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	—	128	128	0.01	0.01	0.19	130

4.1.2. Mitigated

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

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

Apartme Mid Rise	0.49	0.46	0.30	3.48	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	859	859	0.04	0.03	2.77	873
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.49	0.46	0.30	3.48	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	859	859	0.04	0.03	2.77	873
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.47	0.44	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	808	808	0.04	0.04	0.07	820
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.47	0.44	0.36	3.30	0.01	0.01	0.81	0.81	< 0.005	0.20	0.21	—	808	808	0.04	0.04	0.07	820
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.08	0.08	0.06	0.55	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	—	128	128	0.01	0.01	0.19	130
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.08	0.06	0.55	< 0.005	< 0.005	0.14	0.14	< 0.005	0.03	0.04	—	128	128	0.01	0.01	0.19	130

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	93.8	93.8	0.02	< 0.005	—	94.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	23.6	23.6	< 0.005	< 0.005	—	23.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.02	< 0.005	—	119
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	93.8	93.8	0.02	< 0.005	—	94.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	23.6	23.6	< 0.005	< 0.005	—	23.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.02	< 0.005	—	119
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	15.5	15.5	< 0.005	< 0.005	—	15.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	3.91	3.91	< 0.005	< 0.005	—	3.95
Total	—	—	—	—	—	—	—	—	—	—	—	—	19.4	19.4	< 0.005	< 0.005	—	19.6

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	93.8	93.8	0.02	< 0.005	—	94.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	23.6	23.6	< 0.005	< 0.005	—	23.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.02	< 0.005	—	119
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	93.8	93.8	0.02	< 0.005	—	94.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	23.6	23.6	< 0.005	< 0.005	—	23.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.02	< 0.005	—	119
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	15.5	15.5	< 0.005	< 0.005	—	15.7

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	3.91	3.91	< 0.005	< 0.005	—	3.95
Total	—	—	—	—	—	—	—	—	—	—	—	—	19.4	19.4	< 0.005	< 0.005	—	19.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	1.04	1.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.19	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.24	0.22	0.02	2.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.30	6.30	< 0.005	< 0.005	—	6.32
Total	1.47	1.45	0.02	2.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.30	6.30	< 0.005	< 0.005	—	6.32

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	1.04	1.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.19	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.23	1.23	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.19	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.02	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.52
Total	0.25	0.24	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.51	0.51	< 0.005	< 0.005	—	0.52

4.3.2. Mitigated

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

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

Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	1.04	1.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.19	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.24	0.22	0.02	2.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.30	6.30	< 0.005	< 0.005	—	6.32
Total	1.47	1.45	0.02	2.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.30	6.30	< 0.005	< 0.005	—	6.32
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	1.04	1.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.19	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.23	1.23	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.19	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.02	0.02	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.52
Total	0.25	0.24	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.51	0.51	< 0.005	< 0.005	—	0.52

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartment Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.36	0.67	1.03	< 0.005	< 0.005	—	1.30
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.36	0.67	1.03	< 0.005	< 0.005	—	1.30

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	2.17	4.04	6.21	0.01	< 0.005	—	7.85
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.36	0.67	1.03	< 0.005	< 0.005	—	1.30
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.36	0.67	1.03	< 0.005	< 0.005	—	1.30

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.54	0.00	1.54	0.15	0.00	—	5.40
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.54	0.00	1.54	0.15	0.00	—	5.40

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.33	0.00	9.33	0.93	0.00	—	32.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.54	0.00	1.54	0.15	0.00	—	5.40
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.54	0.00	1.54	0.15	0.00	—	5.40

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/1/2025	7/1/2025	6.00	53.0	—
Site Preparation	Site Preparation	7/1/2025	9/1/2025	6.00	54.0	—

Groundwater Dewatering	Site Preparation	8/4/2025	12/1/2025	6.00	103	—
Grading	Grading	10/1/2025	12/1/2025	6.00	53.0	—
Building Construction	Building Construction	11/3/2025	3/1/2027	6.00	415	—
Architectural Coating	Architectural Coating	10/1/2026	1/4/2027	6.00	82.0	—
Trenching/Utilities	Trenching	9/1/2026	1/4/2027	6.00	108	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Site Preparation	Bore/Drill Rigs	Diesel	Tier 3	1.00	8.00	83.0	0.50
Site Preparation	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Site Preparation	Cranes	Electric	Average	1.00	8.00	367	0.29
Site Preparation	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Site Preparation	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20
Groundwater Dewatering	Graders	Diesel	Average	1.00	8.00	148	0.41
Groundwater Dewatering	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Tier 3	1.00	8.00	83.0	0.50
Grading	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Grading	Cranes	Electric	Average	1.00	8.00	367	0.29
Grading	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Grading	Rollers	Diesel	Average	1.00	8.00	36.0	0.38

Grading	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20
Building Construction	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31
Building Construction	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Building Construction	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Building Construction	Cranes	Electric	Average	1.00	8.00	367	0.29
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30
Building Construction	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Building Construction	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Architectural Coating	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Trenching/Utilities	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Site Preparation	Bore/Drill Rigs	Diesel	Tier 3	1.00	8.00	83.0	0.50
Site Preparation	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Site Preparation	Cranes	Electric	Average	1.00	8.00	367	0.29
Site Preparation	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Site Preparation	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20
Groundwater Dewatering	Graders	Diesel	Average	1.00	8.00	148	0.41
Groundwater Dewatering	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37

Grading	Tractors/Loaders/Back	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Tier 3	1.00	8.00	83.0	0.50
Grading	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Grading	Cranes	Electric	Average	1.00	8.00	367	0.29
Grading	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Grading	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20
Building Construction	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31
Building Construction	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Building Construction	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Building Construction	Cranes	Electric	Average	1.00	8.00	367	0.29
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30
Building Construction	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Building Construction	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Architectural Coating	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Trenching/Utilities	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	2.50	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	1.87	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	15.2	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	25.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	4.87	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.99	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Groundwater Dewatering	—	—	—	—
Groundwater Dewatering	Worker	5.00	11.7	LDA,LDT1,LDT2
Groundwater Dewatering	Vendor	—	8.40	HHDT,MHDT
Groundwater Dewatering	Hauling	0.00	20.0	HHDT
Groundwater Dewatering	Onsite truck	—	—	HHDT
Trenching/Utilities	—	—	—	—
Trenching/Utilities	Worker	2.50	11.7	LDA,LDT1,LDT2
Trenching/Utilities	Vendor	—	8.40	HHDT,MHDT

Trenching/Utilities	Hauling	0.00	20.0	HHDT
Trenching/Utilities	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	2.50	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	1.87	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	15.2	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	25.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	4.87	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.99	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Groundwater Dewatering	—	—	—	—
Groundwater Dewatering	Worker	5.00	11.7	LDA,LDT1,LDT2
Groundwater Dewatering	Vendor	—	8.40	HHDT,MHDT
Groundwater Dewatering	Hauling	0.00	20.0	HHDT
Groundwater Dewatering	Onsite truck	—	—	HHDT
Trenching/Utilities	—	—	—	—
Trenching/Utilities	Worker	2.50	11.7	LDA,LDT1,LDT2
Trenching/Utilities	Vendor	—	8.40	HHDT,MHDT
Trenching/Utilities	Hauling	0.00	20.0	HHDT
Trenching/Utilities	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	114,765	38,255	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	8,578	—

Site Preparation	—	—	0.00	0.00	—
Groundwater Dewatering	—	—	51.5	0.00	—
Grading	—	6,425	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	1,905	204	0.03	< 0.005
2026	635	204	0.03	< 0.005
2027	635	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	152	137	115	52,852	1,144	1,032	860	396,792
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	152	137	115	52,852	1,144	1,032	860	396,792
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0

Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
114764.84999999999	38,255	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	167,767	204	0.0330	0.0040	0.00
Enclosed Parking with Elevator	42,267	204	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	167,767	204	0.0330	0.0040	0.00
Enclosed Parking with Elevator	42,267	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,015,459	133,130
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,015,459	133,130
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)

Apartments Mid Rise	17.3	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	17.3	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.7	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.55	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	13.6
AQ-PM	18.9
AQ-DPM	90.6
Drinking Water	61.9
Lead Risk Housing	20.4
Pesticides	0.00
Toxic Releases	27.4
Traffic	91.4
Effect Indicators	—
CleanUp Sites	96.9
Groundwater	97.9

Haz Waste Facilities/Generators	85.9
Impaired Water Bodies	43.8
Solid Waste	0.00
Sensitive Population	—
Asthma	8.97
Cardio-vascular	19.1
Low Birth Weights	98.7
Socioeconomic Factor Indicators	—
Education	54.6
Housing	34.2
Linguistic	47.7
Poverty	29.5
Unemployment	1.15

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	74.60541512
Employed	96.34287181
Median HI	91.03041191
Education	—
Bachelor's or higher	86.75734634
High school enrollment	100
Preschool enrollment	61.50391377
Transportation	—
Auto Access	48.80020531
Active commuting	87.00115488

