DRAFT

Initial Study/Mitigated Negative Declaration

Salas Park Senior Affordable Housing

North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240.

February 2024

PREPARED BY:

City of Lodi, CA
221 W Pine Street
Lodi, CA 95240

TABLE OF CONTENTS

I. PURPOSE OF ENVIRONMENTAL REVIEW

This Initial Study (IS) has been prepared to identify potentially significant environmental impacts that would result from a senior affordable housing project proposed North of Salas Park, in the former Century Boulevard Right-of Way (Project) that requires a General Plan Amendment (PL2023-038 GPA) from Right-of Way (None) to Residential High Density (HDR), and a Zoning Map amendment (PL2023-037 Z) from Right-of Way (None) to Residential High Density (RHD). The Applicant will submit applications for a Parcel Map and Site Plan and Architectural Review (SPARC) for a 110-unit senior affordable housing project and a density bonus to exceed the 35 units per acre maximum for the HDR zone that will be applied to the 3.0-acre (130,680 SF) project site located North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240.

A Mitigated Negative Declaration has been prepared, based upon the information presented in this Initial Study, which determined that the proposed project would not have any significant impacts or that such impacts can be mitigated to a level considered less than significant. If it is determined that the proposed project would have one or more significant impacts that cannot be adequately mitigated, the lead agency (City) will require the preparation of an Environmental Impact Report (EIR).

Environmental Procedures

This IS has been prepared in accordance with the California Environmental Quality Act (CEQA), (Public Resources Code, sections 21000, et seq.), and the California Environmental Quality Act Guidelines (California Code of Regulations, title 14, sections 15000, et seq.) This report complies with the rules, regulations, and procedures for the implementation of the California Environmental Quality Act as adopted by the City of Lodi.

Lead Agency/Contact Persons

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City of Lodi has been designated the "lead agency" which is defined as the "public agency that has the principal responsibility for carrying out or disapproving a project". Delta Communities Development Corporation is the property owner and Gerard Jones is the project applicant.

Lead Agency: City of Lodi. John R. Della Monica, Jr., Director, Community Development Department, 221 W Pine Street, Lodi, CA 9524, Tel. 209-333-6711.

Project Applicant: Gerard Jones, Delta Communities Development Corporation, 2575 Grand Canal Boulevard, Stockton, CA 95207.

RESPONSIBLE/TRUSTEE AGENCIES

Responsible Agencies are those which have discretionary approval over one or more actions involved with development of the proposed project site. Trustee Agencies are state agencies having discretionary approval or jurisdiction by law over material resources affected by the project. Due to its size and character, there are no Responsible or Trustee Agencies associated with the Project.

II. BACKGROUND

Delta Communities Development Corporation is the applicant and owner of the project site and is proposing to construct a senior affordable housing project consisting of two three-story buildings with a total of 110-units restricted to very low-income seniors for approximately 55 years.

Location

The 3.0-acre (130,680 SF) project site is located North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240, and does not include an Assessor's Parcel Number (APN). The project site is located between the Union Pacific Railroad (UPRR) tracks and South Stockton Street, within a former right-of-way for Century Boulevard. Century Boulevard was to be extended from South Stockton Street westward over the UPRR tracks to South Hutchens Street. The portion of this extension right-of-way west of the UPRR tracks is now Century Park. The remainder of the right-of-way is east of the UPRR tracks and comprises the project site which is vacant with disturbed land and a couple of trees. Adjacent to the Site to the east is an 85-feet long paved extension of Century Boulevard from South Stockton Street.

III. Introduction

This Initial Study has been prepared in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.) and the State CEQA Guidelines (California Administrative Code 15000 et seq.), as amended January 1, 2024. According to Section 15070 of the CEQA Guidelines,

"A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The Initial Study identified potentially significant effects, but:

1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant impact on the environment.

The CEQA Guidelines Section 15382 defines "significant effect on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, mineral, flora, fauna, ambient noise, and object of historic aesthetic significance.

An Initial Study is a preliminary analysis prepared by the lead agency to determine whether an EIR or Negative Declaration must be prepared and to identify the significant effects to be analyzed in an EIR (CEQA Guidelines Sec. 15365).

The Initial Study for the proposed project will serve to focus on effects determined to be potentially significant. This document has been prepared as an objective, full-disclosure document to inform agency decision-makers and the general public of the direct and indirect physical environmental effects of the proposed action and any measures to reduce or eliminate potential adverse impacts.

The environmental checklist, approved by the City and consistent with CEQA Guidelines, is used to focus this study on physical, social, and economic factors that may be further impacted by the proposed

project. The checklist indicates one of the following determinations for each specified potential impact under each category of impact included on the checklist:

"potentially significant impact"
"potentially significant unless mitigation incorporated"
"less than significant impact"
"no impact"

IV. Initial Study-Environmental Checklist, California Environmental Quality Act (CEQA)

1. Project title: Salas Park Senior Affordable Housing.

2. Lead agency name and address: City of Lodi, 221 W Pine Street, Lodi, CA 95240.

3. Contact person and phone number: John R. Della Monica, Jr.
   Director, Dept. of Community Development
   City of Lodi
   209-333-6711

4. Project location: North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240. Figure 1 is the vicinity map and Figure 2 shows the project location within Lodi, CA.

5. Project sponsor's name and address: Delta Communities Development Corporation, 2575 Grand Canal Boulevard, Stockton, CA 95207.

6. General plan designation:

Existing	**Proposed**
None	High Density Residential (HDR)

7. Zoning:

Existing	**Proposed**
None	Residential High Density (RHD)

8. Description of Proposed Project:

   The project proposes to construct a senior affordable housing project consisting of two three-story buildings with a total of 110-units restricted to Very Low-Income Seniors for approximately 55 years, and will require a General Plan Amendment (PL2023-038 GPA), and a Zoning Map amendment (PL2023-037 Z) on a 3.0-acre (130,680 SF) project site that is located North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240.

   A complete analysis of the design and layout of the proposed project will be prepared and processed through the City's Site and Architectural Review Committee (SPARC) review after the project's zoning and general plan amendments have been approved. Based on the findings of the SPARC review, the plans and application will be revised as may be required to conform to the standards adopted by the City.

9. Setting and surrounding land uses:

   <u>Site Plan</u>
   This proposal will replace a vacant, unused road Right-Of-Way with a senior affordable housing project consisting of two three-story buildings with a total of 110-units restricted to Very Low-Income Seniors and associated improvements in compliance with current city codes and development standards. The preliminary site plan has been designed to provide easy, convenient access for residents and visitors while also providing a safe and secure living environment.

Site Context / Surrounding Community

The 3.0-acre (130,680 SF) project site is located North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240, and does not include an Assessor's Parcel Number (APN). The project site is located between the Union Pacific Railroad (UPRR) tracks and South Stockton Street, within a former right-of-way for Century Boulevard.

The contextual General Plan land use designations include Industrial, Open Space, and Right-Of-Way to the north, south, and west, and Low Density Residential to the east. The contextual zoning includes Industrial, Open Space, to the north, south, and west, and Residential Low Density (RLD) to the east.

Access San Joaquin provides transit services to the City of Lodi and throughout San Joaquin County, with the primary goal of providing transportation services to seniors, individuals with disabilities and those residing in outlying areas of the County. Transit hours are Monday through Friday from 6:10 a.m. to 7:30 p.m., Saturday from 7:30 a.m. to 6:30 p.m., and Sunday transit service is limited to Vine Line/Dial-A-Ride only.

Figure 1 – Vicinity Map

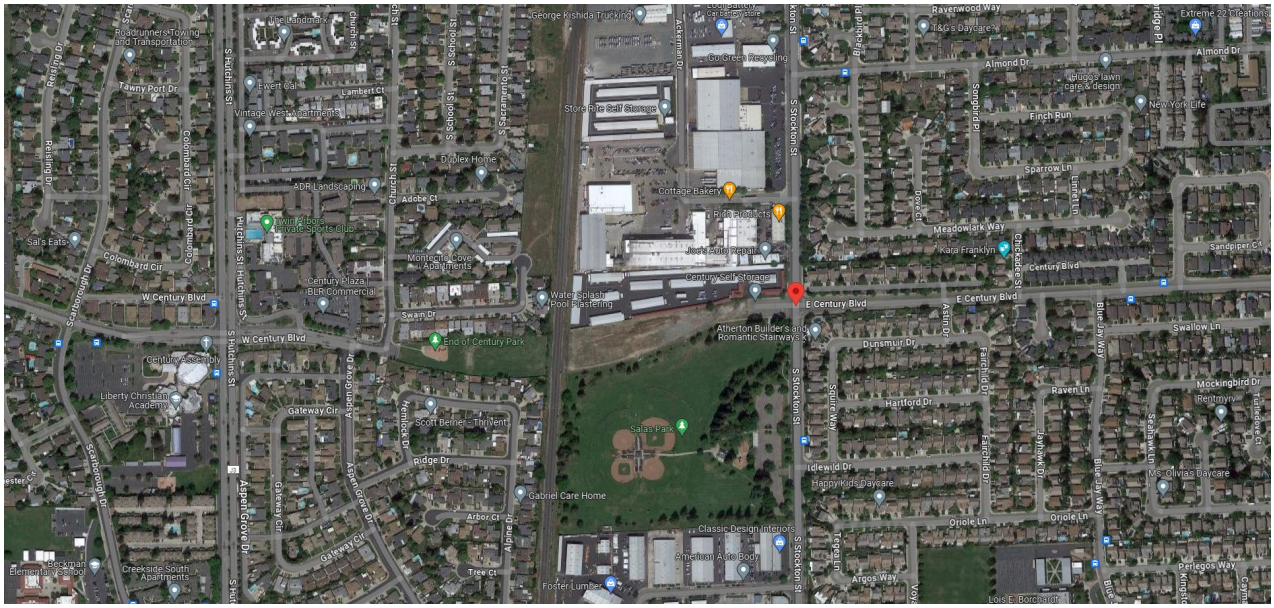


Figure 2 – Project Location Map

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

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

DETERMINATION: On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

John R. Della Monica, Jr., Community Development Director Date

V. Checklist Responses and Environmental Analysis

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

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

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

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

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

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:

   a. the significance criteria or threshold, if any, used to evaluate each question; and

   b. the mitigation measure identified, if any, to reduce the impact to less than significance.

The City of Lodi General Plan Environmental Impact Report (SCH# 2009022075) was certified by the City Council in 2009. The General Plan EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the proposed General Plan. Therefore, this project IS will tier under the General Plan EIR to assess the potential for project site specific impacts and assign mitigation measures to reduce any potential impacts to a less than significant level.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
I. **AESTHETICS** -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which			X	

would adversely affect day or nighttime views in the area?				

a) The General Plan and EIR (GPEIR) do not identify any scenic vistas within the city's boundaries and state that impacts on scenic vistas are expected to be less than significant given that views to the agricultural edge will improve in some cases through the expansion of the street grid, and that while some views may be obstructed by new buildings, new views are expected to compensate for any lost views.

GPEIR Impact 3.16-1 analyzed if future proposed development in Lodi has the potential to affect scenic vistas within the Planning Area and determined that the relatively flat topography results in few scenic vistas; views consist mainly of adjacent development or adjacent farmland, orchards, vineyards, or fields. In general, views to surrounding agricultural areas exist primarily at the urban edge. Cul-de-sacs and t-intersections restrict views to the Mokelumne River and agricultural areas. Distant views to Mount Diablo exist to the southwest, and even more distant and indistinct views to the Sierra Nevada foothills exist to the east. Overall, public views would not be significantly altered or blocked. Therefore, the project will have a less than significant impact on a scenic vista.

b) The GPEIR states that there are no designated or eligible scenic highways in Lodi. Interstate 580 is the only designated State Scenic Highway within San Joaquin County, which is not visible from the Planning Area. GPEIR chapter 3.15-Visual Resources concluded that impacts on scenic vistas are expected to be less than significant given that views to the agricultural edge will improve in some cases through the expansion of the street grid, and that while some views may be obstructed by new buildings, new views are expected to compensate for any lost views. Therefore, the project will have a less than significant impact on scenic resources.

c) The project will be reviewed and approved by the City Site Plan and Architectural Review Committee for compliance with Article 3–Site Planning and General Development Standards of the Lodi Municipal Code. Therefore, the project will not conflict with applicable zoning and other regulations governing scenic quality and will have a less than significant impact.

d) The project will be required to comply with the lighting standards contained in section 17.14.070 of the Lodi Municipal Code, which include criteria to eliminate light and glare. Furthermore, the GPEIR states that development under the proposed General Plan would include indoor lighting and outdoor lighting for safety purposes, which could be visible from a distance at night. Implementation of proposed General Plan policy CD-P33 will ensure that light and glare created by new development is minimized to a less-than-significant level.

- CD-P33: In order to use less energy and reduce light pollution, ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent residential neighborhoods and/or natural areas at a level greater than one foot candle above ambient conditions.

Therefore, the project will not create a new source of substantial light or glare and will have a less than significant impact.

Issues:	Summary of Impacts:			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
II. **AGRICULTURE RESOURCES**: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due				

to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) According to the Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the project site and surrounding areas are designated as Urban and Built-Up Land. Therefore, the project will not Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, there will be no impact.

b) The existing project site is a vacant, unused road Right-Of-Way without a zoning designation, which will be rezoned to Residential High Density (RHD) as required to construct the project. Therefore, the project will not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, there will be no impact.

c) The existing project site is a vacant, unused road Right-Of-Way without a zoning designation, which will be rezoned to Residential High Density (RHD) as required to construct the project. Therefore, the project will not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Therefore, there will be no impact.

d) The 3.0-acre (130,680 SF) project site is a vacant, unused road Right-Of-Way without a zoning designation, which will be rezoned to Residential High Density (RHD) as required to construct the project. Therefore, the project will not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, there will be no impact.

e) According to the Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the project site and surrounding areas are designated as Urban and Built-Up Land. The existing project site is a vacant, unused road Right-Of-Way without a zoning designation, which will be rezoned to Residential High Density (RHD) as required to construct the project. The project site could not result in the conversion of farmland or forest land. Therefore, there will be no impact.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
III. **AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable				X

air quality plan?				
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		X		

a) Development of the project site will be completed in compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) Air Quality Guidelines. The SJVAPCD's 2020 Small Project Analysis Levels (SPAL) provide thresholds for determining if a land use project is required to complete further pollutant analyses (Appendix A). The residential thresholds for a low-rise apartment building are 224-units and 800-average daily one-way trips. According to the Project Trip Generation (Appendix B) the project will generate 356 daily trips, which is 444 trips less than the SPAL threshold.

The project proposes to construct a senior affordable housing project consisting of two three-story buildings with a total of 110-units restricted to Very Low-Income Seniors for approximately 55 years on a 3.0-acre (130,680 SF) vacant project site. Therefore, the SJVAQMD thresholds will not be exceeded, and no further analysis is required. Therefore, there will be no impact.

b) The GPEIR states that construction activity completed in accordance with the General Plan would cause temporary, short-term emissions of various air pollutants. ROG and NOx, which are ozone precursors, as well as particulate matter (PM10 and PM2.5) would be emitted by construction equipment during various activities, such as grading and excavation, infrastructure construction, building demolition, and a variety of construction activities, and that actual significance would be determined on a project-by project basis as future development applications are submitted. As stated in response a) above, the SJVAQMD thresholds will not be exceeded, and no further analysis is required. Therefore, there will be no impact.

c) -d) Construction of the senior affordable housing project consists of two three-story buildings with a total of 110-units on a 3.0-acre (130,680 SF) vacant site; therefore, structure

demolitions will not be required. Project site construction is subject to SJVAPCD Regulations and Rules specific to Asbestos Demolition, Renovation, and Manufacturing. The Regulations and Rules are intended to limit asbestos emissions from demolition and the associated disturbance of asbestos-containing waste material generated or handled during construction. All asbestos-containing material found on the site must be removed prior to construction in accordance with all applicable SJVAPCD Regulations and Rules, including specific requirements for surveying, notification, removal, and disposal of material containing asbestos. By complying with the SJVAPCD's rules construction activity would not result in a significant impact to air quality.

The SJVAPCD CEQA Guidelines focuses on prevention of construction-related emissions as they are generally short-term in duration. Fine particulate matter ("PM10") is the pollutant of greatest concern with respect to construction activities. PM10 emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM10. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces.

Construction emissions of PM10 can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions and other factors. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to significantly reduce PM10 emissions from construction activity. The SJVAPCD's approach to CEQA analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions. The District has identified a set of feasible PM10 control measures for construction activities on sites greater than four acres. While the Salas Park Senior Affordable Housing site is less than four acres, it is possible that grading activities on the site will be disruptive to sensitive receptors within proximity of the project site, including the Lois E. Borchardt Elementary School, Salas Park, and adjacent residences. Therefore, the following recommended mitigation should be implemented.

Mitigation Measures:

AQ-1: SJVAPCD Basic Control Measures

1) Water all active construction areas at least twice daily.
2) Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
3) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
4) Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
5) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

AQ-2: Enhanced Control Measures

1) All "Basic" control measures listed above.

2) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
3) Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
4) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
5) Replant vegetation in disturbed areas as quickly as possible.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
IV. **BIOLOGICAL RESOURCES** -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident				X

or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

a)-d) The 3.0-acre (130,680 SF) project site is an infill site in an urbanized area with existing commercial, industrial, and residential uses and associated improvements. The site is not on or near any migratory wildlife corridors nor would construction impede access to any native wildlife nursery sites since there are none near the site, and the site is not within a habitat conservation plan area. The project site is not near any sensitive natural community identified in local or regional plans, policies, and regulations or by any state or by the California Department of Fish and Game or US Fish and Wildlife Service.

According to the GPEIR Chapter 3.4-Biological Resources, the project site is located in the Urban Habitat Land Use which is described as habitat consisting of landscaped areas with a mix of both native and exotic ornamental plant species. Species using these areas are conditioned to a greater level of human activity than those in natural and less developed areas. Furthermore, the SJMSCP Land Use Compensation Zones within the Planning Area do not require compensation for sites with the Urban Habitat Land Use. Therefore, the project will have no impact on habitats or wetlands or interfere with migratory fish or wildlife.

e)-f) The City of Lodi requires a permit for the removal of trees pursuant to Municipal Code section 12.04.360. As stated in response a)-d) above, the SJMSCP Land Use Compensation Zones within the Planning Area do not require compensation for sites with the Urban Habitat Land Use. Therefore, the project will not conflict with any local policies or ordinances protecting biological resources and will have no impact.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**

V. **CULTURAL RESOURCES** -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

a) The historic properties in the Planning Area have been identified through historic building surveys and previous cultural resource studies. A list of properties either listed on or found eligible for listing in the National Register of Historic Places is presented in Table 3.5-1.

Table 3.5-1: Historic Properties for the City of Lodi

Site/Building	*Location*	*Year Built*	*Historic Landmark Designation*	*National Register Status*
Bridge #29-2R	SR 99	1930		Identified, not evaluated.
Hotel Lodi	5 S. School Street, Lodi	1915	NR	Listed in NR, individual property
Lodi Arch/Mission Arch	Pine Street, Lodi	1907	NR, SHL No 931	Listed in NR, individual property
Lodi Armory	333 N. Washington Street, Lodi	1930		Determined eligible for NR, individual property
Lodi Carnegie Library	305 W. Pine Street, Lodi	1909		Determined eligible for NR, individual property
Lodi City Hall	221 W. Pine Street, Lodi	1928		Determined eligible for NR, individual property
Miyajima Hotel	4 N. Main Street	1937		Identified, not evaluated
Morse/Skinner Ranch House	13063 SR 99, Lodi	1869	NR1	Listed in NR, individual property
Southern Pacific Railroad Depot	2 N. Sacramento Street, Lodi	1907		Removed from eligibility for NR
Theodore H Beckman Ranch House	1150 W. Kettleman Lane	1902	SPHI4	Determined eligible for NR, a contributor to a historic district
Women's Club of Lodi	325 W. Pine Street, Lodi	1923	NR	Listed in NR, individual property
IOOF Hall	18961 Lower Sacramento Road, Woodbridge	1860	NR	Listed in NR, individual property
San Joaquin Valley College	18500 N Lilac St, Woodbridge	1879	S.H.L.2 No. 520	CR3, needs reevaluation
Wood's Ferry and Wood's Bridge	County Hwy J10, Woodbridge	1852 and 1858	S.H.L. No. 163	CR, needs reevaluation
Woodbridge	County Hwy J10, Woodbridge	1859	S.H.L. No. 358	CR, needs reevaluation
Woodbridge Masonic Lodge #131	1040 Augusta Street, Woodbridge	1882	NR	Listed in NR, individual property

KEY:
NR – National Register
S.H.L – State Historic Landmark
CR – California Register
SPHI – State Point of Historic Interest

Source: Directory of Properties in the Historic Property Data File for San Joaquin County, Office of Historic Preservation.

The 3.0-acre (130,680 SF) vacant project site does not include any of the City's Historic Properties. The closest Historic Property is the Theodore H Beckham Ranch House located one-mile northwest of the project site. Therefore, the project will not impact a historical resource as defined in §15064.5.

b) As stated in the GPEIR, the evidence from previous survey work and site investigations in the Planning Area would indicate that the historic archaeological site types that may be encountered throughout portions of the Planning Area may encompass the following:

- Historic artifact scatters and buried deposits of historic debris and artifacts;
- Building foundations and associated deposits;
- Levees and roads; and
- Remains of farms and ranches.

The 3.0-acre (130,680 SF) project site is located between the Union Pacific Railroad (UPRR) tracks and South Stockton Street, within a former right-of-way for Century Boulevard. According to the Phase I Environmental Site Assessment completed by Stantec on January 27, 2022, a Department of Toxic Substances Control (DTSC) action plan for the excavation and removal of soils was completed in June 2009. Therefore, the project will have no impact on archaeological resources as defined in §15064.5.

c) The 3.0-acre (130,680 SF) project site is an infill site in an urbanized area with existing commercial, industrial, and residential uses and associated improvements. The project site is not recognized near, adjacent to, or within a unique archeological feature (as defined by the Lodi City General Plan).

State code requires that if a unique archeological resource or site or human remains are found during excavation during any grading or earth-moving activities, all work will be suspended until the area has been thoroughly examined by a qualified archeologist. Therefore, impacts will be less than significant with mitigation.

Mitigation Measures:
CULT-1: Pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native America or has reason to believe that they are Native American, the coroner shall contact by telephone within 24-hours of the Native American Heritage Commission to determine the Most Likely Descendent (MLD).

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

efficiency?				

a-b) The proposed project will be reviewed by city departments for compliance with all applicable codes, including the Lodi Municipal Code Chapter 15.18-Green Building Code, which implements the 2022 California Green Building Standard Code. The proposed project will also require review and approval by the Site Plan Architectural Review Committee (SPARC) to ensure compliance with all required energy efficiency standards, including Low Impact Development (LID), solar, and electric vehicle charging, and other green/sustainable features that will be defined during the design review processes. Therefore, impacts to energy resources are expected to be less than significant.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
VII. **GEOLOGY AND SOILS** -- Would the project: a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the			X	

project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

ai-iv) The GPEIR states that the Planning Area is located 65 miles east of the Bay Area and lies within Seismic Risk Zone 3. Earthquakes in Seismic Risk Zone 3 pose a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area). The estimated maximum (moment) magnitudes (Mw) represent characteristic earthquakes on particular faults (Table 3.10-1).

Table 3.10-1: Active and Potentially Active Faults in the Vicinity of the Planning Area

Fault	*Location Relative to Lodi*	*Fault Classification*[1]	*Historical Seismicity*[2]	*Slip Rate*[3] *(mm/yr)*	*MM Magnitude*[4]
San Joaquin Fault	24 miles south	Conditionally Active/ Quaternary	N/A	N/A	N/A
Vernalis Fault	25 miles south	Conditionally Active/ Quaternary	Pre-Historic Activity	N/A	N/A
Greenville Fault	34 miles southwest	Active	5.8	2.0	6.9
Concord-Green Valley Fault	45 miles west-northwest	Active	Active Creep[5]	6.0	6.9
Calaveras Fault Zone	46 miles southwest	Active	M 6.1: 1984 M 5.9: 1979 Many <M 6.5	15.0 (Maximum)	6.8
West Napa Fault	51 miles northwest	Active	N/A	1.0	6.5
Hayward Fault	56 miles west-southwest	Active	M 6.8: 1868 M 7.0: 1838 Many <M 4.5	9.0	6.9
Rodgers Creek Fault	61 miles northwest	Active	N/A	0.2-1	7.0
San Andreas Fault (Peninsula and Golden Gate Segments)	72 miles west	Active	M 7.1: 1989 M 8.25: 1906 M 7.0: 1838 Many <M 6	17.0	7.3

The fault closest to the Planning Area is located 24-miles to the south; therefore any impacts from rupture, ground shaking, liquefaction, and landslides are expected to be less than significant. Compliance with the following General Plan policies will reduce the risk of impacts to a less than significant level.

- S-P18: Require soils reports for new projects and use the information to determine appropriate permitting requirements, if deemed necessary.

b) The GPEIR confirms that the Tokay soils present in the Planning Area have a moderate potential for wind erosion and the Tujunga soils in the Planning Area have a severe potential for wind erosion if vegetative covering is removed. Future development and creation of new impervious surfaces also has the potential to contribute to increased stormwater runoff, which could make soil erosion more severe if stormwater is not handled properly. Soil erosion at construction sites can increase sedimentation in nearby streams and drainage channels. Compliance with the following General Plan policies will reduce the risk of topsoil erosion. Therefore, there will be a less than significant impact.

- S-P20 Require new development to include grading and erosion control plans prepared by a qualified engineer or land surveyor.

c) Lateral spreading is a failure within a nearly horizontal soil zone, commonly associated with liquefaction, which causes the overlying soil mass to move towards a free face or down a gentle slope. Ground lurching can occur in soft, saturated clay and silts that are subjected

to strong ground shaking during earthquakes. Compliance with the General Plan policies referenced in this section will reduce the risk of impacts to a less than significant level.

d) A significant geotechnical consideration is the expansive nature of the existing fill, native soil, and bedrock across the proposed development area. The GPEIR confirms that all areas of new development in the Planning Area are located on soils with low shrink-swell potential. Expansive soils require particular engineering design, site preparation, and construction practices in order to prevent structure damage from soil movement associated with moisture level changes. When these practices are employed on a project-by-project basis the potential for structural damage is minimal. Compliance with the General Plan policies referenced in this section will reduce the risk of impacts to a less than significant level.

e) According to the project plans set, the site will be fully connected to all utilities, including sanitary/sewer in compliance with city specifications and standards. Therefore, there will be no impact from soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, there will be no impact.

f) The project site is a vacant, unused road Right-Of-Way which will be rezoned to Residential High Density (RHD) and is not recognized as a unique paleontological or a unique geologic feature. However, as stated in the Cultural Resources section above, if a unique paleontological resource or a unique geologic feature is found during excavation, all work will be suspended until the area has been thoroughly examined. Therefore, there will be no impact.

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

Greenhouse gases (GHGs) are present in the atmosphere naturally, released by natural sources, and released by human driven sources. The six gases that contribute to human-induced global climate change are:

- Carbon dioxide (CO2);
- Methane (CH4);
- Nitrous oxide (N2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF6).

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is measured relative to CO2. GHG emissions are typically measured in terms of pounds or tons of CO2 equivalents (CO2e).

Some jurisdictions have established quantitative thresholds for determining the significance of project GHG emissions from construction activities and project operations. Neither the City, San Joaquin County, nor SJVAPCD has established such quantitative significance thresholds. Therefore, responses to the above CEQA questions, specific to Greenhouse Gas Emissions, were provided by the CalEEMod model outputs for the proposed project, and include construction mitigation measures provided by the BAAQMD.

a) This section describes the proposed project's construction and operation GHG emissions and contribution to global climate change.

Construction. During construction, GHGs would be emitted through operation of construction equipment and from worker and vendor vehicles. The SJVAPCD has not established a threshold of significance for construction related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions. As shown in Table 4 below, CalEEMod calculations estimate that construction of the proposed project would generate approximately 345.8 metric tons of CO_2e (refer to Appendix C for model outputs).

Table 4: Construction Emissions

Year	**Emissions**			
	CO_2	**CH_4**	**N_2O**	**CO_2e**
2025	342.9	0.054	5.09	345.8
2026	1.5	7.0	1.0	1.6
			Maximum	345.8

Implementation of Mitigation Measure AQ-1 and AQ-2 would reduce GHG emissions by reducing the amount of construction vehicle idling and requiring the use of properly maintained equipment. Implementation of BAAQMD's GHG specific construction related best practices will further reduce emissions. Therefore, GHG impacts associated with construction would be less than significant with mitigation.