Social	—
2-parent households	98.17785192
Voting	89.61888875
Neighborhood	—
Alcohol availability	11.95945079
Park access	8.392146798
Retail density	95.54728603
Supermarket access	79.71256256
Tree canopy	74.48992686
Housing	—
Homeownership	36.99473887
Housing habitability	66.54690107
Low-inc homeowner severe housing cost burden	32.54202489
Low-inc renter severe housing cost burden	77.7235981
Uncrowded housing	83.16437829
Health Outcomes	—
Insured adults	64.22430386
Arthritis	95.4
Asthma ER Admissions	90.2
High Blood Pressure	94.6
Cancer (excluding skin)	71.8
Asthma	86.2
Coronary Heart Disease	95.4
Chronic Obstructive Pulmonary Disease	95.5
Diagnosed Diabetes	94.5
Life Expectancy at Birth	99.3
Cognitively Disabled	99.3
Physically Disabled	96.1

Heart Attack ER Admissions	66.9
Mental Health Not Good	84.7
Chronic Kidney Disease	93.4
Obesity	81.6
Pedestrian Injuries	19.6
Physical Health Not Good	93.9
Stroke	95.7
Health Risk Behaviors	—
Binge Drinking	25.3
Current Smoker	85.1
No Leisure Time for Physical Activity	87.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	42.3
Children	37.8
Elderly	95.7
English Speaking	74.6
Foreign-born	68.8
Outdoor Workers	68.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	19.4
Traffic Density	83.8
Traffic Access	74.6
Other Indices	—
Hardship	2.7
Other Decision Support	—
2016 Voting	88.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	45.0
Healthy Places Index Score for Project Location (b)	93.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Based on applicant provided information. Population based on pph of 2.49.
Construction: Construction Phases	Based on applicant provided schedule from May 2025 to March 2027. 6 day work week.
Construction: Off-Road Equipment	Based on applicant provided equipment list. Groundwater dewatering and trenching based on CalEEMod defaults.
Construction: Architectural Coatings	BAAQMD Regulation 8 Rule 3, Nonflat coating
Operations: Hearths	No wood fireplaces
Operations: Architectural Coatings	BAAQMD Regulation 8 Rule 3, Nonflat coating
Operations: Energy Use	All-electric development, no natural gas
Operations: Water and Waste Water	WTP 100% aerobic

Appendix B

Cultural Resources Assessment

Rincon Consultants, Inc.
449 15th Street, Suite 303
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510-834-4455

March 13, 2024
Project No: 23-15359

Emily Kallas, AICP, Planner
City of Palo Alto
250 Hamilton Avenue
Palo Alto, California 94301
Via email: emily.kallas@cityofpaloalto.org

Subject: Cultural Resources Assessment for the 824 San Antonio Road Senior Living Project, Palo Alto, Santa Clara County, California

Dear Ms. Kallas:

The City of Palo Alto retained Rincon Consultants, Inc. (Rincon) to prepare a cultural resources assessment in support of the 824 San Antonio Road Senior Living Project (project) in Palo Alto, Santa Clara County, California. The project involves demolition of an existing commercial building developed in 1986 and construction of a new senior living facility. This cultural resources assessment complies with the California Environmental Quality Act (CEQA) and is consistent with Mitigation Measure CUL-1 of the *Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project Environmental Impacts Report (EIR) (#SCH 2019090070)* prepared in 2020 (Palo Alto, City of 2020a). The City of Palo Alto is the lead agency under CEQA.

This cultural resources assessment summarizes the methods and results of a California Historical Resources Information System (CHRIS) records search through the Northwest Information Center (NWIC), a Sacred Lands File (SLF) search through the California Native American Heritage Commission (NAHC), background and archival research, and a geoarchaeological sensitivity analysis. A field survey was not conducted as the project site consists of one building of less than 45 years of age, a parking lot and discrete areas of landscaping. Approximately 90 percent of the project site is developed, with limited aboveground landscaped areas in the western and eastern portions of the project site.

Project Site and Description

The project site is located at 824 San Antonio Road (Accessor Parcel Number [APN] 147-03-040) in the city of Palo Alto, Santa Clara County, California (Attachment 1: Figure 1). Specifically, the proposed project encompasses portions of Section 8 of Township 6 South, Range 2 West on the *Mountain View*, *California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The project site encompasses the entire 0.45-acres (19,412 square feet) of APN 147-03-040 and is surrounded by commercial development along the San Antonio Road commercial corridor (Attachment 1: Figure 2). The site is currently developed with one commercial/office building that was constructed in 1986, with a paved parking in the rear of the structure (Santa Clara, County of 2024).

The project would include demolition of the existing two-story building and construction of a four-story private residential senior living care facility. The facility would include approximately 28 total dwelling units as well as resident common space amenities on each floor, underground parking, and ground-floor commercial space. The underground parking garage would extend below a majority of the project site.

The project would include removal of 15 of the 17 trees located within landscaped areas on site. Six trees would be planted as part of the proposed project. Stormwater treatment on site would include landscaped areas to limit stormwater runoff and drought-tolerant planting and flow-through planters. The project would also include a bioretention area along the northeastern border of the site.

Construction would occur over approximately 22 months and would include demolition, site preparation, grading/excavation, building construction, interior/architectural coating, groundwater dewatering, and trenching/utilities. Grading and site preparation would occur over most of the project site, and approximately 6,500 cubic yards of soil would be excavated, of which approximately 50 cubic yards would be used as fill and 6,425 cubic yards would be exported. Excavations would extend to a maximum depth of approximately 15 feet below the existing ground surface.

Methods

California Historical Resources Information System Records Search

On January 25, 2024, Rincon submitted a CHRIS records search request to the NWIC. The NWIC is the official state repository for cultural resources records and reports for Santa Clara County. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius. Rincon also reviewed the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Landmarks list, and the Built Environment Resources Directory, as well as its predecessor the California State Historic Property Data File and the Archaeological Determination of Eligibility list. Additionally, Rincon reviewed the City of Palo Alto Master List of Structures on the Historic Inventory.

Sacred Lands File Search

Rincon contacted the NAHC on January 26, 2024, to request a search of the SLF as well as a contact list of Native Americans culturally affiliated with the vicinity of the project site.

Background and Archival Research

Rincon completed background and archival research in support of this assessment in February 2024, to ascertain a development history of the project site and its vicinity and to assess the likelihood for the project site to contain subsurface archaeological deposits. The following sources were utilized to develop an understanding of the project site and its context:

- *1889 Official Map of the County of Santa Clara* (Herrmann Bros. 1890)
- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder
- Historical aerial photographs accessed via Nationwide Environmental Title Research (NETR) Online
- Historical USGS topographic maps
- Sanborn Fire Insurance Company Information and City of Palo Alto Directories obtained from the report *Phase I Environmental Site Assessment of the Property Located at 824 San Antonio Road, Palo Alto, CA 94303. (*Environmental Managers & Auditors, Inc 2024*)*

- County of Santa Clara Department of Planning and Development Interactive Map (Santa Clara, County of 2024)
- *Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project, Draft Environmental Impact Report SCH#2019090070 (City of Palo Alto 2020).*
- *Geotechnical Investigation Senior Living Facility, 824 San Antonio Road, Palo Alto, California 94303 (Romig Engineers, Inc. 2022)*

Findings

California Historical Resources Information System Records Search

On February 13, 2024, Rincon received CHRIS records search results (File No. 23-1034) from the NWIC (Attachment 2).

Previous Cultural Resources Studies

The CHRIS records search results identified one study (S-041536) overlapping the project site and 17 cultural resources studies within 0.5-mile of the project site (Attachment 2). Approximately 75 percent of the project site has been studied. Study S-041536 is summarized below.

S-041536

In 2001, Michael Corbett and Denise Bradley of Dames and Moore, conducted study S-041536, *Field Survey Report, Palo Alto Historical Survey update, August 1997-August 2000.* The study included a historical overview of Palo Alto's built environment, and a multiyear effort to survey, record, and evaluate properties that appeared eligible for the NRHP within the city of Palo Alto. The study evaluated 291 properties for eligibility, of which 165 appeared eligible and 126 were ineligible (Corbett and Bradley 2001). No historical resources were identified within the project site.

Previously Recorded Cultural Resources

The CHRIS records search results identified one cultural resource (P-43-000441) that has been previously recorded within the 0.5-mile search radius of the project site and is described in further detail below. No cultural resources were identified within or immediately adjacent to the project site.

P-43-000441 / CA-SCI-439

Resource P-43-000441 is a pre-contact archaeological resource that was first recorded by Desgrandchamp and Sutton in 1978. The resource was originally recorded as a highly disturbed dark friable soil containing marine shellfish remains along the ramp of U.S. 101 at Rengstorff Avenue, approximately 2,200 feet east of the current project site (Desgrandchamp and Sutton 1978. No determination could be made of the resources horizontal and vertical extent and whether it was intact. Fill and redeposited soils were noted in abundance within the area due to past development. A site record update in 2007 includes a map of three loci as part of the site and notes that no shell was relocated (Darcengelo 2007). An Extended Phase 1 testing program was conducted in 2008, which consisted of three trenches and two shovel test units within the southern locus (Whitaker 2008). The trenches were approximately 10 feet long, 3.3 feet wide, and 6.5 to 10 feet deep. The shovel test units were 3.3 feet long, 1.6 feet wide, and excavated to a depth of 8 inches below fill soils. The investigation did not identify any archaeological materials

and it was determined that no archaeological deposits existed within that particular locus. Testing of the other two loci was not completed. The site has not been subject to formal evaluation.