Mitigation Measures:

GHG-1: Implement the following construction best practices:

- Use zero-emission and hybrid-powered equipment to the greatest extent possible, particularly if emissions are occurring near sensitive receptors or located within a SJVAPCD-designated Community Air Risk Evaluation (CARE) area or Assembly Bill 617 community.
- Require all diesel-fueled off-road construction equipment be equipped with EPA Tier 4 Final compliant engines or better as a condition of contract.
- Require all on-road heavy-duty trucks to be zero emissions or meet the most stringent emissions standard, such as model year (MY) 2024 to 2026, as a condition of contract.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes (A 5-minute limit is required by the state airborne toxics control measure [Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site and develop an enforceable mechanism to monitor idling time to ensure compliance with this measure.
- Prohibit off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Use California Air Resources Board–approved renewable diesel fuel in off-road construction equipment and on- road trucks.
- Use U.S. Environmental Protection Agency SmartWay certified trucks for deliveries and equipment transport.
- Require all construction equipment to be maintained and properly tuned in accordance with manufacturer’s specifications. Equipment should be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Where grid power is available, prohibit portable diesel engines and provide electrical hook ups for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- Where grid power is not available, use alternative fuels, such as propane or solar electrical power, for generators at construction sites.
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking to construction workers and offer meal options onsite or shuttles to nearby meal destinations for construction employees.
- Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Minimize energy used during site preparation by deconstructing existing structures to the greatest extent feasible.
- Recycle or salvage nonhazardous construction and demolition debris, with a goal of recycling at least 15% more by weight than the diversion requirement in Title 24.
- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products used should be certified through a sustainable forestry program.
- Use low-carbon concrete, minimize the amount of concrete used and produce concrete on-site if it is more efficient and lower emitting than transporting ready-mix.
- Develop a plan to efficiently use water for adequate dust control since substantial amounts of energy can be consumed during the pumping of water.

- Include all requirements in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant on- or off-road construction equipment for use prior to any ground-disturbing and construction activities.

Operational Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks), area sources (e.g., maintenance activities), stationary sources (e.g., generators), indirect emissions from sources associated with energy consumption, waste sources (waste disposal), and water sources (water supply and conveyance). The project is not anticipated to have any stationary sources. Following guidance from the SJVAPCD, GHG emissions were estimated using CalEEMod. As shown in Table 5 below, CalEEMod calculations estimate that operation of the proposed project would generate approximately 944 metric tons of CO_2e (refer to Appendix C for model outputs).

The proposed Project would generate minimal area-source, waste source, and water source emissions. Trip generation rates for the project were based on the project's Transportation Impact Analysis, which estimates that the proposed project would generate approximately 356 net new trips per day.

Table 5: Mitigated Operational Emissions

Emissions Source	**Operational Emissions**				
	CO_2	**CH_4**	**N_2O**	**CO_2e**	**Percent of Total**
Area Source	1.3	1.3	0.0	1.4	0.004
Energy Source	110	8.1	2.1	111	0.24
Mobile Source	328	0.0	0.0	334	0.7
Waste Source Emissions	10.2	0.6	0.0	25.4	0.04
Water Source Emissions	7.3	0.23	5.6	15	0.03
Total Annual Emissions				**944**	**100**

BAAQMD's approach to developing thresholds of significance for climate impacts is to use a "fair share" approach for determining whether an individual project's GHG emissions would be cumulatively considerable. If a project would contribute its "fair share" of what is needed to achieve the State's long-term GHG reduction goals, then the lead agency can find that the project's impact is not significant. BAAQMD has identified design elements required of new land use projects to achieve California's long-term climate goal of carbon neutrality by 2045. If these design elements are incorporated into the design and construction of a project, then the Project would not make a cumulatively considerable contribution to global climate change. The project must include one of the two design elements. These guidelines are:

A. Projects must include, at a minimum, the following project design elements:
   i. Buildings:
      1. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
      2. The project will not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

ii. Transportation
   1. The project will achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target that reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory:

B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

Conformance with California Green Building Code and Energy Code standards will ensure the project does not result in any wasteful, inefficient, or unnecessary energy use. The 5 and 5/31 public transit bus stop is located at the entrance to the project site and the project VMT analysis confirmed that the project screened out and no further analysis is necessary, as discussed further in the Transportation section. Therefore, GHG impacts associated with operations would be less than significant.

b) This section describes the proposed project's consistency with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases.

The City of Lodi's Climate Action Plan (CAP) was adopted on November 20, 2014, and states the following regarding project-specific compliance with the CAP – "If substantial evidence indicates that the GHG emissions of a proposed project may be cumulatively considerable, notwithstanding the projects compliance with specific measures in the CAP, an EIR must be prepared for the project." As stated in question a) above – "BAAQMD has identified design elements required of new land use projects in order to achieve California's long-term climate goal of carbon neutrality by 2045. If these design elements are incorporated into the design and construction of a project, then the Project would not make a cumulatively considerable contribution to global climate change."

The proposed project will require review and approval by the Site Plan Architectural Review Committee (SPARC) to ensure compliance with all applicable codes and standards, including Low Impact Development (LID), solar, and electric vehicle charging, and other green/sustainable features that will be defined during the design review processes. Compliance with the applicable California Green Building Code and Energy Code standards will ensure the project is consistent with state requirements for energy efficiency and contributes to reaching statewide GHG emission reduction goals. Therefore, the proposed Project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This impact would be less than significant.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
IX. **HAZARDS AND HAZARDOUS MATERIALS --** Would the project:				

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures to a significant risk of loss, injury or				X

death involving wildland fires?				

a) The project proposes to construct a senior affordable housing project consisting of two three-story residential buildings with a total of 110-units and associated improvements on a 3.0-acre (130,680 SF) site, and will not involve the transport, use, or disposal of hazardous materials. Therefore, there will be no impact.

b) An EnviroStor search at the California Department of Toxic Substances Control confirmed that there are no hazardous materials sites on the site or within a 1,000-foot radius of the site. The closest hazardous cleanup site is the Holz Rubber Co, Inc site located 0.64-miles (3,400-feet) to the northwest of the project site. The project site is not located on a site that has been identified as a hazardous material site. Therefore, there will be no impact.

c) The Lois E. Borchardt Elementary School is located approximately 0.44-miles (2,300-feet) to the southeast of the project site, however as stated above, the proposed project is a project consisting of two three-story residential buildings with a total of 110-units and associated improvements on a 3.0-acre (130,680 SF) site that will not emit hazardous emissions or handle hazardous materials, substances, or waste. Therefore, there will be no impact.

d) An EnviroStor search at the California Department of Toxic Substances Control confirmed that there are no hazardous materials sites on the site or within a 1,000-foot radius of the site. The closest hazardous cleanup site is the Holz Rubber Co, Inc site located 0.64-miles (3,400-feet) to the northwest of the project site. The project site is not located on a site that has been identified as a hazardous material site. Therefore, there will be no impact.

e) The project site is not located within an airport land use plan. The closest airport is Lodi Airpark (L53), approximately 1.7-miles southwest of the project site. Therefore, there will be no impact.

f) The project site fronts onto South Stockton Street but will not alter traffic operations on that road. Therefore, the proposed 110-unit senior affordable housing project would not physically interfere with any emergency response plan or emergency evacuation plan. Therefore, there will be no impact.

g) A search of Calfire's fire hazard severity zones viewer confirmed that the project site is not located within, or within proximity to a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is located on the easter edge of Herald, CA, Siesta Valley Recreation Area, approximately 14.25-miles northeast of the project site. The project site is located in a Local Responsibility Area (LRA), and the site and structures will be constructed in compliance with applicable fire codes and standards. Therefore, there will be no impact.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**

X. **HYDROLOGY AND WATER QUALITY** -- Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Impede or redirect flood flows?			X	
g) In flood hazard, tsunami, or seiche zones, risk release of			X	

pollutants due to project inundation?				
h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) The proposed project will be reviewed by city departments for compliance with all applicable codes, including Lodi Municipal Code Article 3-Site Planning and Development Standards. The proposed project will also require review and approval by the Site Plan Architectural Review Committee (SPARC) to ensure compliance with all required water quality standards and waste discharge requirements, including the following general plan policies:

- C-P-31 - Require all new development and redevelopment projects comply with the postconstruction Best Management Practices (BMPs) called for in the Stormwater Quality Control Criteria Plan, as outlined in the City's Phase 1 Stormwater NPDES permit issued by the California Water Quality Control Board, Central Valley Region. Require that owners, developers, and/or successors-in-interest establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of all post-construction BMPs.
- C-P-32 - Require, as part of the City's Storm Water NPDES Permit and ordinances, the implementation of a Grading Plan, Erosion Control Plan, and Pollution Prevention Plan during the construction of any new development and redevelopment projects, to the maximum extent feasible.

Therefore, impacts will be less than significant.

b) Groundwater supplies will not be impacted by the project. Groundwater within the City of Lodi Planning Area is recharged by local precipitation and through percolation from surface waters. The Mokelumne River is the primary source of groundwater recharge in the Planning Area. The proposed project will connect to all utilities and is not located above a groundwater basin. Therefore, there will be no impact.

c) The project proposes to construct a senior affordable housing project consisting of two three-story residential buildings with a total of 110-units and associated improvements on a 3.0-acre (130,680 SF) site. The Preliminary Storm Drainage Plan for the proposed project includes bio-retention treatment to remove pollutants primarily by filtering runoff. Routine maintenance is needed to ensure that flow is unobstructed, and erosion is prevented. Typical routine maintenance consists of the following:

- Inspect inlets for channels, exposure of soils, or other evidence of erosion. Clear any obstructions and remove any accumulation of sediment. Examine rock or other material used as a splash pad and replenish if necessary.
- Inspect outlets for erosion or plugging.
- Inspect evidence of instability or erosion and correct as necessary.

- Observe soil at the bottom of the flow-through planter for uniform percolation throughout. If portions of the flow-through planter do not drain within 48 hours after the end of a storm, the soil should be tilled and replanted. Remove any debris or accumulations of sediment.
- Examine the vegetation to ensure that it is healthy and dense enough to provide filtering and to protect soils from erosion. Replenish mulch as necessary, remove fallen leaves and debris, prune large shrubs or trees, and mow turf areas. Confirm that irrigation is adequate and not excessive. Replace dead plants and remove invasive vegetation. When mowing, remove no more than 1/3 height of grasses.

Furthermore, no stream or rivers exist near the site whose courses could be altered by alterations to the drainage pattern of the site. Therefore, the project will not alter the existing drainage pattern of the site or area which would result in erosion or siltation on- or off-site. Therefore, there will be a less than significant impact.

d) According to the FEMA Flood Insurance Rate Map (FIRM), the project site is located in flood zone X, described as 0.2% Annual Chance Flood Hazard. The project site is not located within a 100-year flood hazard area and none of the structures or buildings surrounding the site are within a 100-year flood hazard. The project is required to comply with the city stormwater management requirements. Compliance with the city stormwater management requirements may include the General Plan policies cited in question a) above. Therefore, the project will have a less than significant impact with mitigation measures.

Mitigation Measures:
Hydro-1: The project is required to comply with the city stormwater management requirements.

e) -h) As stated above, the project will be constructed in compliance with all applicable water quality control plans, including the National Pollutant Discharge Elimination System (NPDES), California Storm Water Best Management Practices Handbook and corresponding Best Management Practices (BMPs), and applicable General Plan policies. Therefore, there will be a less than significant impact.

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

the purpose of avoiding or mitigating an environmental effect?				

a) The project fronts onto South Stockton Street and will not divide any existing community. Surrounding land uses are commercial, industrial, residential, and park. The project has been designed in full compliance with all applicable design guidelines and development standards to be compatible with and enhance the surrounding land uses and will include linkages to adjacent uses. Therefore, the project will not physically divide an established community and there will be no impact.

b) The discretionary approvals required to build the 110-unit 100% affordable senior housing project include:

- General Plan Amendment (GPA) from no land use designation to Residential High Density (RHD),
- Rezone (RZ) from no zoning designation to Residential High Density (RHD), and
- Site Plan and Architectural Review (SPARC).
- Parcel Map

Approval of the discretionary approvals will enable the applicant to construct a well-designed residential infill project that will fulfill several policies, and actions of the City of Lodi General Plan Land Use Element, including the following.

LU-G4	Foster development of walkable new neighborhoods, with a mix of uses and diversity of housing types.
LU-G5	Maintain land use patterns that maximize residents' access to parks, open space, and neighborhood shopping centers.
LU-P3	Do not allow development at less than the minimum density prescribed by each residential land use category, without rebalancing the overall plan to comply with the "no net loss provisions of state housing law."
LU-P6	Locate new medium- and high-density development adjacent to parks or other open space, in order to maximize residents' access to recreational uses; or adjacent to mixed-use centers or neighborhood commercial developments, to maximize access to services.
LU-P22	Promote infill development that maintains the scale and character of established neighborhoods.

Therefore, the project will not cause a significant environmental impact due to a conflict with a land use plan or policy but will fulfill several policies of the City of Lodi General Plan Land Use Element. Therefore, there will be no impact.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**

		Incorporation		
XII. **MINERAL RESOURCES** -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) -b) The California Geological Survey's (formerly the Division of Mines and Geology) Special Report 160 identifies the classification of aggregate resources within the Stockton-Lodi Production-Consumption (P-C) Region. The Region covers 430 square miles and includes several large, urbanized portions of San Joaquin County. The primary emphasis of the study was to delineate land containing sand and gravel deposits suitable for the production of high-quality, Portland cement concrete (PCC) aggregate and calculate the quantity and adequacy of those reserves. According to Special Report 160, the Planning Area is designated as MRZ-1, meaning that the area is highly unlikely to contain significant mineral resources (GPEIR, CDMG, 1988). Therefore, the project will have no impact on mineral resources.

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
XIII. **NOISE --** Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project within the vicinity				

of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

a) According to the General Plan Noise Element, three aspects of noise are used in assessing the community noise environment:
   1. Level is the magnitude or loudness of sound. Sound levels are measured and expressed in decibels (dB). Ten dB is roughly equal to the threshold of hearing.
   2. Frequency is the composition or spectrum of a sound. Frequency is a measure of the pressure fluctuations per second.
   3. Variation is sound level with an added time component. Most community noise is produced by many distant noise sources that change gradually throughout the day and result in steady background noise with no identifiable source. Identifiable events of brief duration, such as aircraft flyovers, cause the community noise level to vary from instant to instant. A single number called the equivalent sound level (Leq) describes the average noise exposure level over a period of time. Transient noise events may be described by their maximum (Lmax) A-weighted noise level (dBA).

   Title 24 of the California Code of Regulations, the Building Standards Administrative Code, contains the State Noise Insulation Standards, which specify interior noise standards for new hotels, motels, apartment houses, and dwellings other than single-family homes. Such new structures must be designed to reduce outdoor noise to an interior level of no more than 45 dB in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dB. Title 24 standards are enforced through the building permit application process.

   Furthermore, the City of Lodi Municipal Code Chapter 9.24-Noise Regulation states that – "It is unlawful for any person, firm or corporation to cause, permit, or generate any noise or sound as described herein between the hours of ten p.m. and seven a.m. which exceeds the ambient noise level at the property line of any residential property (or, if a condominium or apartment house within any adjoining apartment) as determined at the time of such reading by more than five decibels."

   The project will be constructed and operated in compliance with all applicable codes and will not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. Therefore, impacts will be less than significant.

b) Temporary construction noise will have less than significant noise and vibration impacts. The Lodi Municipal Code, section 9.24.030.C. restricts excessive, offensive, or disturbing noise and limits noise generating sources, including construction, to the hours of 7:00 a.m. to 10:00 p.m. Compliance with the noise regulations of the municipal code will result in less than significant noise and vibration impacts from construction activities. Therefore, impacts will be less than significant.

The GPEIR includes State Regulations and General Plan policies that require acoustical studies and any necessary vibration mitigation where development is proposed within proximity to an existing railroad. The proposed 110-unit senior affordable housing project site is abutting the Union Pacific Railroad (UPRR) and will require compliance with the following.

California Noise Insulation Standards, California Code of Regulations, Title 24
The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. The noise insulation standards set forth an interior standard of DNL 45 dB in any habitable room. Where such units are proposed in areas subject to noise levels greater than DNL 60 dB, the Code requires an acoustical analysis to demonstrate that the dwelling units have been designed to meet the interior noise standard. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

- **N-P5** - Noise sensitive uses, such as residences, hospitals, schools, libraries, and rest homes, proposed in areas that have noise exposure levels of "conditionally acceptable" and higher must complete an acoustical study, prepared by a professional acoustic engineer. This study should specify the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve interior noise levels consistent with [Table 9-3 of the proposed General Plan]. (GPEIR)

Mitigation Measures:
Noise-1: The applicant is required to complete an acoustical study, prepared by a professional acoustic engineer, and implement all the required and recommended mitigation measures.

c) The project site is not located within an airport land use plan. The closest airport is Lodi Airpark (L53), approximately 1.7-miles southwest of the project site. Therefore, the project will not expose people residing or working in the project area to excessive noise levels, and there will be no impact.

XIV. **Population / Housing --** Would the project result in:				
Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X

XIV. **Population / Housing** -- Would the project result in:				
Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) The General Plan Housing Element update states the following.

- Lodi currently contains approximately 63,400 residents. The proposed General Plan could accommodate 26,400 additional residents. Accounting for the current population as well as new residents anticipated from recently approved projects (approximately 9,700 residents), full development of the General Plan could result in a total of 99,500 residents, representing an annual growth rate of 2%, consistent with the maximum population permissible under the City's Growth Management Allocation Ordinance.

- Phase 1 of the General Plan could add 11,400 new residents to Lodi. An additional 5,000 and 10,000 residents could be expected if Phase 2 and Phase 3 were developed, respectively.

- Phase 1 of the General Plan accommodates approximately 4,400 new housing units, and high-density units represent 7%. Notably, higher density housing represents a more efficient use of land.

The proposed senior affordable housing project will include two, three-level apartment buildings with a total of 110 apartments, with an expected occupancy rate of 1.5 seniors per unit, and a maximum total occupancy of 165 senior residents. When considering the age restriction of the future tenants, and the probability of the project housing existing City of Lodi residents, the expected population growth will be minimal. Therefore, the project will not induce substantial unplanned population growth and there will be no impact.

b) The project proposes a 100% affordable housing project for senior citizens with 110 units in two multi-family buildings. The project will fulfill the goals, objectives, and policies of the General Plan and will provide needed affordable housing for senior citizens and will not displace existing people or housing. Therefore, there will be no impact.

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

Fire Protection

The Fire Department serves a population of 66,500 people in a geographic area of 13.86 square miles and provides a wide range of emergency and non-emergency services, including fire suppression, emergency medical services, hazardous materials response, technical rescue, fire prevention, public education, and related safety services.

The City of Lodi Fire Department participates in the CalEMA state-wide mutual aid system, which utilizes resources from municipal fire departments in order to provide fire protection throughout the State. The City also has mutual aid agreements with the Woodbridge Fire Protection District.

Staffing

The Fire Department has 51 firefighters, including 10 command staff consisting of Chiefs, Marshalls, and administrative staff. The city of Lodi has an Insurance Services Office (ISO) rating of Class 3. A Class 3 ISO rating indicates that the Fire Department is strategically placed throughout the City, and has adequate personnel, equipment, and expertise to serve the current population.

Fire Stations

The Lodi Fire Department covers the city from four fire stations: Fire Station 1 is located in the downtown area, Fire Station 2 is located on the eastside of Lodi, Fire Station 3 is located in the southwest section of town, and Fire Station 4 is in the northwest section of town. Fire Station 4 also houses the Mobile Operations Center and is used by both the Fire and Police departments. A fifth Fire Station location has been reserved as part of the approved Reynolds Ranch project located south of Harney Lane and west of SR-99.

All Lodi fire stations have a staffed fire engine in service. All engines and trucks carry basic life support (BLS) equipment allowing firefighters to provide emergency medical care. All Lodi firefighters are certified to at least the level of an emergency medical technician (EMT).

Response Times
In 2006, the most recent year of data availability, the department met the self-imposed National Fire Protection Association's response time criteria of 6 minutes for 90% of all calls.

The project site is not located within, or within proximity to, a Very High Fire Hazard Severity Zone (VHFHSZ). Furthermore, the project plans will be reviewed for compliance with all applicable fire codes, and the site will be constructed in compliance with applicable fire district development standards and design guidelines. Therefore, there will be no impact.

Police Protection
Police protection services in the City of Lodi are provided by the Lodi Police Department. The Department has operated out of the Lodi Police Facility at 215 West Elm Street since the facility's completion in February 2004. The facility includes 51,000 square feet for police and jail services, and 8,000 square feet for future use by the San Joaquin County Superior Court.

The Lodi Police Department is divided into three districts, encompassing five geographical areas or "patrol beats". The Sunset District's geographical borders are generally east to Hutchins Street, north to city limits, west to the city limits, and south to city limits. The Heritage District's geographical borders are generally west to Hutchins Street, north to the city limits, east to the city limits and south to city limits but excluding the area of the Central District. The Central District's geographical borders are generally west to Hutchins Street, north to Elm Street, south to Vine Street and East to Cherokee lane.

As outlined in the City of Lodi 2022 Municipal Service Review and Sphere of Influence Plan, the goal for Lodi Police Department response time is an average of three minutes for emergency calls (Priority 1) and 30 minutes for non-emergency calls (Priority 2). Last year (2022), the actual average response times were 4.42 minutes for emergency calls, and 26.39 minutes for non-emergency calls.

As stated in the Population / Housing section above, the expected occupancy rate is 1.5 seniors per unit, and a maximum total occupancy of 165 senior residents. This number of senior residents will not have an increase in demand for police services. Therefore, there will be no impact.

Schools
Lodi's educational and academic needs are served primarily by the Lodi Unified School District (LUSD). LUSD covers an area of 350 square miles, serving all of Lodi as well as North Stockton, Acampo, Clements, Lockeford, Victor, and Woodbridge. In the 2022-2023 school year, LUSD served 27,760 students in kindergarten through grade 12, which represents a 3,499 reduction in student enrollment from the 31,259 students served in 2009 as stated in the General Plan. The proposed multi-family residential project is expected to accommodate no more than 139 new residents, of which no more than 46 are expected to be future LUSD students. Therefore, there will be no impact on schools.

Parks, and Other public facilities

According to the General Plan Lodi has 23 developed parks including Mini/Urban Parks, Neighborhood Parks, Community Parks, and Regional Parks, and four undeveloped parks and open spaces for a total of 397-acres. Drainage basins account for 34% of all parkland with a total of 251-acres, for a combined total of 649-acres of parks, and 6.5-acres of parks/drainage basins per 1,000 residents. Section 66477 of the Government Code (the Quimby Act) authorizes jurisdictions to establish ordinances requiring residential subdivision developers to dedicate parkland or pay in-lieu fees for park and recreation purposes. The standard is five-acres of parkland per 1,000 residents. Per General Plan Policy P-P2, the City of Lodi uses an eight acres per 1,000 residents standard as a threshold to measure how well its citizens are provided with park and recreational facilities access.

The 3.0-acre (130,680 SF) project site will support two apartment buildings and 110 affordable units for senior citizens. The majority of the 165 senior residents are expected to be existing City of Lodi residents and will not have a significant impact on municipal services. Therefore, there will be a less than significant impact on parks.

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

a)-b) The 3.0-acre (130,680 SF) project site will support two apartment buildings and 110 affordable units for senior citizens. The majority of the 165 senior residents are expected to be existing City of Lodi residents and will not have a significant impact on municipal services. Therefore, there will be a less than significant impact on Recreation.

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

a) -b) The General Plan Transportation Element includes the following applicable policies.

- T-G8: Encourage reduction in vehicle miles traveled as part of a strategy to reduce greenhouse gas emissions.
- T-P2: Review new development proposals for consistency with the Transportation Element and the Capital Improvements Program. Ensure that new projects provide needed facilities to serve developments and/or contribute a fair share to the City's transportation impact fee.
- T-P27: Review new development proposals for consistency with the Short Range Transit Plan. Ensure new projects provide needed transit facilities to serve developments and provide all needed facilities and/or contribute a fair share for improvements not covered by other funding sources.
- T-P33: Require new development to provide transit improvements where appropriate and feasible, including direct pedestrian access to transit stops, bus turnouts and shelters, and local streets with adequate width to accommodate buses.

<u>Transit</u>
A variety of transit services are provided in Lodi, including fixed-route local bus service, intercity bus service, and demand responsive service. Lodi has a "multimodal" station (Lodi Station) located downtown at Pine and Sacramento streets, as well as for Amtrak rail service.

Bicycle

The city's existing network of bicycle facilities includes on-street bicycle lanes and bicycle routes. A total of 21 miles of bicycle facilities are currently provided in the city, with most designated as Caltrans Class II bicycle lanes and a short segment designated as a Class III bicycle route.

Trip Generation

Trip generation for the Project was determined based on average rates from Institute of Transportation Engineer's (ITE) publication, Trip Generation, 11th Edition. ITE Land Use Code 252 Senior Adult Housing – Multifamily was used to estimate project trip generation. The proposed project will generate 356 daily trips, with 22 vehicles per hour in the AM and 28 vehicles per hour in the PM.

	Daily	AM In	AM Out	Total AM	PM In	PM Out	Total PM
Project Trip Gen*	356 vpd	7 vph	15 vph	22 vph	16 vph	12 vph	28 vph

* *Using the fitted curve equations*

For purposes of CEQA review, impacts resulting from new trips associated with a project are considered a significant impact unless the total projected vehicle miles traveled (VMT) is reduced by at least 15 percent below similar projects existing in the agency. The Interwest transportation engineers used OPR's Technical Advisory to analyze VMT compliance and concluded that the project screened out due to it being an affordable housing project on an infill site, and within proximity to transit (Appendix D). Therefore, impacts associated with VMT will be less than significant impacts.

c) -d) The 1.53-acre project site is proposed to be improved with three multi-family residential buildings and associated site improvements and will require review and approval by the Site Plan Architectural Review Committee (SPARC) to ensure compliance with all applicable codes, development standards, and General Pan policies. Therefore, there will be no impacts.

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

a-i) As stated in detail in the Cultural Resources section of this MND, the project site does not include any of the City's Historic Properties. The closest Historic Property is the Theodore H Beckham Ranch House located 1.15-miles northeast of the project site. Therefore, the project will have no impact on historical resources as defined in Public Resources Code section 5020.1(k).

a-ii) California Assembly Bill (AB 52) requires public agencies to consult with tribes during the CEQA process. The City of Lodi Native American Heritage Commission Tribal Consultation List for San Joaquin County was updated on 6/16/2023 and provides the contact information for 14 tribes for the purposes of tribal consultation in compliance with AB 52. Tribal consultation with the 14 tribes was initiated on 1/5/24, and as of the date of this MND only one response has been received from Corrina Gould, Tribal Chair Confederated Villages of Lisjan Nation, who provided the email response below.

Thank you for reaching out to the Tribe about the proposed project. At this time the Tribe has no further information to supply about the proposed site for this plan. As always we encourage developers in our traditional territories to remain cognizant of the facts that our tribal people lived all over the Bay Area and because of colonization and genocidal practices that reached into the late 19th century and early 20thCentury,it is not always possible to know for certain if you may find cultural resources or burials at sites where you anticipate ground disturbance. The Tribe wishes to be contacted if there are any findings.

'Uni (Respectfully),

Corrina Gould, Tribal Chair
Confederated Villages of Lisjan Nation

Issues:	**Summary of Impacts:**			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
XX. Utilities and Service Systems -- Would the project result in:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X

Issues:	Summary of Impacts:			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
XX. Utilities and Service Systems -- Would the project result in:				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

a)-e) The increase in demand for utilities from development of the 110-unit senior affordable housing project will be de-minimis. The project site will connect to existing utilities for water, sewer, electric power, natural gas, telecommunications, and storm water drainage services. As stated on the project plans, all services will be installed in compliance with all applicable codes, specifications, and standards. The project will also be required to pay all applicable impact fees to the City of Lodi associated with the connections to services and utilities. Therefore, there will be no impact.