Sacred Land File Search

On February 12, 2024, the NAHC responded to Rincon's SLF request, stating that the results of the SLF search were negative, meaning no sacred lands were identified within the vicinity of the project site. Attachment 3 provides documentation of the NAHC's response and a Tribal contacts list. Rincon assumes that outreach to Native American tribes will be conducted by the City of Palo Alto as the CEQA lead agency.

Background and Archival Research

According to the Santa Clara County Planning Office the current building within the project site was constructed in 1986 (Santa Clara, County of 2024).

Aerial Imagery and Historical Topographic Maps Review

Historical maps including the 1889 *Official Map of the County of Santa Clara, California* and the USGS topographic map from 1899 depict the project site as undeveloped land, with East Charleston Road to the north in its current alignment and San Antonio Creek to the west, now Adobe Creek, also in its current alignment (Herrmann Bros. 1890; USGS 1899). No Native American villages are recorded in the area on these maps, nor in a map of Costanoan (Ohlone) villages of the south bay (Kroeber 1925). Aerial imagery from 1930 depicts residential and commercial buildings within the direct vicinity of the project site. This includes what appears to be two agricultural buildings, likely animal housing, bisecting the western half of the project site including the location of the current structure (UCSB 1930). By this time the current alignment of San Antonio Road (west of the project site) and Leghorn Street (south of the project site) had been established (UCSB 1930). Historic aerials and topographic maps indicate that by 1948, the agricultural buildings were removed and replaced by a singular structure that by 1956 is identified as a "gunsmith" (NETROnline 2024; USGS 1948; Environmental Managers & Auditors, Inc. 2024). The Sanborn Fire Insurance Map from 1978 depicts the same structure which is no longer labelled (Environmental Managers & Auditors, Inc. 2024). No major development takes place within the project site until 1987 when the singular structure is replaced by the current building with the addition of landscaping and paved parking areas (NETROnline 2024).

The Sanborn Fire Insurance maps did not indicate the presence of a privy within the project site. Additionally, background research indicates that the collection of municipal waste/garbage for the city of Palo Alto began in 1914, prior to any previously identified development within the project site (City of Palo Alto 2024).

Geotechnical Report Review

A geotechnical report prepared for the project site documents the methods and results of two 8-inch augur borings (Romig Engineers, Inc. 2022). The report identifies that the project site is underlain by Holocene-age basin deposits that are generally expected to consist of firm to stiff, fine silty clay to clay with interbeds of dense sand. As part of the investigation, two borings were augured. The first boring was placed in the northeast corner of the project site, within the rear parking lot, and the second was placed in the southwest corner of the project site, within the front parking lot. The first boring encountered approximately 7 feet of hard, sandy clay, underlain by 10 feet of dense clayey sand. The second boring encountered approximately 8 feet of hard, sandy

clay, underlain by 9.5 feet of hard, sandy clay and clay. No potential cultural resources were noted within the borings.

Geoarchaeological Review

Soil mapping indicates that 70 percent of the project site consists of Urban Land soils, or non-native soils associated with urban development (USDA 2024). The remaining soils series, include 25 percent of Hangerone, two percent Clear Lake and Bayshore Series, and one percent Embarcadero Series. None of these soils, with the exception of the Bayshore Series, has the potential to contain buried A Horizon soils (USDA 2009, 2015, 2018a, 2018b). A Horizon soils generally date to the Holocene which spans the period of human occupation in the region.

The project site is in proximity to a freshwater source (Adobe Creek, formerly San Antonio Creek) with underlying Holocene-aged basin soils, which are typically located at the edge of alluvial fans (Brabb et al. 2000). Due to the episodic sedimentation of alluvial deposits, the sudden burial of artifacts is possible. However, the majority of soils within the vicinity of the project site do not contain buried A Horizon soils that would contain subsurface archaeological resources. The intense development of the area coupled with the general scarcity of previously identified subsurface cultural resources indicates that the project site has a low sensitivity for encountering subsurface archaeological resources.

Impacts Assessment

The impact analysis included here is organized based on the cultural resources thresholds included in CEQA Guidelines Appendix G: Environmental Checklist Form:

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Threshold A broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, we have chosen to limit analysis under Threshold A to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold B.

Historical Built Environment Resources (Threshold A)

The current assessment did not identify any historic-period built environmental resources within the project site. As detailed above, the current building within the project site was constructed in 1986 and therefore does not meet the minimum age threshold (45 year) to trigger a historical evaluation in accordance with California Office of Historic Preservation (OHP) guidance (OHP 1995). Therefore, the project site contains no historical resources as defined by CEQA Section 15064.5(a) and the proposed project would not result in the substantial adverse change to the significance of a historical resource. Rincon recommends a finding of ***no impact to historical resources*** pursuant to CEQA.

Historical and Unique Archaeological Resources (Threshold B)

This assessment did not identify any previously recorded archaeological resources during the records search and the results of the SLF search were negative. While proximity to freshwater sources and underlying Holocene-aged soils dating to the period of human occupation increase archaeological sensitivity, the majority of soils recorded in the general vicinity consist of non-native Urban Land or other soils lacking buried A Horizon soils. Development within the project site dates to at least 1930, subsequent to the establishment of municipal waste removal. Substantial development has taken place within the project site since 1930 and only one archaeological resource has previously been identified within 0.5-miles of the project site. As such, the likelihood of encountering subsurface archaeological deposits such as pre-contact middens, flaked stone debitage, or burials and historic-period archaeological deposits such as refuse or privy deposits, is unlikely within the project site. Sanborn Fire Insurance Maps identify multiple buildings within the footprint and general vicinity of the current building. Any building remnants of those buildings were likely destroyed with the construction of the current building. The background and archival research, in addition to the past development and associated ground disturbances of the project site, suggest the project site has a low sensitivity for the presence of intact subsurface archaeological deposits. Therefore, there is no potential to impact subsurface archaeological resources. With adherence to established mitigation measures from Rincon recommends a finding of no impact to archaeological resources that may qualify as historical resources or unique archaeological resources pursuant to CEQA.

Nonetheless, the project still has the potential to uncover unanticipated discoveries during construction activities. However, Rincon with required implementation of mitigation measures CR-1 and CR-2 from the 2020 Initial Study of the EIR (Palo Alto, City of 2020b), outlined below, Rincon recommends a finding of ***less than significant*** under CEQA.

CR-1 **Worker's Environmental Awareness Program (WEAP).** For all development subject to the proposed HIP expansion, a qualified archaeologist shall be retained who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology to conduct WEAP training for archaeological sensitivity for all construction personnel prior to the commencement of ground disturbing activities. Archaeological sensitivity training should include a description of the types of cultural resources that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

CR-2 Unanticipated Discovery of Cultural Resources. For all development subject to the proposed HIP expansion, in the event that archaeological resources are unearthed during project construction, all earth-disturbing work near the find must be temporarily suspended or redirected until an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (NPS 1983) has evaluated the nature and significance of the find. If the discovery proves to be significant under CEQA, additional work, such as preservation in place or archaeological data recovery, shall occur as required by the archeologist in coordination with City staff and descendants and/or stakeholder groups, as warranted. Once the resource has been properly treated or protected, work in the area may resume. A Native American representative shall be retained to monitor mitigation work associated with Native American cultural material.

Human Remains (Threshold C)

No human remains are known to be present within the project site. However, the discovery of human remains is a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, Rincon recommends a finding of ***less than significant impact to human remains*** under CEQA.

Should you have any questions concerning this study, please do not hesitate to contact the undersigned at 916-306-7106 or hbind@rinconconsultants.com.

Sincerely,
Rincon Consultants, Inc.

Lucas Nichols, BA
Archaeologist/Assistant Project Manager

Andrea Ogaz, MA, RPA
Archaeologist/Project Manager

Heather Blind, MA, RPA
Senior Archaeologist/Program Manager

Margo Nayyar, MA
Principal – Cultural Resources

Attachments

Attachment 1 Figures
Attachment 2 California Historical Resources Information System Records Search Results
Attachment 3 Sacred Lands File Search Results

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1983 *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*. Electronic document. Accessed January 2024. https://www.nps.gov/articles/sec-standards-prof-quals.htm.

OHP (Office of Historic Preservation)

1995 "Instructions for Recording Historical Resources." Electronic document. Accessed February 2024. https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf.

Palo Alto, City of

2020a *Housing Incentive Program Expansion and 788 San Antonio Road Mixed-Use Project. Draft Environmental Impact Report SCH#2019090070*. Prepared with the assistance of Rincon Consultants, Inc. Access February 2024. https://www.cityofpaloalto.org/files/assets/public/v/1/planning-amp-development-services/new-development-projects/788-san-antonio-road/hip-expansion-and-788-san-antonio-road-project-draft-eir.pdf.

2020b *Initial Study Housing Incentive Program Expansion and 788 San Antonio Road Mixe-Use Project.* Prepared with the assistance of Rincon Consultants, Inc. Access March 2024. On file with the City of Palo Alto.

2024 "History of Waste and The Baylands." Electronic resource. Accessed March 2024. https://www.cityofpaloalto.org/Departments/Public-Works/Zero-Waste/About-Us/History-Of-Waste-And-The-Baylands.

Romig Engineers, Inc.

2022 Geotechnical Investigation Senior Living Facility, 824 San Antonio Road, Palo Alto, California 94303. On file with the City of Palo Alto.

Santa Clara, County of

2024 Department of Planning and Development, Interactive Property Profile Map. Electronic resource. Accessed February 2024. https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=fb3af8ce73b6407c939e1ac5f092bb30.

USGS (United States Geological Survey)

1899 *Palo Alto, CA* 1:62,500 topographic map. Electronic document. Accessed February 2024. https://ngmdb.usgs.gov/topoview/viewer/#15/37.4209/-122.1074.

1948 *Palo Alto, CA* 1:62,500 topographic map. Electronic document. Accessed February 2024. https://ngmdb.usgs.gov/topoview/viewer/#15/37.4209/-122.1074.

UCSB (University of California, Santa Barbara)

1930 Flight C_1289 [air photo]. 1:00,000. Frame 7. December 1, 1930. Electronic Resource. Accessed February 2024.https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. .

USDA (United States Department of Agriculture)

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2015 Embarcadero Series. Electronic Resource. Accessed March 2024. https://casoilresource.lawr.ucdavis.edu/sde/?series=embarcadero#osd

2018a Bayshore Series. Electronic Resource. Accessed March 2024. https://casoilresource.lawr.ucdavis.edu/sde/?series=clear+lake#osd

2018b Clear Lake Series. Electronic Resource. Accessed March 2024. https://casoilresource.lawr.ucdavis.edu/sde/?series=clear+lake#osd

2024 Soil Web Map. Electronic Resource. Accessed March 2024. https://casoilresource.lawr.ucdavis.edu/gmap/

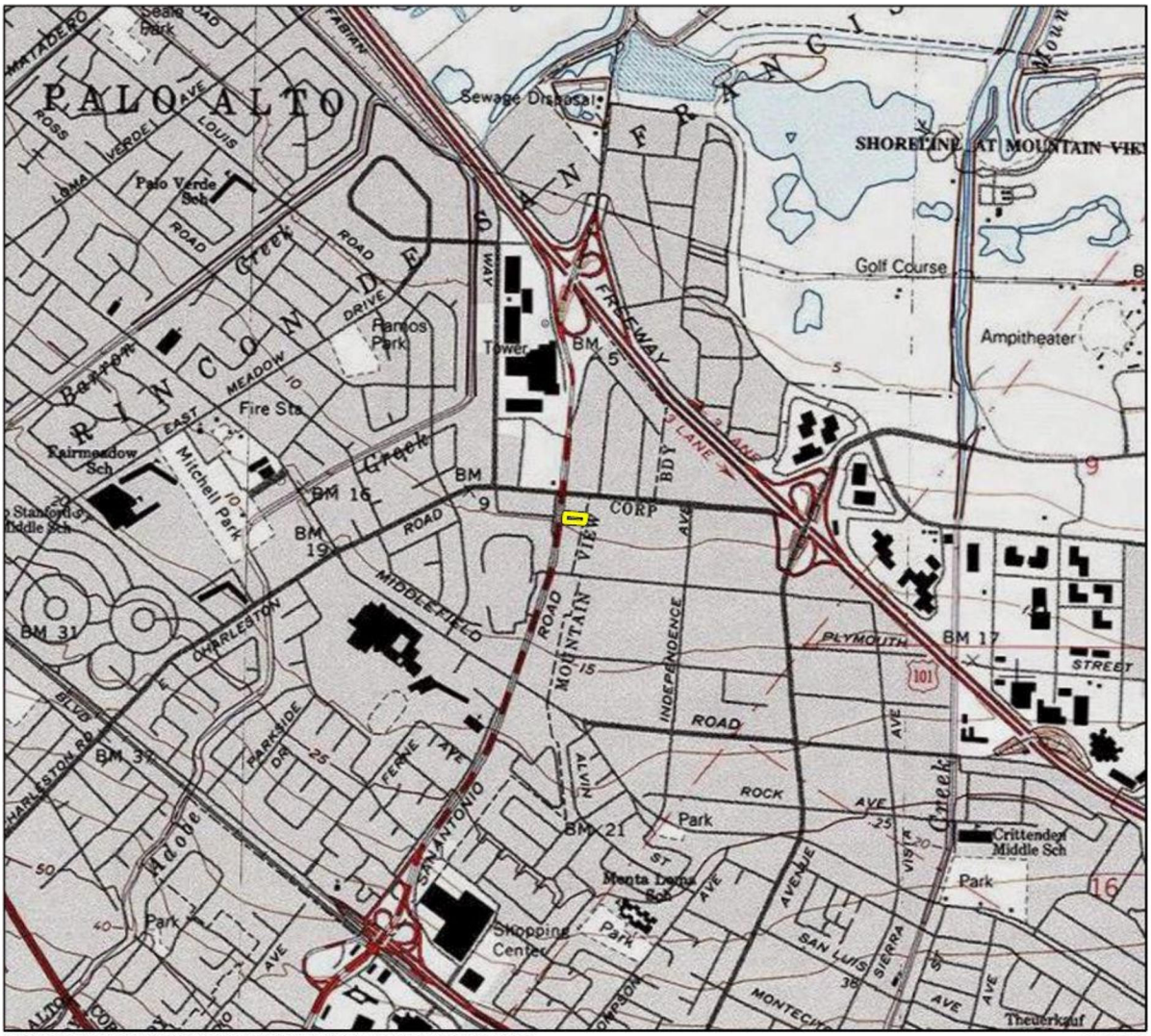
Whitaker, Adrian

2008 "State of California Department of Parks and Recreation Continuation Sheet for P-43-000441." On file at the Northwest Information Center, California State University, Humboldt.

Attachment 1

Figures

Figure 1 Regional Location Map



Basemap provided by National Geographic Society, Esri and their licensors © 2024. Mountain View Quadrangle. T06S R02W S08. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

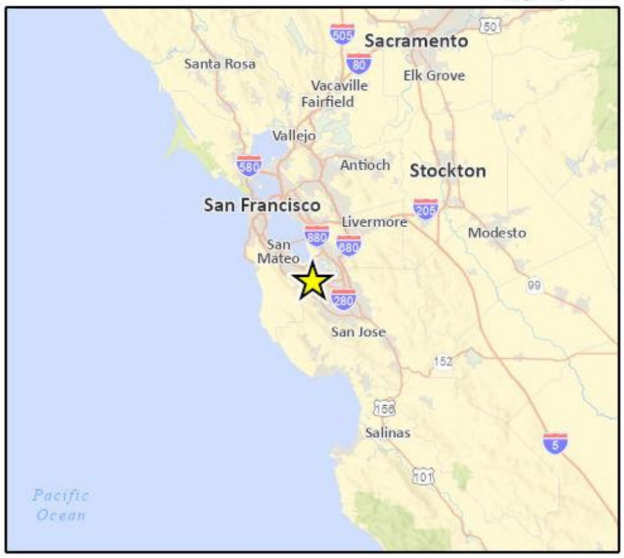


Figure 2 Project Location Map

Imagery provided by Microsoft Bing and its licensors © 2024.

23-15359 EPS
Fig 2 Project Location

Attachment 2

California Historical Resources Information System Records Search Result

California Historical Resources Information System

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: 56 **IC FILE NO.:** _____

To: Northwest Information Center

Print Name: Catherine Johnson Date: 1/25/2024

Affiliation: Rincon Consultants, Inc.

Address: 180 N. Ashwood Avenue

City: Ventura State: CA Zip: 93003

Phone: 805-644-4455 Fax: 805-644-4455 Email: cjohnson@rinconconsultants.com

Billing Address (if different than above): _____

Billing Email: ap@rinconconsultants.com Billing Phone: 805-644-4455

Project Name / Reference: 23-15359 824 San Antonio Road Subsequent CEQA

Project Street Address: 824 San Antonio Road, Palo Alto, California 94303

County or Counties: Santa Clara

Township/Range/UTMs: Township 06 South; Range 02 West; Section 08

USGS 7.5' Quad(s): Mountain View

PRIORITY RESPONSE (Additional Fee): yes ☐ / no ☒

TOTAL FEE NOT TO EXCEED: $ 700
(If blank, the Information Center will contact you if the fee is expected to exceed $1,000.00)

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes ☐ / no ☐

Notes: _____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the $150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the OHP website.