Issues:	Summary of Impacts:			
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
XXI. Wildfire -- Would the project result in:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the unco48ntrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a)-c) A search of CalFire's fire hazard severity zones confirmed that the project site is not located within, or within proximity to, a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is located on the east edge of Herald, CA, Siesta Valley Recreation Area, approximately 15-miles northeast of the project site. The project site is in a Local Responsibility Area (LRA), and the site and structures will be constructed in compliance with applicable fire codes and standards. Therefore, there will be no impact.

d) According to the FEMA Flood Insurance Rate Map (FIRM), the project site is in flood zone X, described as 0.2% Annual Chance Flood Hazard. The project site is not located within a 100-year flood hazard area and none of the structures or buildings surrounding the site are within a 100-year flood hazard. The project is required to comply with city stormwater management

requirements. Compliance with city stormwater management requirements may include the General Plan policies. Therefore, the project will not impede or redirect flood flows and there will be no impact.

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

a) The project proposes to construct a senior affordable housing project consisting of two three-story buildings with a total of 110-units restricted to Very Low-Income Seniors for approximately 55 years, and will require a General Plan Amendment (PL2023-038 GPA), and a Zoning Map amendment (PL2023-037 Z) on the 3.0-acre (130,680 SF) project site that is located North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240.

   The project site is not on or near any migratory wildlife corridors nor would construction impede access to any native wildlife nursery sites since there are none near the site. The site is not within a habitat conservation plan area and does not contain any natural drainage courses or wetlands. The project site is not near any sensitive natural community identified in local or regional plans, policies, and regulations or by any state or by the California Department of Fish and Game or US Fish and Wildlife Service. Therefore, the project will have no impact on habitats or wetlands or interfere with migratory fish or wildlife.

   The project site does not include any of the City's Historic Properties. The closest Historic Property is the Theodore H Beckham Ranch House located 1.15-miles northeast of the project site. Therefore, the project will not impact a historical resource as defined in §15064.5.

b) None of the standards for mandatory findings of significance are met. With regard to cumulative impacts, development of the senior affordable housing project would not result in any significant environmental impacts. Likewise, the project would not result in any incremental effects that would be cumulatively considerable when viewed in combination with past and probably future projects. Thus, the cumulative impacts of this project are less than significant.

c) The project will require mitigation measures to reduce impacts to Air Quality, Cultural Resources, Greenhouse Gas, Hydrology, and Noise to a less than significant level. Of those mitigation measures, two of them are recommended mitigation measures and are not required to mitigate a known environmental impact. Therefore, the project will have no impact on human beings, either directly or indirectly.

Appendix A

SJVAPCD 2020 Small Project Analysis Levels

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Small Project Analysis Levels (SPAL)

November 13, 2020

The San Joaquin Valley Air Pollution Control District (District) has published guidance on determining potential significant impacts and potential mitigation of significant impacts in its Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI).

The District has established thresholds of significance for criteria pollutant emissions, which are based on the District's New Source Review (NSR) offset requirements for stationary sources. Using the project type, size, and number of vehicle trips, the District has pre-quantified emissions and determined values below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants.

In the interest of streamlining CEQA requirements, projects that fit the below descriptions up to the project sizes indicated, and are below **both** of the corresponding non-HHDT and HHDT trip lengths, are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes.

Notes: HHDT means "Heavy-Heavy Duty Trucks". SPAL analysis was performed based on CalEEMod version 2016.3.2

Table 1: Residential

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (50 mile trip length)
Single Family	155	dwelling unit	AND LESS THAN	800	15
Apartment, Low Rise	224	dwelling unit			
Apartment, Mid Rise	225	dwelling unit			
Apartment, High Rise	340	dwelling unit			
Condominums/Townhouse	256	dwelling unit			
Condominums, High Rise	352	dwelling unit			
Mobile Home Park	292	dwelling unit			
Retirement Community	580	dwelling unit			
Congregate Care Assisted Living	536	dwelling unit			

Table 2: Commercial

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (50 mile trip length)
General Office Building	200,000	square feet	AND LESS THAN	1,000	15
Office Park	190,000	square feet			
Government (Civic Center)	92,000	square feet			
Government Office Building	40,000	square feet			
Medical Office Building	68,000	square feet			
Research & Development	256,000	square feet			
Hospital	130,400	square feet			
Bank (with Drive-Through)	19,600	square feet		1,600	25
Pharmacy/Drugstore w/o Drive Thru	24,800	square feet			
Pharmacy/Drugstore with Drive Thru	23,200	square feet			

Table 3: Retail

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (50 mile trip length)
Free Standing Discount Store	34,000	square feet	AND LESS THAN	1,250	25
Regional Shopping Center	47,000	square feet			
Discount Club Store	30,000	square feet			
Supermarket	18,400	square feet			
Free-Standing Discount Superstore	37,600	square feet			
Hardware/Paint Store	36,000	square feet			
Convenience Market (w/o gas pumps)	18,500	square feet		1,900	35
Convenience Market (w gas pumps)	3,300	square feet			
Gasoline/Service Station	16	pump			
Automobile Care Center	105,000	square feet		1,550	25
Electronic Superstore	52,000	square feet			
Home Improvement Superstore	60,000	square feet			
Strip Mall	49,600	square feet		375	7

Table 4a: Industrial

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (50 mile trip length)
General Light Industry	280,000	square feet	AND LESS THAN	550	70
Heavy Industry	900,000	square feet			
Industrial Park	295,000	square feet			
Manufacturing	472,000	square feet			

Table 4b: Industrial (Warehouse)

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (146 mile trip length)
Refrigerated Warehouse - No Rail	190,000	square feet	AND LESS THAN	140	15
Refrigerated Warehouse - Rail		square feet			
Unrefrigerated Warehouse - No Rail		square feet			
Unrefrigerated Warehouse - Rail		square feet			

Table 4c: Industrial (Warehouse)

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (146 mile trip length)
Refrigerated Warehouse - No Rail	190,000	square feet	AND LESS THAN	N/A	25
Refrigerated Warehouse - Rail		square feet			
Unrefrigerated Warehouse - No Rail		square feet			
Unrefrigerated Warehouse - Rail		square feet			

Table 5: Educational

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (50 mile trip length)
Elementary School	1,880	student	AND LESS THAN	1,000	15
Elementary School	156,000	square feet			
Junior High School	1,440	student			
Junior High School	168,800	square feet			
High School	1,160	student			
High School	153,600	square feet			
Junior College (2 year)	1,720	student			
Junior College (2 year)	74,400	square feet			
University/College (4 year)	1,120	student			
Library	38,400	square feet			
Place of Worship	141,000	square feet			
Day Care Center	40,000	square feet		1,500	25

Table 6: Recreational

Land Use Type	Size	Unit		Average Daily One-way Trips for all fleet types (except HHDT)	Average Daily One-way for HHDT Trips only (50 mile trip length)
High Turnover (Sit Down Restaurant)	16,800	square feet		1,500	25
Quality Restaurant	24,800	square feet			
Fast Food Restaurant with Drive Thru	4,500	square feet			
Fast Food Restaurant w/o Drive Thru	2,950	square feet	AND LESS THAN	1,100	20
Hotel	228	room			
Motel	300	room			
Arena	168,000	square feet			
City Park	256	acre			
Golf Course	368	acre			
Health Club	64,000	square feet			
Racquet Club	124,000	square feet			
Recreational Swimming Pool	70,400	square feet			
Movie Theater (No Matinee)	23,200	square feet			

Appendix B

AB 52 Tribal Consultation Correspondence

Richard Walker

From: Richard Walker
Sent: Friday, January 5, 2024 2:36 PM
To: rhonda@buenavistatribe.com; neil.peyron@tulerivertribe-nsn.gov; lmathiesen@crtribal.com; bguth@auburnrancheria.com; consultation@ionemiwok.net; dbrown@wiltonrancheria-nsn.gov; valdezcome@comcast.net; jtarango@wiltonrancheria-nsn.gov; huskanam@gmail.com; shutchason@wiltonrancheriansn.gov; canutes@verizon.net; cvltribe@gmail.com
Cc: Paul Junker
Subject: City of Lodi - AB 52 Consultation

Dear Tribes,

The Lodi City planning department is pleased to provide the location and description of a proposed multi-family affordable housing project that requires compliance with the California Environmental Quality Act (CEQA). According to the CEQA Mitigated Negative Declaration that was prepared for the project (Salas Park Senior Affordable Housing), the project will have no impacts on tribal cultural resources. However, California Assembly Bill (AB 52) requires public agencies to consult with tribes during the CEQA process. Therefore, the Lodi city planning department is requesting your review of the proposed project location and description, and any comments or concerns that you may have regarding the proposed project and its potential for impacts on tribal cultural resources. Please respond by email or by telephone at 424-404-7504. Thank you for your assistance, have a good day.

Project Location:
The 3.0-acre (130,680 SF) project site is located North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240.

Project Description

The project proposes to construct a senior affordable housing project consisting of two three-story buildings with a total of 110-units restricted to Very Low-Income Seniors for approximately 55 years, and will require a General Plan Amendment (PL2023-038 GPA), and a Zoning Map amendment (PL2023-037 Z) on the 3.0-acre (130,680 SF) project site that is located North of Salas Park in the former Century Boulevard Right-of Way in Lodi, CA 95240.

Richard Walker
Principal Planner

INTERWEST
A SAFEbuilt COMPANY

M: 310-804-0477
O: 424-404-7504
website | linkedin | email

Richard Walker

From: Lisjan Nation <cvltribe@gmail.com>
Sent: Thursday, January 25, 2024 1:58 PM
To: Richard Walker
Subject: Re: City of Lodi - AB 52 Consultation

Thank you for reaching out to the Tribe about the proposed project. At this time the Tribe has no further information to supply about the proposed site for this plan. As always we encourage developers in our traditional territories to remain cognizant of the facts that our tribal people lived all over the Bay Area and because of colonization and genocidal practices that reached into the late 19th century and early 20thCentury,it is not always possible to know for certain if you may find cultural resources or burials at sites where you anticipate ground disturbance. The Tribe wishes to be contacted if there are any findings.

'Uni (Respectfully),

Corrina Gould, Tribal Chair
Confederated Villages of Lisjan Nation

On Wed, Jan 10, 2024 at 2:55 PM Richard Walker <rwalker@interwestgrp.com> wrote:

> Hello,
>
> Thank you for the consultation. The CEQA Initial Study for the project determined that a Mitigated Negative Declaration (MND) was the appropriate CEQA document, therefore an EIR with technical studies was not prepared. The EIR for the City of Lodi General Plan was used to complete the Cultural Resources section of the project MND, and includes the following statement:

Appendix C

CalEEMod Outputs

Salas Park Housing - San Joaquin County, Annual

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

Salas Park Housing

San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	110.00	Dwelling Unit	3.00	96,000.00	167

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	51
Climate Zone	2			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - from project plans

Vehicle Trips - from trip gen

Woodstoves - no woodmass or gas fireplaces

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	60.50	0.00
tblFireplaces	NumberNoFireplace	49.50	0.00
tblLandUse	LandUseSquareFeet	110,000.00	96,000.00

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

tblLandUse	LotAcreage	6.88	3.00
tblLandUse	Population	349.00	167.00
tblVehicleTrips	ST_TR	8.14	3.24
tblVehicleTrips	SU_TR	6.28	3.24
tblVehicleTrips	WD_TR	7.32	3.24
tblWoodstoves	NumberCatalytic	3.00	0.00
tblWoodstoves	NumberNoncatalytic	3.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

Salas Park Housing - San Joaquin County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3002	1.6148	1.9635	4.0100e-003	0.1036	0.0617	0.1653	0.0320	0.0588	0.0908	0.0000	342.9616	342.9616	0.0540	5.0900e-003	345.8276
2026	0.8119	5.2500e-003	9.4700e-003	2.0000e-005	5.7000e-004	2.3000e-004	8.1000e-004	1.5000e-004	2.3000e-004	3.9000e-004	0.0000	1.5559	1.5559	7.0000e-005	1.0000e-005	1.5608
Maximum	**0.8119**	**1.6148**	**1.9635**	**4.0100e-003**	**0.1036**	**0.0617**	**0.1653**	**0.0320**	**0.0588**	**0.0908**	**0.0000**	**342.9616**	**342.9616**	**0.0540**	**5.0900e-003**	**345.8276**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3002	1.6148	1.9635	4.0100e-003	0.1036	0.0617	0.1653	0.0320	0.0588	0.0908	0.0000	342.9613	342.9613	0.0540	5.0900e-003	345.8273
2026	0.8119	5.2500e-003	9.4700e-003	2.0000e-005	5.7000e-004	2.3000e-004	8.1000e-004	1.5000e-004	2.3000e-004	3.9000e-004	0.0000	1.5559	1.5559	7.0000e-005	1.0000e-005	1.5608
Maximum	**0.8119**	**1.6148**	**1.9635**	**4.0100e-003**	**0.1036**	**0.0617**	**0.1653**	**0.0320**	**0.0588**	**0.0908**	**0.0000**	**342.9613**	**342.9613**	**0.0540**	**5.0900e-003**	**345.8273**

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-2-2025**	**4-1-2025**	0.4557	0.4557
2	**4-2-2025**	**7-1-2025**	0.4667	0.4667
3	**7-2-2025**	**10-1-2025**	0.4718	0.4718
4	**10-2-2025**	**1-1-2026**	0.5621	0.5621
5	**1-2-2026**	**4-1-2026**	0.7782	0.7782
		Highest	0.7782	0.7782

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4895	9.4000e-003	0.8160	4.0000e-005		4.5300e-003	4.5300e-003		4.5300e-003	4.5300e-003	0.0000	1.3342	1.3342	1.2800e-003	0.0000	1.3661
Energy	6.9100e-003	0.0591	0.0251	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	110.0698	110.0698	8.0500e-003	2.0700e-003	110.8882
Mobile	0.1511	0.2382	1.4600	3.5500e-003	0.3849	2.8600e-003	0.3878	0.1029	2.6800e-003	0.1056	0.0000	328.4636	328.4636	0.0172	0.0169	333.9320
Waste						0.0000	0.0000		0.0000	0.0000	10.2713	0.0000	10.2713	0.6070	0.0000	25.4468
Water						0.0000	0.0000		0.0000	0.0000	2.2737	5.0513	7.3250	0.2344	5.6100e-003	14.8566
Total	**0.6475**	**0.3067**	**2.3011**	**3.9700e-003**	**0.3849**	**0.0122**	**0.3971**	**0.1029**	**0.0120**	**0.1149**	**12.5451**	**444.9189**	**457.4639**	**0.8679**	**0.0246**	**486.4898**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4895	9.4000e-003	0.8160	4.0000e-005		4.5300e-003	4.5300e-003		4.5300e-003	4.5300e-003	0.0000	1.3342	1.3342	1.2800e-003	0.0000	1.3661
Energy	6.9100e-003	0.0591	0.0251	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	110.0698	110.0698	8.0500e-003	2.0700e-003	110.8882
Mobile	0.1511	0.2382	1.4600	3.5500e-003	0.3849	2.8600e-003	0.3878	0.1029	2.6800e-003	0.1056	0.0000	328.4636	328.4636	0.0172	0.0169	333.9320
Waste						0.0000	0.0000		0.0000	0.0000	10.2713	0.0000	10.2713	0.6070	0.0000	25.4468
Water						0.0000	0.0000		0.0000	0.0000	2.2737	5.0513	7.3250	0.2344	5.6100e-003	14.8566
Total	**0.6475**	**0.3067**	**2.3011**	**3.9700e-003**	**0.3849**	**0.0122**	**0.3971**	**0.1029**	**0.0120**	**0.1149**	**12.5451**	**444.9189**	**457.4639**	**0.8679**	**0.0246**	**486.4898**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2025	1/29/2025	5	20	
2	Site Preparation	Site Preparation	1/30/2025	2/3/2025	5	3	
3	Grading	Grading	2/4/2025	2/11/2025	5	6	