1. Map Format Choice:

Select One: Custom GIS Maps ☐ GIS Data ☐ Custom GIS Maps **and** GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no. "

Location Information:

	Within project area	Within 0.5 mi. radius
ARCHAEOLOGICAL Resource Locations[1]	yes ☑ / no ☐	yes ☑ / no ☐
NON-ARCHAEOLOGICAL Resource Locations	yes ☑ / no ☐	yes ☑ / no ☐
Report Locations[1]	yes ☑ / no ☐	yes ☑ / no ☐
"Other" Report Locations[2]	yes ☐ / no ☑	yes ☐ / no ☑

3. Database Information:
(contact the IC for product examples, or visit the SSJVIC website for examples)

	Within project area	Within 0.5 mi. radius
ARCHAEOLOGICAL Resource Database[1]		
List (PDF format)	yes ☑ / no ☐	yes ☑ / no ☐
Detail (PDF format)	yes ☐ / no ☑	yes ☐ / no ☑
Excel Spreadsheet	yes ☐ / no ☑	yes ☐ / no ☑
NON-ARCHAEOLOGICAL Resource Database		
List (PDF format)	yes ☑ / no ☐	yes ☑ / no ☐
Detail (PDF format)	yes ☐ / no ☑	yes ☐ / no ☑
Excel Spreadsheet	yes ☐ / no ☑	yes ☐ / no ☑
Report Database[1]		
List (PDF format)	yes ☑ / no ☐	yes ☑ / no ☐
Detail (PDF format)	yes ☐ / no ☑	yes ☐ / no ☑
Excel Spreadsheet	yes ☐ / no ☑	yes ☐ / no ☑
Include "Other" Reports[2]	yes ☐ / no ☑	yes ☐ / no ☑

4. Document PDFs (paper copy only upon request)**:**

	Within project area	Within 0.5 mi. radius
ARCHAEOLOGICAL Resource Records[1]	yes ☑ / no ☐	yes ☑ / no ☐
NON-ARCHAEOLOGICAL Resource Records	yes ☑ / no ☐	yes ☑ / no ☐
Reports[1]	yes ☑ / no ☐	yes ☐ / no ☑
"Other" Reports[2]	yes ☐ / no ☑	yes ☐ / no ☑

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area	Within 0.5 mi. radius
OHP Built Environment Resources Directory[3]:		
Directory listing only (Excel format)	yes ☒ / no ☐	yes ☐ / no ☒
Associated documentation[4]	yes ☐ / no ☒	yes ☐ / no ☒
OHP Archaeological Resources Directory[1,5]:		
Directory listing only (Excel format)	yes ☒ / no ☐	yes ☐ / no ☒
Associated documentation[4]	yes ☐ / no ☒	yes ☐ / no ☒
***California Inventory of Historic Resources* (1976):**		
Directory listing only (PDF format)	yes ☒ / no ☐	yes ☐ / no ☒
Associated documentation[4]	yes ☐ / no ☒	yes ☐ / no ☒

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the OHP website and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes ☐ / no ☒
Ethnographic Information	yes ☐ / no ☒
Historical Literature	yes ☐ / no ☒
Historical Maps	yes ☐ / no ☒
Local Inventories	yes ☐ / no ☒
GLO and/or Rancho Plat Maps	yes ☐ / no ☒
Shipwreck Inventory	yes ☐ / no ☒
Soil Survey Maps	yes ☐ / no ☒

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[1] In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

[2] "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

[3] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

[4] Associated documentation will vary by resource. Contact the IC for further details.

[5] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://nwic.sonoma.edu

2/13/2024 NWIC File No.: 23-1034

Catherine Johnson
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, CA 93003

Re: 23-15359 824 San Antonio Road Subsequent CEQA

The Northwest Information Center received your record search request for the project area referenced above, located on the Mountain View USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a 0.5 mi. radius:

Resources within project area:	None listed
Resources within 0.5 mi. radius:	P-43-000441
Reports within project area:	S-41536
Reports within 0.5 mi. radius:	[17] Please see attached list, page 3

Resource Database Printout (list):		☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):		☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:		☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):		☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):		☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:		☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:		☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	[within]	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:		☐ enclosed	☐ not requested	☒ nothing listed
Archaeological Determinations of Eligibility:		☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):		☐ enclosed	☐ not requested	☒ nothing listed
GLO and/or Rancho Plat Maps:		☐ enclosed	☒ not requested	☐ nothing listed
Historical Maps:		☐ enclosed	☒ not requested	☐ nothing listed

Local Inventories:	☐ enclosed	☒ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

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

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Annette Neal

Researcher

Reports In 0.5 mi. Buffer

DocCo	DocNo
S-	008345
S-	018367
S-	022704
S-	025175
S-	028669
S-	029573
S-	033061
S-	033697
S-	034171
S-	036324
S-	037075
S-	043191
S-	045670
S-	046899
S-	049125
S-	051374
S-	053868

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-008345	Caltrans - 04393-389131; Caltrans - 04393-396171; Voided - E-828 SCL	1980	Mara Melandry	Archaeological Survey Report, 04-SCL-101, Portions of P.M. 38.3/52.5, Improvements to Route 101 Between Route 17 in San Jose and Embarcadero Road in Palo Alto, Santa Clara County, 04393-389131, 04393-396171	California Department of Transportation, District 04	43-000441
S-018367	Caltrans - EA 132451	1995	Mark Hylkema	Historic Property Survey Report and Finding of No Effect for the Proposed Ramp Metering and HOV Ramp Project, 4-SCL-101 PM 40.0/52.5, EA 132451	Caltrans District 4	43-000032
S-018367a		1995	Mark Hylkema	Archaeological Survey Report Addendum #1, for the Proposed Ramp Metering and HOV Ramp Project, 4-SCL-101 PM 40.0/52.5, EA 132451	Caltrans, District 4	
S-022704		2000	Hannah Ballard	Cultural Resources Survey of the Point to Point Web TV Service Connection, Santa Clara County (letter report)	Pacific Legacy, Inc.	
S-025175		2002	Michael Bever	Archaeological Survey Report and Record Search Review for Clayton Project No. 70-01592.00, Middlefield and Antonio Cell Site, Santa Clara County (PL# 922-25) (letter report)	Pacific Legacy, Inc.	
S-028669		2004	Miley Paul Holman	Archaeological Field Study of the 901 San Antonio Road Project Area, Palo Alto, Santa Clara County, California	Holman & Associates	
S-029573	Submitter - Job Number 647-014	2000	Jonathan Goodrich and John Holson	Final Report, Archaeological Survey and Record Search for the Six Fluor Global Fiber Optic Segments, Mountain View, Palo Alto, and San Mateo County, California.	Pacific Legacy, Inc.	43-000441, 43-000463, 43-000551, 43-000593
S-033061	Submitter - SWCA Cultural Resources Report Database No. 06-507; Submitter - SWCA Report No. 10715-180	2006	Nancy Sikes, Cindy Arrington, Bryon Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruett, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	01-000027, 01-000040, 01-000087, 01-000088, 01-000089, 01-000090, 07-000138, 27-000802, 27-001191, 27-001207, 28-000467, 43-000106, 43-000141, 43-000449, 43-000573, 43-000575, 43-000754, 43-000928, 43-001071, 48-000208, 48-000211, 48-000214, 48-000441, 48-000549, 49-001583, 57-000194, 57-000198, 57-000297, 57-000301, 57-000307
S-033061a		2006		Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033061b		2007	Nancy E. Sikes	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	SWCA Environmental Consultants	
S-033697	Voided - S-27908	2007	Dean Martorana	Palo Alto Regional Water Quality Control Plant Reuse Pipeline, Santa Clara County, California: Cultural Resources Inventory	Environmental Science Associates	
S-033697a		2003	Dean Martorana	Palo Alto Regional Water Quality Control Plant Reuse Pipeline: Cultural Resources Inventory Report	Environmental Science Associates	
S-034171		2007	Miley Paul Holman	Archaeological Backhoe Testing for Cultural Resources at the 901 San Antonio Road Project Area, Palo Alto, Santa Clara Couty, California (letter report)	Holman & Associates	
S-036324		2009	Carolyn Losee	Cultural Resources Investigation for Clearwire Project CA-SJC0040B "Self Storage", 2488 Wyandotte Street, Mountain View, Santa Clara County, California 94043	Archaeological Resources Technology	
S-037075	Caltrans - EA 04-4A330; Voided - S-35123; Voided - S-37074	2008	Adrian Whitaker	Historic Resources Compliance Report for the U.S. 101 Auxiliary Lanes (Route 85 to Embarcadero Road) Project, Santa Clara County, California 04-SCL-101 PM 52.17-48.97 EA 04-4A330	Far Western Anthropological Research Group, Inc.	43-000441, 43-000578
S-037075a		2008	Brian F. Byrd, Michael Darcangelo, Jeffrey Rosenthal, and Jack Meyer	Archaeological Survey Report for the US 101 Auxiliary Lanes (Route 85 to Embarcadero Road) Project, Santa Clara County, California, 04-SCL-101 PM 48.97/52.17 EA 04-4A3300	Far Western Research Group, Inc.	
S-037075b		2008	Adrian Whitaker	Extended Phase I Testing for the U.S. 101 Auxiliary Lanes (Route 85 to Embarcadero Road) Project, Santa Clara County, California 04-SCL-101 PM 52.17-48.97 EA 04-4A330O	Far Western Anthropological Research Group, Inc.	
S-043191	Caltrans - EA 4A7900; Caltrans - EFIS 0400001163	2013	Kathleen Kubal and Jay Rehor	Historic Property Survey Report, State Route 85 Express Lanes Project, Santa Clara County, California, EA 4A7900, EFIS 0400001163, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	URS Corporation	43-000072, 43-000149, 43-000189, 43-000247, 43-000248, 43-000249, 43-000250, 43-000251, 43-000252, 43-000303, 43-000339, 43-000345, 43-000415, 43-000416, 43-000441, 43-000568, 43-000983, 43-001095, 43-001433, 43-001473

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-043191a		2013	Kathleen Kubal	Archaeological Survey Report, State Route 85 Express Lanes Project, Santa Clara County, California: EA 4A7900; EFIS 0400001163, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	URS Corporation	
S-043191b		2013	Jay Rehor and Kathleen Kubal	Extended Phase I Study, State Route 85 Express Lanes Project, Santa Clara County, California: Project No. 0400001163; EA 4A7900, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	URS Corporation	
S-043191c		2013	Kathleen Kubal	Environmentally Sensitive Area Action Plan, State Route 85 Express Lanes Project, Santa Clara County, California: EA 4A7900; EFIS 0400001163, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	URS Corporation	
S-045670	Caltrans - EA 2G7100; Caltrans - Project No. 0412000459; OHP PRN - FHWA 2014 0527 001	2014	Kathleen Kubal	Historic Property Survey Report, US 101 Express Lanes Project, Santa Clara County, California, Project No. 0412000459/EA 2G7100, 04-SCL-101 PM 16.00/52.55, 04-SCL-85 PM 23.0/24.1	URS Corporation	43-000032, 43-000040, 43-000072, 43-000175, 43-000181, 43-000183, 43-000189, 43-000247, 43-000250, 43-000251, 43-000252, 43-000339, 43-000345, 43-000415, 43-000416, 43-000441, 43-000560, 43-000568, 43-001001, 43-001095, 43-001163, 43-001473
S-045670a		2014	Kathleen Kubal	Supplemental Historic Property Survey Report, US 101 Express Lanes Project, Project No. 0412000459/EA 2G7100, 04-SCL-101 PM 16.00/52.55 - 04-SCL-85 PM 23.0/24.1, Santa Clara County, California	URS Corporation	
S-045670b		2014	Nancy E. Sikes, Molly Valasik, Amy Glover, Jay Rehor, and Kathleen Kubal	Archaeological Survey Report, US 101 Express Lanes Project, Project No. 0412000459/EA 2G7100, US 101 PM 16.00/52.55 - SR 85 PM 23.0/R24.1, Santa Clara County, California	Cogstone Resource Management, Inc.; URS Corporation	
S-045670c		2014	Jay Rehor	Extended Phase I Study, US 101 Express Lanes Project, Project No. 0412000459/EA 2G7100, US 101 PM 16.00/52.55 - SR 85 PM 23.0/R24.1, Santa Clara County, California	URS Corporation	
S-045670d		2014	Karin G. Beck	Historical Resources Evaluation Report, US 101 Express Lanes Project, Project No. 0412000459/EA 2G7100, US 101 PM 16.00-52.55, SR 85 PM 23.0-24.1, Santa Clara County, California	URS Corporation	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-045670e		2014	Carol Roland-Nawi	FHWA 2014 0527 001, Determinations of Eligibility for the Proposed US 101 Express Lanes Project, Santa Clara County, California	California Office of Historic Preservation	
S-046899	Agency Nbr - W912P7-06-D-006; Agency Nbr - W912P7-06-D-007; OTIS Report Number - COE_2014_1219_001	2009		Cultural Resources Assessment, South San Francisco Bay Shoreline Interim Feasibility Study, Contract: W9-12P7-06-D-007	Basin Research Associates, Inc.	01-002057, 01-003291, 01-010205, 01-010954, 01-012138, 43-000043, 43-000387, 43-000441, 43-001110, 43-001473, 43-001578, 43-002246, 43-002247, 43-003530, 43-003531
S-046899a		2010		South San Francisco Bay Shoreline Study, Alviso Ponds and Santa Clara County Area Interim Feasibility Study, Environmental Settings Report, Contract No. W912P7-06-D-006, Task Order No. 002	MWH	
S-046899b				VOIDED-see S-42003b		
S-046899c				VOIDED-duplicate of S-42003c		
S-046899d				VOIDED-see S-42003d and S-42003f		
S-046899e		2014		Draft South San Francisco Bay Shoreline Phase I Study, Draft Integrated Document Cultural Resources Report Section Chapter 4.15	USACE - San Francisco District	
S-046899f		2014		Draft South San Francisco Shoreline Phase I Study - Draft Integrated Document Aesthetics Chapter 4.12	USACE - San Francisco District	
S-046899g		2015	Thomas R. Kendall	COE_2014_1219_001; South San Francisco Bay Phase I Shoreline Study	Department of the Army	
S-049125	Caltrans - EA 04-1J560; Caltrans - E-FIS 0413000206; OHP PRN - FHWA_2017_0508_001	2017	Michael Meloy and Kathleen Kubal	Historic Property Survey Report for the US 101 Managed Lanes Project, EA 04-1J560	California Department of Transportation, District 4; AECOM	41-000039, 41-000045, 41-000047, 41-000273, 41-000321, 41-002619, 41-002620, 41-002621, 41-002622, 41-002623, 41-002624, 41-002625, 41-002626, 41-002627, 41-002628, 41-002629, 41-002630, 41-002631, 41-002632, 41-002633, 41-002634, 41-002635, 41-002636, 41-002637, 41-002638, 41-002639, 41-002640
S-049125a		2017	Michael Meloy	Historic Resources Evaluation Report for the US 101 Managed Lanes Project, EA 04-1J560	California Department of Transportation, District 4	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-049125b		2017	Karin G. Beck, Kathleen Kubal, and Jay Rehor	Archaeological Survey Report and Extended Phase I Study, US 101 High-Occupancy Vehicle/Express (Managed) Lanes Project, San Francisco, San Mateo, and Santa Clara Counties, California, EA 04-1J5600	AECOM	
S-049125c		2017	Julianne Polanco	FHWA_2017_0508_001, Determinations of Eligibility for the Proposed Creation of Approximately 22 Miles of Managed Lanes along United States Highway 101, San Mateo County, CA	California Office of Historic Preservation	
S-051374		2018	Carolyn Losee	Cultural Resources Investigation for Trileaf 634175/Crown Castle "Stitch Nine", 4085 Transport Street, Palo Alto, Santa Clara County, California 94303 (letter report)	Archaeological Resources Technology	
S-051374a		2018	Valerie A. Belding and Carolyn Losee	Crown Castle-Stitch Nine/ BU #830096-Trileaf Project 634175, 4085 Transport Street, Palo Alto, California 94303, Santa Clara County	Archaeological Resources Technology	
S-053868	Caltrans - 437080	1986		Historic Property Survey Report-Negative Findings for Route 101 Widening, 04-SCL-101, P.M. 43.9/52.5, 134, 437080	California Department of Transportation	43-000040, 43-000441
S-053868a		1986	Richard Fitzgerald and Margaret Buss	Negative Archaeological Survey Report, 04-SCL-101, P.M. 43.9/52.5, 134, 437080	California Department of Transportation	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-041536		2001	Michael Corbett and Denise Bradley	Final Survey Report, Palo Alto Historical Survey Update, August 1997 - August 2000	Dames & Moore	43-000551

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-43-000441	CA-SCL-000439/H	Resource Name - DOT-04-SCL-101-1	Site	Prehistoric, Historic	AH01; AP01; AP15	1978 (C.S. Desgrandchamp, C.I. Sutton, [none]); 2007 (Michael Darcangelo, Far Western Anthropological Research Group, Inc.); 2008 (Christopher Canzonieri, Basin Research Associates); 2008 (Adrian Whitaker, Far Western Anthropological)	S-008345, S-012528, S-016394, S-029573, S-035123, S-037074, S-037075, S-043191, S-045670, S-046899, S-053868

Attachment 3

Sacred Lands File Search Results

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd, Suite 100
Sacramento, CA 95814
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: 23-15359 824 San Antonio Road Subsequent CEQA

County: Santa Clara

USGS Quadrangle Name: Mountain View

Township: 06 South ; Range: 02 West ; Section(s): 08

Company/Firm/Agency: Rincon Consultants, Inc.