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

4	Building Construction	Building Construction	2/12/2025	12/16/2025	5	220	
5	Paving	Paving	12/17/2025	12/30/2025	5	10	
6	Architectural Coating	Architectural Coating	12/31/2025	1/13/2026	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 194,400; Residential Outdoor: 64,800; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

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

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	79.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0134	0.1291	0.1333	2.4000e-004		5.4500e-003	5.4500e-003		5.0900e-003	5.0900e-003	0.0000	21.0992	21.0992	5.3200e-003	0.0000	21.2323
Total	**0.0134**	**0.1291**	**0.1333**	**2.4000e-004**		**5.4500e-003**	**5.4500e-003**		**5.0900e-003**	**5.0900e-003**	**0.0000**	**21.0992**	**21.0992**	**5.3200e-003**	**0.0000**	**21.2323**

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

3.2 Demolition - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	1.9000e-004	2.5400e-003	1.0000e-005	1.0400e-003	0.0000	1.0400e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.7589	0.7589	2.0000e-005	2.0000e-005	0.7654
Total	**3.2000e-004**	**1.9000e-004**	**2.5400e-003**	**1.0000e-005**	**1.0400e-003**	**0.0000**	**1.0400e-003**	**2.8000e-004**	**0.0000**	**2.8000e-004**	**0.0000**	**0.7589**	**0.7589**	**2.0000e-005**	**2.0000e-005**	**0.7654**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0134	0.1291	0.1333	2.4000e-004		5.4500e-003	5.4500e-003		5.0900e-003	5.0900e-003	0.0000	21.0992	21.0992	5.3200e-003	0.0000	21.2323
Total	**0.0134**	**0.1291**	**0.1333**	**2.4000e-004**		**5.4500e-003**	**5.4500e-003**		**5.0900e-003**	**5.0900e-003**	**0.0000**	**21.0992**	**21.0992**	**5.3200e-003**	**0.0000**	**21.2323**

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

3.2 Demolition - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	1.9000e-004	2.5400e-003	1.0000e-005	1.0400e-003	0.0000	1.0400e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.7589	0.7589	2.0000e-005	2.0000e-005	0.7654
Total	**3.2000e-004**	**1.9000e-004**	**2.5400e-003**	**1.0000e-005**	**1.0400e-003**	**0.0000**	**1.0400e-003**	**2.8000e-004**	**0.0000**	**2.8000e-004**	**0.0000**	**0.7589**	**0.7589**	**2.0000e-005**	**2.0000e-005**	**0.7654**

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6500e-003	0.0165	0.0134	4.0000e-005		6.1000e-004	6.1000e-004		5.6000e-004	5.6000e-004	0.0000	3.2287	3.2287	1.0400e-003	0.0000	3.2548
Total	**1.6500e-003**	**0.0165**	**0.0134**	**4.0000e-005**	**2.3900e-003**	**6.1000e-004**	**3.0000e-003**	**2.6000e-004**	**5.6000e-004**	**8.2000e-004**	**0.0000**	**3.2287**	**3.2287**	**1.0400e-003**	**0.0000**	**3.2548**

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

3.3 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0701	0.0701	0.0000	0.0000	0.0707
Total	**3.0000e-005**	**2.0000e-005**	**2.3000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0701**	**0.0701**	**0.0000**	**0.0000**	**0.0707**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6500e-003	0.0165	0.0134	4.0000e-005		6.1000e-004	6.1000e-004		5.6000e-004	5.6000e-004	0.0000	3.2287	3.2287	1.0400e-003	0.0000	3.2548
Total	**1.6500e-003**	**0.0165**	**0.0134**	**4.0000e-005**	**2.3900e-003**	**6.1000e-004**	**3.0000e-003**	**2.6000e-004**	**5.6000e-004**	**8.2000e-004**	**0.0000**	**3.2287**	**3.2287**	**1.0400e-003**	**0.0000**	**3.2548**

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

3.3 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0701	0.0701	0.0000	0.0000	0.0707
Total	**3.0000e-005**	**2.0000e-005**	**2.3000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0701**	**0.0701**	**0.0000**	**0.0000**	**0.0707**

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5700e-003	0.0373	0.0255	6.0000e-005		1.4900e-003	1.4900e-003		1.3700e-003	1.3700e-003	0.0000	5.4317	5.4317	1.7600e-003	0.0000	5.4756
Total	**3.5700e-003**	**0.0373**	**0.0255**	**6.0000e-005**	**0.0213**	**1.4900e-003**	**0.0227**	**0.0103**	**1.3700e-003**	**0.0116**	**0.0000**	**5.4317**	**5.4317**	**1.7600e-003**	**0.0000**	**5.4756**

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

3.4 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	4.0000e-005	5.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1751	0.1751	0.0000	0.0000	0.1766
Total	**7.0000e-005**	**4.0000e-005**	**5.9000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1751**	**0.1751**	**0.0000**	**0.0000**	**0.1766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5700e-003	0.0373	0.0255	6.0000e-005		1.4900e-003	1.4900e-003		1.3700e-003	1.3700e-003	0.0000	5.4317	5.4317	1.7600e-003	0.0000	5.4756
Total	**3.5700e-003**	**0.0373**	**0.0255**	**6.0000e-005**	**0.0213**	**1.4900e-003**	**0.0227**	**0.0103**	**1.3700e-003**	**0.0116**	**0.0000**	**5.4317**	**5.4317**	**1.7600e-003**	**0.0000**	**5.4756**

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

3.4 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	4.0000e-005	5.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1751	0.1751	0.0000	0.0000	0.1766
Total	**7.0000e-005**	**4.0000e-005**	**5.9000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1751**	**0.1751**	**0.0000**	**0.0000**	**0.1766**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1639	1.3226	1.5408	2.7500e-003		0.0517	0.0517		0.0495	0.0495	0.0000	228.5088	228.5088	0.0419	0.0000	229.5565
Total	**0.1639**	**1.3226**	**1.5408**	**2.7500e-003**		**0.0517**	**0.0517**		**0.0495**	**0.0495**	**0.0000**	**228.5088**	**228.5088**	**0.0419**	**0.0000**	**229.5565**

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

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3300e-003	0.0582	0.0166	2.6000e-004	8.7200e-003	3.8000e-004	9.1000e-003	2.5200e-003	3.6000e-004	2.8800e-003	0.0000	24.5921	24.5921	1.2000e-004	3.7100e-003	25.7001
Worker	0.0216	0.0130	0.1697	5.5000e-004	0.0692	3.1000e-004	0.0695	0.0184	2.8000e-004	0.0187	0.0000	50.7284	50.7284	1.3400e-003	1.3400e-003	51.1613
Total	**0.0229**	**0.0712**	**0.1863**	**8.1000e-004**	**0.0779**	**6.9000e-004**	**0.0786**	**0.0209**	**6.4000e-004**	**0.0216**	**0.0000**	**75.3205**	**75.3205**	**1.4600e-003**	**5.0500e-003**	**76.8614**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1639	1.3226	1.5408	2.7500e-003		0.0517	0.0517		0.0495	0.0495	0.0000	228.5086	228.5086	0.0419	0.0000	229.5563
Total	**0.1639**	**1.3226**	**1.5408**	**2.7500e-003**		**0.0517**	**0.0517**		**0.0495**	**0.0495**	**0.0000**	**228.5086**	**228.5086**	**0.0419**	**0.0000**	**229.5563**

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

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3300e-003	0.0582	0.0166	2.6000e-004	8.7200e-003	3.8000e-004	9.1000e-003	2.5200e-003	3.6000e-004	2.8800e-003	0.0000	24.5921	24.5921	1.2000e-004	3.7100e-003	25.7001
Worker	0.0216	0.0130	0.1697	5.5000e-004	0.0692	3.1000e-004	0.0695	0.0184	2.8000e-004	0.0187	0.0000	50.7284	50.7284	1.3400e-003	1.3400e-003	51.1613
Total	**0.0229**	**0.0712**	**0.1863**	**8.1000e-004**	**0.0779**	**6.9000e-004**	**0.0786**	**0.0209**	**6.4000e-004**	**0.0216**	**0.0000**	**75.3205**	**75.3205**	**1.4600e-003**	**5.0500e-003**	**76.8614**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.9300e-003**	**0.0372**	**0.0584**	**9.0000e-005**		**1.7500e-003**	**1.7500e-003**		**1.6200e-003**	**1.6200e-003**	**0.0000**	**7.7565**	**7.7565**	**2.4600e-003**	**0.0000**	**7.8179**

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

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.1000e-004	1.4600e-003	0.0000	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4378	0.4378	1.0000e-005	1.0000e-005	0.4416
Total	**1.9000e-004**	**1.1000e-004**	**1.4600e-003**	**0.0000**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4378**	**0.4378**	**1.0000e-005**	**1.0000e-005**	**0.4416**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.9300e-003**	**0.0372**	**0.0584**	**9.0000e-005**		**1.7500e-003**	**1.7500e-003**		**1.6200e-003**	**1.6200e-003**	**0.0000**	**7.7565**	**7.7565**	**2.4600e-003**	**0.0000**	**7.8179**

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

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.1000e-004	1.4600e-003	0.0000	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4378	0.4378	1.0000e-005	1.0000e-005	0.4416
Total	**1.9000e-004**	**1.1000e-004**	**1.4600e-003**	**0.0000**	**6.0000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4378**	**0.4378**	**1.0000e-005**	**1.0000e-005**	**0.4416**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-005	5.7000e-004	9.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1278
Total	**0.0902**	**5.7000e-004**	**9.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1278**

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

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0467	0.0467	0.0000	0.0000	0.0471
Total	**2.0000e-005**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0467**	**0.0467**	**0.0000**	**0.0000**	**0.0471**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-005	5.7000e-004	9.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1278
Total	**0.0902**	**5.7000e-004**	**9.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1278**

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

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0467	0.0467	0.0000	0.0000	0.0471
Total	**2.0000e-005**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0467**	**0.0467**	**0.0000**	**0.0000**	**0.0471**

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8109					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-004	5.1500e-003	8.1400e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	1.1490	1.1490	6.0000e-005	0.0000	1.1505
Total	**0.8117**	**5.1500e-003**	**8.1400e-003**	**1.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**1.1490**	**1.1490**	**6.0000e-005**	**0.0000**	**1.1505**

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

3.7 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.0000e-004	1.3300e-003	0.0000	5.7000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4069	0.4069	1.0000e-005	1.0000e-005	0.4103
Total	**1.7000e-004**	**1.0000e-004**	**1.3300e-003**	**0.0000**	**5.7000e-004**	**0.0000**	**5.8000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4069**	**0.4069**	**1.0000e-005**	**1.0000e-005**	**0.4103**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8109					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-004	5.1500e-003	8.1400e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	1.1490	1.1490	6.0000e-005	0.0000	1.1505
Total	**0.8117**	**5.1500e-003**	**8.1400e-003**	**1.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**1.1490**	**1.1490**	**6.0000e-005**	**0.0000**	**1.1505**

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

3.7 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.0000e-004	1.3300e-003	0.0000	5.7000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4069	0.4069	1.0000e-005	1.0000e-005	0.4103
Total	**1.7000e-004**	**1.0000e-004**	**1.3300e-003**	**0.0000**	**5.7000e-004**	**0.0000**	**5.8000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4069**	**0.4069**	**1.0000e-005**	**1.0000e-005**	**0.4103**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1511	0.2382	1.4600	3.5500e-003	0.3849	2.8600e-003	0.3878	0.1029	2.6800e-003	0.1056	0.0000	328.4636	328.4636	0.0172	0.0169	333.9320
Unmitigated	0.1511	0.2382	1.4600	3.5500e-003	0.3849	2.8600e-003	0.3878	0.1029	2.6800e-003	0.1056	0.0000	328.4636	328.4636	0.0172	0.0169	333.9320

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	356.40	356.40	356.40	1,032,782	1,032,782
Total	356.40	356.40	356.40	1,032,782	1,032,782

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.546418	0.052852	0.170546	0.142778	0.024223	0.005960	0.012686	0.016941	0.000462	0.000320	0.022535	0.001087	0.003193

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	41.6467	41.6467	6.7400e-003	8.2000e-004	42.0585
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	41.6467	41.6467	6.7400e-003	8.2000e-004	42.0585
NaturalGas Mitigated	6.9100e-003	0.0591	0.0251	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	68.4231	68.4231	1.3100e-003	1.2500e-003	68.8297
NaturalGas Unmitigated	6.9100e-003	0.0591	0.0251	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	68.4231	68.4231	1.3100e-003	1.2500e-003	68.8297