Contact Person: Catherine Johnson

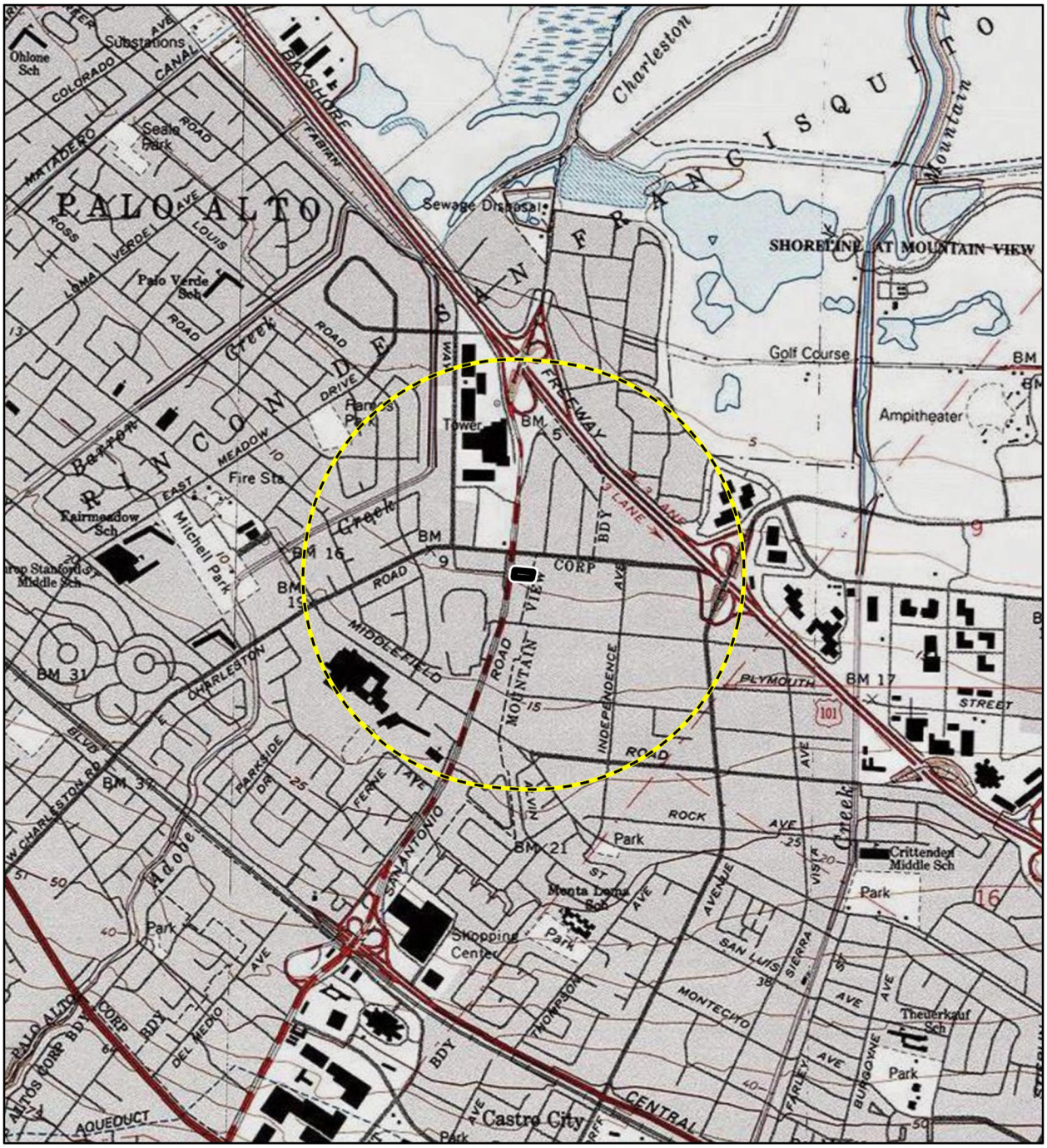
Street Address: 180 N. Ashwood Avenue

City: Ventura Zip: 93003

Phone: 805-947-4824

Email: cjohnson@rinconconsultants.com

Project Description: This project will consist of the demolition of an existing two-story office building and the construction of a four-story residential senior living care facility. The facility will include 15 independent dwelling units, 12 assisted living dwelling units, and one owner's unit. There will be resident common space amenities on every floor, underground parking, and leasable ground-floor commercial space.



Imagery provided by National Geographic Society, Esri and its licensors © 2024. Mountain View Quadrangle. T06S R02W S08,09,16,17. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Half-Mile Buffer

Area of Potential Effects

N

0 1,000 2,000 Feet

0 250 500 Meters

1:24,000

Records Search Map

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

February 12, 2024

Catherine Johnson
Rincon Consultants, Inc.

Via Email to: cjohnson@rinconconsultants.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, 23-15359 824 San Antonio Road Subsequent CEQA Project, Santa Clara County

To Whom It May Concern:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Santa Clara County
2/12/2024

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Amah Mutsun Tribal Band	N	Valentin Lopez, Chairperson	P.O. Box 5272 Galt, CA, 95632	(916) 743-5833		vjltestingcenter@aol.com	Costanoan Northern Valley Yokut	Merced,Monterey,San Benito,Santa Clara,Santa Cruz	7/20/2023
Amah Mutsun Tribal Band	N	Ed Ketchum, Vice-Chairperson		(530) 578-3864		aerieways@aol.com	Costanoan Northern Valley Yokut	Merced,Monterey,San Benito,Santa Clara,Santa Cruz	7/20/2023
Amah MutsunTribal Band of Mission San Juan Bautista	N	Irene Zwierlein, Chairperson	3030 Soda Bay Road Lakeport, CA, 95453	(650) 851-7489	(650) 332-1526	amahmutsuntribal@gmail.com	Costanoan	Alameda,Contra Costa,Monterey,San Benito,San Francisco,San Mateo,Santa Clara,Santa Cruz	
Indian Canyon Mutsun Band of Costanoan	N	Ann Marie Sayers, Chairperson	P.O. Box 28 Hollister, CA, 95024	(831) 637-4238		ams@indiancanyon.org	Costanoan	Alameda,Contra Costa,Monterey,San Benito,San Francisco,San Mateo,Santa Clara,Santa Cruz	
Indian Canyon Mutsun Band of Costanoan	N	Kanyon Sayers-Roods, MLD Contact	1615 Pearson Court San Jose, CA, 95122	(408) 673-0626		kanyon@kanyonkonsulting.com	Costanoan	Alameda,Contra Costa,Monterey,San Benito,San Francisco,San Mateo,Santa Clara,Santa Cruz	4/17/2018
Muwekma Ohlone Indian Tribe of the SF Bay Area	N	Monica Arellano, Vice Chairwoman	20885 Redwood Road, Suite 232 Castro Valley, CA, 94546	(408) 205-9714		monicavarellano@gmail.com	Costanoan	Alameda,Contra Costa,Marin,Merced,Napa,Sacramento,San Francisco,San Joaquin,San Mateo,Santa Clara,Santa Cruz,Solano,Sonoma,Stanislaus	7/12/2019
Muwekma Ohlone Indian Tribe of the SF Bay Area	N	Charlene Nijmeh, Chairperson	20885 Redwood Road, Suite 232 Castro Valley, CA, 94546	(408) 464-2892		cnijmeh@muwekma.org	Costanoan	Alameda,Contra Costa,Marin,Merced,Napa,Sacramento,San Francisco,San Joaquin,San Mateo,Santa Clara,Santa Cruz,Solano,Sonoma,Stanislaus	
Tamien Nation	N	Johnathan Wasaka Costillas, THPO	10721 Pingree Road Clearlake Oaks, CA, 94523	(925) 336-5359		thpo@tamien.org	Costanoan	Alameda,San Mateo,Santa Clara,Stanislaus	4/11/2023
Tamien Nation	N	Quirina Luna Geary, Chairperson	PO Box 8053 San Jose, CA, 95155	(707) 295-4011		qgeary@tamien.org	Costanoan	Alameda,San Mateo,Santa Clara,Stanislaus	4/11/2023
Tamien Nation	N	Lillian Camarena, Secretary	336 Percy Street Madera, CA, 93638	(559) 363-5914		Lcamarena@tamien.org	Costanoan	Alameda,San Mateo,Santa Clara,Stanislaus	4/11/2023
The Ohlone Indian Tribe	N	Andrew Galvan, Chairperson	P.O. Box 3388 Fremont, CA, 94539	Phone: (510) 882-0527	(510) 687-9393	chochenyo@AOL.com	Bay Miwok Ohlone Patwin Plains Miwok	Alameda,Contra Costa,San Francisco,San Mateo,Santa Clara	7/24/2023
The Ohlone Indian Tribe	N	Desiree Vigil, THPO	259 Winwood Avenue Pacifica, CA, 94044	(650) 290-0245		dirwin0368@yahoo.com	Bay Miwok Ohlone Patwin Plains Miwok	Alameda,Contra Costa,San Francisco,San Mateo,Santa Clara	11/30/2023
The Ohlone Indian Tribe	N	Vincent Medina, Cultural Leader	17365 Via Del Rey San Lorenzo, CA, 94580	(510) 610-7587		vincent.d.medina@gmail.com	Bay Miwok Ohlone Patwin Plains Miwok	Alameda,Contra Costa,San Francisco,San Mateo,Santa Clara	7/24/2023
Wuksachi Indian Tribe/Eshom Valley Band	N	Kenneth Woodrow, Chairperson	1179 Rock Haven Ct. Salinas, CA, 93906	(831) 443-9702		kwood8934@aol.com	Foothill Yokut Mono	Alameda,Calaveras,Contra Costa,Fresno,Inyo,Kings,Madera,Marin,Mariposa,Merced,Mono,Monterey,San Benito,San	6/19/2023

This list is current only as of the date of this document. 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 Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed 23-15359 824 San Antonio Road Subsequent CEQA Project, Santa Clara County.

Record: PROJ-2024-000695
Report Type: AB52 GIS
Counties: All
NAHC Group: All

Appendix C

Supporting Noise Data

Attachment 1

Noise and Vibration Calculations and Roadway Construction Noise Model (RCNM)

Construction Noise

	Noise Level @ 50 ft	Chinese Christian Church to SW	Multi-Family Res to SW	Sequoia Academy	Commercial to N/S
Distance		330	470	240	50
Demolition	78	61.609	58.537	64.375	78.000
Grading_Site Preparation	80	63.609	60.537	66.375	80.000
Building Construction	78	61.609	58.537	64.375	78.000
Architectural Coating	84	67.609	64.537	70.375	84.000
Ground Water Dewatering	82	65.609	62.537	68.375	82.000
Trenching_Utilities	77	60.609	57.537	63.375	77.000

Construction Vibration

Distance	Vibration @ 25 ft	Commercial to the South	Commercial to the North
		25	90
Vibratory Roller	0.21	0.210	0.031
Large Bulldozer	0.089	0.089	0.013
Loaded Trucks	0.076	0.076	0.011
Static Roller	0.05	0.050	0.007
Small Bulldozer	0.003	0.003	0.000

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/07/2024
Case Description: Demolition

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Demolition	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.7	78.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/07/2024
Case Description: Site Preparation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site Preparation	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Auger Drill Rig	No	20		84.4	50.0	0.0
Roller	No	20		80.0	50.0	0.0
Crane	No	16		80.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Auger Drill Rig	84.4	77.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	80.0	73.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	84.4	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/07/2024
Case Description: Building Construction

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Building Construction	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	50.0	0.0
Crane	No	16		80.6	50.0	0.0
Compactor (ground)	No	20		83.2	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Man Lift	74.7	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	83.2	76.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	83.2	78.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/07/2024
Case Description: Architectural Coating

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Architectural Coating	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Vibrating Hopper	No	50		87.0	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Vibrating Hopper	87.0	84.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	87.0	84.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/07/2024
Case Description: Groundwater Dewatering

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Groundwater Dewatering	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Calculated (dBA)				Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	81.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/07/2024
Case Description: Trenching_Utilities

**** Receptor #1 ****

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Trenching_Utilities	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Slurry Trenching Machine	No	50		80.4	50.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Slurry Trenching Machine	80.4	77.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.4	77.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Attachment 4

HVAC Manufacturer's Specifications

Goodman
Air Conditioning & Heating

GSXN4

Energy-Efficient Value
Split System Air Conditioner
14.3 SEER2
1½ To 5 Tons

Contents

Nomenclature..... 2
Product Specifications..... 3
Dimensions 4
Wiring Diagrams 5
Accessories 7

Standard Features

- Energy-Efficient Compressor
- Copper tube/ enhanced aluminum fin coil-5mm diameter on 1.5-4.0T
- Factory-installed filter drier
- Fully charged for 15’ of tubing length
- Service valves with sweat connections and easy-to-access gauge ports
- Contactor with lug connection
- Ground lug connection
- AHRI Certified
- ETL Listed

Cabinet Features

- Removable grille-style top design compliant with UL 60335-2-40
- Venturi for increased velocity of airflow
- Heavy-gauge galvanized-steel cabinet
- Attractive Architectural Gray powder-paint finish with 500-hour salt-spray approval
- Steel louver coil guard
- Rust-resistant coated screws
- Single-panel access to controls with space provided for field-installed accessories
- When properly anchored, meets the 2020 Florida Building Code unit integrity requirements for hurricane-type winds (Anchor bracket kits available.)

10 YEAR PARTS LIMITED WARRANTY*

Intertek

COMPANY WITH QUALITY SYSTEM CERTIFIED BY DNV GL = ISO 9001 =

COMPANY WITH ENVIRONMENTAL SYSTEM CERTIFIED BY DNV GL = ISO 14001 =

BBB ACCREDITED BUSINESS

* Complete warranty details available from your local dealer or at www.goodmanmfg.com. To receive the 10-Year Parts Limited Warranty, online registration must be completed within 60 days of installation. Online registration is not required in California or Quebec.

G	S	X	N	4	0	3 6	1	0	**
1	2	3	4	5	6	7,8	9	10	11,12

BRAND

G - Goodman® Brand

PRODUCT CATEGORY

S Split System R-410A

UNIT TYPE

X Condenser

Z Heat Pump

FEATURE

N Value	H Enhanced
B Classic	C Premium
M Multi-Family	V Ultimate

SEER2

13.4 - 13.7 = 3	16.6 - 17.5 = 7
13.8 - 14.5 = 4	17.6 - 18.5 = 8
14.6 - 15.5 = 5	18.6 - 19.5 = 9
15.6 - 16.5 = 6	19.6 + = 0

NOMINAL CAPACITY

18 - 1.5 Ton	42 - 3.5 Tons
24 - 2.0 Tons	48 - 4.0 Tons
30 - 2.5 Tons	60 - 5.0 Tons
36 - 3.0 Tons	

ELECTRICAL

1 208/230 V, 1 Phase, 60 Hz

VARIATION

ENGINEERING

Major/Minor Revisions

A - Initial Release

B - 1st Revision

SALES REGION

N North

S Southeast & North

0 All Regions

* Denotes AHRI wild cards

	GSXN4 01810A*	GSXN4 02410A*	GSXN4 03010A*	GSXN4 03610A*	GSXN4 04210A*	GSXN4 04810A*	GSXN4 06010A*
CAPACITIES							
Nominal Cooling (BTU/h)	18,000	24,000	30,000	36,000	42,000	48,000	60,000
Decibels (dBA)	71.0	72.0	72.0	72.0	71.0	73.0	75.0
COMPRESSOR							
RLA	6.1	8.4	11.6	16	17.7	19.9	25.6
LRA	35.1	41.2	59	91.9	110.2	110	150
Stage	Single	Single	Single	Single	Single	Single	Single
Type	Rotary	Rotary	Rotary	Scroll	Scroll	Scroll	Scroll
CONDENSER FAN MOTOR							
Motor Type	PSC	PSC	PSC	PSC	PSC	PSC	PSC
Horsepower	1/8	1/8	1/6	1/6	1/6	1/4	1/4
FLA	0.70	0.70	0.95	0.95	0.97	1.30	1.30
REFRIGERATION SYSTEM							
Refrigerant Line Size [1]							
Liquid Line Size ("O.D.)	⅜"	⅜"	⅜"	⅜"	⅜"	⅜"	⅜"
Suction Line Size ("O.D.)	¾"	¾"	¾"	⅞"	1⅛"	1⅛"	1⅛"
Refrigerant Connection Size							
Liquid Valve Size ("O.D.)	⅜"	⅜"	⅜"	⅜"	⅜"	⅜"	⅜"
Suction Valve Size ("O.D.) [2,3]	¾"	¾"	⅞"	⅞"	⅞"	⅞"	⅞"
Valve Type	Sweat	Sweat	Sweat	Sweat	Sweat	Sweat	Sweat
Refrigerant Charge [4]	65	71	79	95	107	120	181
ELECTRICAL DATA							
Voltage-Phase (60 Hz)	208/230-1	208/230-1	208/230-1	208/230-1	208/230-1	208/230-1	208/230-1
Minimum Circuit Ampacity [5]	8.3	11.2	15.5	21.0	23.1	26.2	33.3
Max. Overcurrent Protection [6]	15	15	25	35	40	45	50
Min / Max Volts	197/253	197/253	197/253	197/253	197/253	197/253	197/253
Electrical Conduit Size	½" or ¾"	½" or ¾"	½" or ¾"	½" or ¾"	½" or ¾"	½" or ¾"	½" or ¾"
EQUIPMENT WEIGHT (LBS)	118	138	156	188	226	226	260
SHIP WEIGHT (LBS)	136	153	180	210	248	248	282

[1] Line sizes denoted for 25' line sets, tested and rated in accordance with ARI Standard 210/240. For other line set lengths or sizes, refer to the Installation Instructions and/or the Long Line Set Applications guide.

[2] Installer will need to supply ¾" to ⅞" adapters for suction line connections.

[3] Installer will need to supply ⅞" to 1⅛" adapters for suction line connections.

[4] Unit is factory charged with refrigerant for 15' of ⅜" liquid line. System charge must be adjusted per the Final Charge Adjustment procedure found in the Installation Instructions.

[5] Wire size should be determined in accordance with National Electrical Codes; extensive wire runs will require larger wire sizes

[6] Must use time-delay fuses or HACR-type circuit breakers of the same size as noted.

NOTES

- Always check the S&R plate for electrical data on the unit being installed.

Model	Dimensions		
	W"	D"	H"
GSXN401810A*	26	26	27
GSXN402410A*	26	26	32½
GSXN403010A*	29	29	39½
GSXN403610A*	35½	35½	35¾
GSXN404210A*	35½	35½	39½
GSXN404810A*	35½	35½	39½
GSXN406010A*	35½	35½	36½

*Note: All the Dimensions (W, D, H) are for reference only.