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.2822e+006	6.9100e-003	0.0591	0.0251	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	68.4231	68.4231	1.3100e-003	1.2500e-003	68.8297
Total		**6.9100e-003**	**0.0591**	**0.0251**	**3.8000e-004**		**4.7800e-003**	**4.7800e-003**		**4.7800e-003**	**4.7800e-003**	**0.0000**	**68.4231**	**68.4231**	**1.3100e-003**	**1.2500e-003**	**68.8297**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.2822e+006	6.9100e-003	0.0591	0.0251	3.8000e-004		4.7800e-003	4.7800e-003		4.7800e-003	4.7800e-003	0.0000	68.4231	68.4231	1.3100e-003	1.2500e-003	68.8297
Total		**6.9100e-003**	**0.0591**	**0.0251**	**3.8000e-004**		**4.7800e-003**	**4.7800e-003**		**4.7800e-003**	**4.7800e-003**	**0.0000**	**68.4231**	**68.4231**	**1.3100e-003**	**1.2500e-003**	**68.8297**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	450119	41.6467	6.7400e-003	8.2000e-004	42.0585
Total		**41.6467**	**6.7400e-003**	**8.2000e-004**	**42.0585**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	450119	41.6467	6.7400e-003	8.2000e-004	42.0585
Total		**41.6467**	**6.7400e-003**	**8.2000e-004**	**42.0585**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4895	9.4000e-003	0.8160	4.0000e-005		4.5300e-003	4.5300e-003		4.5300e-003	4.5300e-003	0.0000	1.3342	1.3342	1.2800e-003	0.0000	1.3661
Unmitigated	0.4895	9.4000e-003	0.8160	4.0000e-005		4.5300e-003	4.5300e-003		4.5300e-003	4.5300e-003	0.0000	1.3342	1.3342	1.2800e-003	0.0000	1.3661

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0245	9.4000e-003	0.8160	4.0000e-005		4.5300e-003	4.5300e-003		4.5300e-003	4.5300e-003	0.0000	1.3342	1.3342	1.2800e-003	0.0000	1.3661
Total	**0.4895**	**9.4000e-003**	**0.8160**	**4.0000e-005**		**4.5300e-003**	**4.5300e-003**		**4.5300e-003**	**4.5300e-003**	**0.0000**	**1.3342**	**1.3342**	**1.2800e-003**	**0.0000**	**1.3661**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0245	9.4000e-003	0.8160	4.0000e-005		4.5300e-003	4.5300e-003		4.5300e-003	4.5300e-003	0.0000	1.3342	1.3342	1.2800e-003	0.0000	1.3661
Total	**0.4895**	**9.4000e-003**	**0.8160**	**4.0000e-005**		**4.5300e-003**	**4.5300e-003**		**4.5300e-003**	**4.5300e-003**	**0.0000**	**1.3342**	**1.3342**	**1.2800e-003**	**0.0000**	**1.3661**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.3250	0.2344	5.6100e-003	14.8566
Unmitigated	7.3250	0.2344	5.6100e-003	14.8566

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	7.16694 / 4.51829	7.3250	0.2344	5.6100e-003	14.8566
Total		**7.3250**	**0.2344**	**5.6100e-003**	**14.8566**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	7.16694 / 4.51829	7.3250	0.2344	5.6100e-003	14.8566
Total		**7.3250**	**0.2344**	**5.6100e-003**	**14.8566**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.2713	0.6070	0.0000	25.4468
Unmitigated	10.2713	0.6070	0.0000	25.4468

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	50.6	10.2713	0.6070	0.0000	25.4468
Total		**10.2713**	**0.6070**	**0.0000**	**25.4468**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	50.6	10.2713	0.6070	0.0000	25.4468
Total		**10.2713**	**0.6070**	**0.0000**	**25.4468**

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Salas Park Housing - San Joaquin County, Summer

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

Salas Park Housing

San Joaquin County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	110.00	Dwelling Unit	3.00	96,000.00	167

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	51
Climate Zone	2			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - from project plans

Vehicle Trips - from trip gen

Woodstoves - no woodmass or gas fireplaces

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	60.50	0.00
tblFireplaces	NumberNoFireplace	49.50	0.00
tblLandUse	LandUseSquareFeet	110,000.00	96,000.00

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

tblLandUse	LotAcreage	6.88	3.00
tblLandUse	Population	349.00	167.00
tblVehicleTrips	ST_TR	8.14	3.24
tblVehicleTrips	SU_TR	6.28	3.24
tblVehicleTrips	WD_TR	7.32	3.24
tblWoodstoves	NumberCatalytic	3.00	0.00
tblWoodstoves	NumberNoncatalytic	3.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

Salas Park Housing - San Joaquin County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	180.4241	12.9234	15.8734	0.0328	7.1647	0.5457	7.6612	3.4465	0.5095	3.9032	0.0000	3,084.5619	3,084.5619	0.7686	0.0497	3,110.2213
2026	180.4211	1.1651	2.1375	4.0300e-003	0.1314	0.0520	0.1835	0.0349	0.0520	0.0869	0.0000	388.9666	388.9666	0.0177	2.4000e-003	390.1225
Maximum	**180.4241**	**12.9234**	**15.8734**	**0.0328**	**7.1647**	**0.5457**	**7.6612**	**3.4465**	**0.5095**	**3.9032**	**0.0000**	**3,084.5619**	**3,084.5619**	**0.7686**	**0.0497**	**3,110.2213**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	180.4241	12.9234	15.8734	0.0328	7.1647	0.5457	7.6612	3.4465	0.5095	3.9032	0.0000	3,084.5619	3,084.5619	0.7686	0.0497	3,110.2213
2026	180.4211	1.1651	2.1375	4.0300e-003	0.1314	0.0520	0.1835	0.0349	0.0520	0.0869	0.0000	388.9666	388.9666	0.0177	2.4000e-003	390.1225
Maximum	**180.4241**	**12.9234**	**15.8734**	**0.0328**	**7.1647**	**0.5457**	**7.6612**	**3.4465**	**0.5095**	**3.9032**	**0.0000**	**3,084.5619**	**3,084.5619**	**0.7686**	**0.0497**	**3,110.2213**

Salas Park Housing - San Joaquin County, Summer

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

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320
Energy	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Mobile	0.9708	1.2206	8.3567	0.0207	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		2,107.8207	2,107.8207	0.0985	0.0989	2,139.7441
Total	**3.8291**	**1.6487**	**17.5610**	**0.0232**	**2.1804**	**0.0922**	**2.2726**	**0.5815**	**0.0912**	**0.6727**	**0.0000**	**2,537.4413**	**2,537.4413**	**0.1220**	**0.1065**	**2,572.2119**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320
Energy	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Mobile	0.9708	1.2206	8.3567	0.0207	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		2,107.8207	2,107.8207	0.0985	0.0989	2,139.7441
Total	**3.8291**	**1.6487**	**17.5610**	**0.0232**	**2.1804**	**0.0922**	**2.2726**	**0.5815**	**0.0912**	**0.6727**	**0.0000**	**2,537.4413**	**2,537.4413**	**0.1220**	**0.1065**	**2,572.2119**

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2025	1/29/2025	5	20	
2	Site Preparation	Site Preparation	1/30/2025	2/3/2025	5	3	
3	Grading	Grading	2/4/2025	2/11/2025	5	6	
4	Building Construction	Building Construction	2/12/2025	12/16/2025	5	220	
5	Paving	Paving	12/17/2025	12/30/2025	5	10	
6	Architectural Coating	Architectural Coating	12/31/2025	1/13/2026	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 194,400; Residential Outdoor: 64,800; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20

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

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	79.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3396	12.9057	13.3316	0.0242		0.5452	0.5452		0.5091	0.5091		2,325.7934	2,325.7934	0.5866		2,340.4584
Total	**1.3396**	**12.9057**	**13.3316**	**0.0242**		**0.5452**	**0.5452**		**0.5091**	**0.5091**		**2,325.7934**	**2,325.7934**	**0.5866**		**2,340.4584**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0361	0.0177	0.2827	8.9000e-004	0.1068	4.6000e-004	0.1073	0.0283	4.2000e-004	0.0288		90.2485	90.2485	2.0700e-003	2.0700e-003	90.9183
Total	**0.0361**	**0.0177**	**0.2827**	**8.9000e-004**	**0.1068**	**4.6000e-004**	**0.1073**	**0.0283**	**4.2000e-004**	**0.0288**		**90.2485**	**90.2485**	**2.0700e-003**	**2.0700e-003**	**90.9183**

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

3.2 Demolition - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3396	12.9057	13.3316	0.0242		0.5452	0.5452		0.5091	0.5091	0.0000	2,325.7934	2,325.7934	0.5866		2,340.4584
Total	**1.3396**	**12.9057**	**13.3316**	**0.0242**		**0.5452**	**0.5452**		**0.5091**	**0.5091**	**0.0000**	**2,325.7934**	**2,325.7934**	**0.5866**		**2,340.4584**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0361	0.0177	0.2827	8.9000e-004	0.1068	4.6000e-004	0.1073	0.0283	4.2000e-004	0.0288		90.2485	90.2485	2.0700e-003	2.0700e-003	90.9183
Total	**0.0361**	**0.0177**	**0.2827**	**8.9000e-004**	**0.1068**	**4.6000e-004**	**0.1073**	**0.0283**	**4.2000e-004**	**0.0288**		**90.2485**	**90.2485**	**2.0700e-003**	**2.0700e-003**	**90.9183**

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

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.0985	10.9957	8.9257	0.0245		0.4094	0.4094		0.3766	0.3766		2,372.6856	2,372.6856	0.7674		2,391.8700
Total	**1.0985**	**10.9957**	**8.9257**	**0.0245**	**1.5908**	**0.4094**	**2.0001**	**0.1718**	**0.3766**	**0.5484**		**2,372.6856**	**2,372.6856**	**0.7674**		**2,391.8700**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0222	0.0109	0.1740	5.5000e-004	0.0657	2.8000e-004	0.0660	0.0174	2.6000e-004	0.0177		55.5376	55.5376	1.2700e-003	1.2800e-003	55.9497
Total	**0.0222**	**0.0109**	**0.1740**	**5.5000e-004**	**0.0657**	**2.8000e-004**	**0.0660**	**0.0174**	**2.6000e-004**	**0.0177**		**55.5376**	**55.5376**	**1.2700e-003**	**1.2800e-003**	**55.9497**

Salas Park Housing - San Joaquin County, Summer

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.0985	10.9957	8.9257	0.0245		0.4094	0.4094		0.3766	0.3766	0.0000	2,372.6856	2,372.6856	0.7674		2,391.8700
Total	**1.0985**	**10.9957**	**8.9257**	**0.0245**	**1.5908**	**0.4094**	**2.0001**	**0.1718**	**0.3766**	**0.5484**	**0.0000**	**2,372.6856**	**2,372.6856**	**0.7674**		**2,391.8700**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0222	0.0109	0.1740	5.5000e-004	0.0657	2.8000e-004	0.0660	0.0174	2.6000e-004	0.0177		55.5376	55.5376	1.2700e-003	1.2800e-003	55.9497
Total	**0.0222**	**0.0109**	**0.1740**	**5.5000e-004**	**0.0657**	**2.8000e-004**	**0.0660**	**0.0174**	**2.6000e-004**	**0.0177**		**55.5376**	**55.5376**	**1.2700e-003**	**1.2800e-003**	**55.9497**

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

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.1904	12.4243	8.4937	0.0206		0.4961	0.4961		0.4564	0.4564		1,995.7975	1,995.7975	0.6455		2,011.9345
Total	**1.1904**	**12.4243**	**8.4937**	**0.0206**	**7.0826**	**0.4961**	**7.5787**	**3.4247**	**0.4564**	**3.8811**		**1,995.7975**	**1,995.7975**	**0.6455**		**2,011.9345**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0278	0.0136	0.2175	6.9000e-004	0.0822	3.5000e-004	0.0825	0.0218	3.2000e-004	0.0221		69.4220	69.4220	1.5900e-003	1.6000e-003	69.9372
Total	**0.0278**	**0.0136**	**0.2175**	**6.9000e-004**	**0.0822**	**3.5000e-004**	**0.0825**	**0.0218**	**3.2000e-004**	**0.0221**		**69.4220**	**69.4220**	**1.5900e-003**	**1.6000e-003**	**69.9372**

Salas Park Housing - San Joaquin County, Summer

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.1904	12.4243	8.4937	0.0206		0.4961	0.4961		0.4564	0.4564	0.0000	1,995.7975	1,995.7975	0.6455		2,011.9345
Total	**1.1904**	**12.4243**	**8.4937**	**0.0206**	**7.0826**	**0.4961**	**7.5787**	**3.4247**	**0.4564**	**3.8811**	**0.0000**	**1,995.7975**	**1,995.7975**	**0.6455**		**2,011.9345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0278	0.0136	0.2175	6.9000e-004	0.0822	3.5000e-004	0.0825	0.0218	3.2000e-004	0.0221		69.4220	69.4220	1.5900e-003	1.6000e-003	69.9372
Total	**0.0278**	**0.0136**	**0.2175**	**6.9000e-004**	**0.0822**	**3.5000e-004**	**0.0825**	**0.0218**	**3.2000e-004**	**0.0221**		**69.4220**	**69.4220**	**1.5900e-003**	**1.6000e-003**	**69.9372**

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**		**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0125	0.5069	0.1483	2.3300e-003	0.0813	3.4200e-003	0.0847	0.0234	3.2700e-003	0.0267		246.2386	246.2386	1.1700e-003	0.0371	257.3291
Worker	0.2195	0.1074	1.7179	5.4300e-003	0.6490	2.7800e-003	0.6518	0.1721	2.5600e-003	0.1747		548.4335	548.4335	0.0126	0.0126	552.5035
Total	**0.2320**	**0.6143**	**1.8662**	**7.7600e-003**	**0.7303**	**6.2000e-003**	**0.7365**	**0.1956**	**5.8300e-003**	**0.2014**		**794.6721**	**794.6721**	**0.0138**	**0.0497**	**809.8326**

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**	**0.0000**	**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0125	0.5069	0.1483	2.3300e-003	0.0813	3.4200e-003	0.0847	0.0234	3.2700e-003	0.0267		246.2386	246.2386	1.1700e-003	0.0371	257.3291
Worker	0.2195	0.1074	1.7179	5.4300e-003	0.6490	2.7800e-003	0.6518	0.1721	2.5600e-003	0.1747		548.4335	548.4335	0.0126	0.0126	552.5035
Total	**0.2320**	**0.6143**	**1.8662**	**7.7600e-003**	**0.7303**	**6.2000e-003**	**0.7365**	**0.1956**	**5.8300e-003**	**0.2014**		**794.6721**	**794.6721**	**0.0138**	**0.0497**	**809.8326**

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7854**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**		**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0417	0.0204	0.3262	1.0300e-003	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		104.1329	104.1329	2.3900e-003	2.3900e-003	104.9057
Total	**0.0417**	**0.0204**	**0.3262**	**1.0300e-003**	**0.1232**	**5.3000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**104.1329**	**104.1329**	**2.3900e-003**	**2.3900e-003**	**104.9057**

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7854**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**	**0.0000**	**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0417	0.0204	0.3262	1.0300e-003	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		104.1329	104.1329	2.3900e-003	2.3900e-003	104.9057
Total	**0.0417**	**0.0204**	**0.3262**	**1.0300e-003**	**0.1232**	**5.3000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**104.1329**	**104.1329**	**2.3900e-003**	**2.3900e-003**	**104.9057**

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

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0218	0.3479	1.1000e-003	0.1314	5.6000e-004	0.1320	0.0349	5.2000e-004	0.0354		111.0751	111.0751	2.5500e-003	2.5500e-003	111.8994
Total	**0.0445**	**0.0218**	**0.3479**	**1.1000e-003**	**0.1314**	**5.6000e-004**	**0.1320**	**0.0349**	**5.2000e-004**	**0.0354**		**111.0751**	**111.0751**	**2.5500e-003**	**2.5500e-003**	**111.8994**

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

3.7 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0218	0.3479	1.1000e-003	0.1314	5.6000e-004	0.1320	0.0349	5.2000e-004	0.0354		111.0751	111.0751	2.5500e-003	2.5500e-003	111.8994
Total	**0.0445**	**0.0218**	**0.3479**	**1.1000e-003**	**0.1314**	**5.6000e-004**	**0.1320**	**0.0349**	**5.2000e-004**	**0.0354**		**111.0751**	**111.0751**	**2.5500e-003**	**2.5500e-003**	**111.8994**

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

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0196	0.3284	1.0600e-003	0.1314	5.4000e-004	0.1320	0.0349	5.0000e-004	0.0354		107.5185	107.5185	2.3100e-003	2.4000e-003	108.2906
Total	**0.0415**	**0.0196**	**0.3284**	**1.0600e-003**	**0.1314**	**5.4000e-004**	**0.1320**	**0.0349**	**5.0000e-004**	**0.0354**		**107.5185**	**107.5185**	**2.3100e-003**	**2.4000e-003**	**108.2906**

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

3.7 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0196	0.3284	1.0600e-003	0.1314	5.4000e-004	0.1320	0.0349	5.0000e-004	0.0354		107.5185	107.5185	2.3100e-003	2.4000e-003	108.2906
Total	**0.0415**	**0.0196**	**0.3284**	**1.0600e-003**	**0.1314**	**5.4000e-004**	**0.1320**	**0.0349**	**5.0000e-004**	**0.0354**		**107.5185**	**107.5185**	**2.3100e-003**	**2.4000e-003**	**108.2906**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9708	1.2206	8.3567	0.0207	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		2,107.8207	2,107.8207	0.0985	0.0989	2,139.7441
Unmitigated	0.9708	1.2206	8.3567	0.0207	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		2,107.8207	2,107.8207	0.0985	0.0989	2,139.7441

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	356.40	356.40	356.40	1,032,782	1,032,782
Total	356.40	356.40	356.40	1,032,782	1,032,782

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.546418	0.052852	0.170546	0.142778	0.024223	0.005960	0.012686	0.016941	0.000462	0.000320	0.022535	0.001087	0.003193

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
NaturalGas Unmitigated	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	3512.88	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Total		**0.0379**	**0.3237**	**0.1378**	**2.0700e-003**		**0.0262**	**0.0262**		**0.0262**	**0.0262**		**413.2798**	**413.2798**	**7.9200e-003**	**7.5800e-003**	**415.7358**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	3.51288	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Total		**0.0379**	**0.3237**	**0.1378**	**2.0700e-003**		**0.0262**	**0.0262**		**0.0262**	**0.0262**		**413.2798**	**413.2798**	**7.9200e-003**	**7.5800e-003**	**415.7358**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320
Unmitigated	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2722	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503		16.3408	16.3408	0.0157		16.7320
Total	**2.8203**	**0.1044**	**9.0665**	**4.8000e-004**		**0.0503**	**0.0503**		**0.0503**	**0.0503**	**0.0000**	**16.3408**	**16.3408**	**0.0157**	**0.0000**	**16.7320**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2722	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503		16.3408	16.3408	0.0157		16.7320
Total	**2.8203**	**0.1044**	**9.0665**	**4.8000e-004**		**0.0503**	**0.0503**		**0.0503**	**0.0503**	**0.0000**	**16.3408**	**16.3408**	**0.0157**	**0.0000**	**16.7320**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Salas Park Housing - San Joaquin County, Winter

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

Salas Park Housing

San Joaquin County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	110.00	Dwelling Unit	3.00	96,000.00	167

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	51
Climate Zone	2			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - from project plans

Vehicle Trips - from trip gen

Woodstoves - no woodmass or gas fireplaces

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	60.50	0.00
tblFireplaces	NumberNoFireplace	49.50	0.00
tblLandUse	LandUseSquareFeet	110,000.00	96,000.00

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

tblLandUse	LotAcreage	6.88	3.00
tblLandUse	Population	349.00	167.00
tblVehicleTrips	ST_TR	8.14	3.24
tblVehicleTrips	SU_TR	6.28	3.24
tblVehicleTrips	WD_TR	7.32	3.24
tblWoodstoves	NumberCatalytic	3.00	0.00
tblWoodstoves	NumberNoncatalytic	3.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

Salas Park Housing - San Joaquin County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	180.4216	12.9271	15.7208	0.0323	7.1647	0.5457	7.6612	3.4465	0.5095	3.9032	0.0000	3,032.4513	3,032.4513	0.7688	0.0515	3,058.6954
2026	180.4189	1.1691	2.1079	3.9300e-003	0.1314	0.0520	0.1835	0.0349	0.0520	0.0869	0.0000	378.6812	378.6812	0.0180	2.7200e-003	379.9425
Maximum	**180.4216**	**12.9271**	**15.7208**	**0.0323**	**7.1647**	**0.5457**	**7.6612**	**3.4465**	**0.5095**	**3.9032**	**0.0000**	**3,032.4513**	**3,032.4513**	**0.7688**	**0.0515**	**3,058.6954**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	180.4216	12.9271	15.7208	0.0323	7.1647	0.5457	7.6612	3.4465	0.5095	3.9032	0.0000	3,032.4513	3,032.4513	0.7688	0.0515	3,058.6954
2026	180.4189	1.1691	2.1079	3.9300e-003	0.1314	0.0520	0.1835	0.0349	0.0520	0.0869	0.0000	378.6812	378.6812	0.0180	2.7200e-003	379.9425
Maximum	**180.4216**	**12.9271**	**15.7208**	**0.0323**	**7.1647**	**0.5457**	**7.6612**	**3.4465**	**0.5095**	**3.9032**	**0.0000**	**3,032.4513**	**3,032.4513**	**0.7688**	**0.0515**	**3,058.6954**

Salas Park Housing - San Joaquin County, Winter

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

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320
Energy	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Mobile	0.8057	1.3776	8.4351	0.0192	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		1,956.2992	1,956.2992	0.1105	0.1060	1,990.6612
Total	**3.6639**	**1.8057**	**17.6394**	**0.0218**	**2.1804**	**0.0922**	**2.2726**	**0.5815**	**0.0912**	**0.6727**	**0.0000**	**2,385.9198**	**2,385.9198**	**0.1341**	**0.1136**	**2,423.1289**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320
Energy	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Mobile	0.8057	1.3776	8.4351	0.0192	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		1,956.2992	1,956.2992	0.1105	0.1060	1,990.6612
Total	**3.6639**	**1.8057**	**17.6394**	**0.0218**	**2.1804**	**0.0922**	**2.2726**	**0.5815**	**0.0912**	**0.6727**	**0.0000**	**2,385.9198**	**2,385.9198**	**0.1341**	**0.1136**	**2,423.1289**

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

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2025	1/29/2025	5	20	
2	Site Preparation	Site Preparation	1/30/2025	2/3/2025	5	3	
3	Grading	Grading	2/4/2025	2/11/2025	5	6	
4	Building Construction	Building Construction	2/12/2025	12/16/2025	5	220	
5	Paving	Paving	12/17/2025	12/30/2025	5	10	
6	Architectural Coating	Architectural Coating	12/31/2025	1/13/2026	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 194,400; Residential Outdoor: 64,800; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20

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

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	79.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Salas Park Housing - San Joaquin County, Winter

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

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3396	12.9057	13.3316	0.0242		0.5452	0.5452		0.5091	0.5091		2,325.7934	2,325.7934	0.5866		2,340.4584
Total	**1.3396**	**12.9057**	**13.3316**	**0.0242**		**0.5452**	**0.5452**		**0.5091**	**0.5091**		**2,325.7934**	**2,325.7934**	**0.5866**		**2,340.4584**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0214	0.2567	8.1000e-004	0.1068	4.6000e-004	0.1073	0.0283	4.2000e-004	0.0288		81.5954	81.5954	2.3800e-003	2.3600e-003	82.3567
Total	**0.0341**	**0.0214**	**0.2567**	**8.1000e-004**	**0.1068**	**4.6000e-004**	**0.1073**	**0.0283**	**4.2000e-004**	**0.0288**		**81.5954**	**81.5954**	**2.3800e-003**	**2.3600e-003**	**82.3567**

Salas Park Housing - San Joaquin County, Winter

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

3.2 Demolition - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3396	12.9057	13.3316	0.0242		0.5452	0.5452		0.5091	0.5091	0.0000	2,325.7934	2,325.7934	0.5866		2,340.4584
Total	**1.3396**	**12.9057**	**13.3316**	**0.0242**		**0.5452**	**0.5452**		**0.5091**	**0.5091**	**0.0000**	**2,325.7934**	**2,325.7934**	**0.5866**		**2,340.4584**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0214	0.2567	8.1000e-004	0.1068	4.6000e-004	0.1073	0.0283	4.2000e-004	0.0288		81.5954	81.5954	2.3800e-003	2.3600e-003	82.3567
Total	**0.0341**	**0.0214**	**0.2567**	**8.1000e-004**	**0.1068**	**4.6000e-004**	**0.1073**	**0.0283**	**4.2000e-004**	**0.0288**		**81.5954**	**81.5954**	**2.3800e-003**	**2.3600e-003**	**82.3567**

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

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.0985	10.9957	8.9257	0.0245		0.4094	0.4094		0.3766	0.3766		2,372.6856	2,372.6856	0.7674		2,391.8700
Total	**1.0985**	**10.9957**	**8.9257**	**0.0245**	**1.5908**	**0.4094**	**2.0001**	**0.1718**	**0.3766**	**0.5484**		**2,372.6856**	**2,372.6856**	**0.7674**		**2,391.8700**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0210	0.0132	0.1580	5.0000e-004	0.0657	2.8000e-004	0.0660	0.0174	2.6000e-004	0.0177		50.2125	50.2125	1.4600e-003	1.4500e-003	50.6811
Total	**0.0210**	**0.0132**	**0.1580**	**5.0000e-004**	**0.0657**	**2.8000e-004**	**0.0660**	**0.0174**	**2.6000e-004**	**0.0177**		**50.2125**	**50.2125**	**1.4600e-003**	**1.4500e-003**	**50.6811**

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.0985	10.9957	8.9257	0.0245		0.4094	0.4094		0.3766	0.3766	0.0000	2,372.6856	2,372.6856	0.7674		2,391.8700
Total	**1.0985**	**10.9957**	**8.9257**	**0.0245**	**1.5908**	**0.4094**	**2.0001**	**0.1718**	**0.3766**	**0.5484**	**0.0000**	**2,372.6856**	**2,372.6856**	**0.7674**		**2,391.8700**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0210	0.0132	0.1580	5.0000e-004	0.0657	2.8000e-004	0.0660	0.0174	2.6000e-004	0.0177		50.2125	50.2125	1.4600e-003	1.4500e-003	50.6811
Total	**0.0210**	**0.0132**	**0.1580**	**5.0000e-004**	**0.0657**	**2.8000e-004**	**0.0660**	**0.0174**	**2.6000e-004**	**0.0177**		**50.2125**	**50.2125**	**1.4600e-003**	**1.4500e-003**	**50.6811**

Salas Park Housing - San Joaquin County, Winter

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

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.1904	12.4243	8.4937	0.0206		0.4961	0.4961		0.4564	0.4564		1,995.7975	1,995.7975	0.6455		2,011.9345
Total	**1.1904**	**12.4243**	**8.4937**	**0.0206**	**7.0826**	**0.4961**	**7.5787**	**3.4247**	**0.4564**	**3.8811**		**1,995.7975**	**1,995.7975**	**0.6455**		**2,011.9345**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0262	0.0165	0.1975	6.2000e-004	0.0822	3.5000e-004	0.0825	0.0218	3.2000e-004	0.0221		62.7657	62.7657	1.8300e-003	1.8100e-003	63.3513
Total	**0.0262**	**0.0165**	**0.1975**	**6.2000e-004**	**0.0822**	**3.5000e-004**	**0.0825**	**0.0218**	**3.2000e-004**	**0.0221**		**62.7657**	**62.7657**	**1.8300e-003**	**1.8100e-003**	**63.3513**

Salas Park Housing - San Joaquin County, Winter

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.1904	12.4243	8.4937	0.0206		0.4961	0.4961		0.4564	0.4564	0.0000	1,995.7975	1,995.7975	0.6455		2,011.9345
Total	**1.1904**	**12.4243**	**8.4937**	**0.0206**	**7.0826**	**0.4961**	**7.5787**	**3.4247**	**0.4564**	**3.8811**	**0.0000**	**1,995.7975**	**1,995.7975**	**0.6455**		**2,011.9345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0262	0.0165	0.1975	6.2000e-004	0.0822	3.5000e-004	0.0825	0.0218	3.2000e-004	0.0221		62.7657	62.7657	1.8300e-003	1.8100e-003	63.3513
Total	**0.0262**	**0.0165**	**0.1975**	**6.2000e-004**	**0.0822**	**3.5000e-004**	**0.0825**	**0.0218**	**3.2000e-004**	**0.0221**		**62.7657**	**62.7657**	**1.8300e-003**	**1.8100e-003**	**63.3513**

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**		**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0117	0.5419	0.1535	2.3300e-003	0.0813	3.4300e-003	0.0848	0.0234	3.2800e-003	0.0267		246.7127	246.7127	1.1300e-003	0.0372	257.8314
Worker	0.2073	0.1300	1.5602	4.9100e-003	0.6490	2.7800e-003	0.6518	0.1721	2.5600e-003	0.1747		495.8487	495.8487	0.0144	0.0143	500.4753
Total	**0.2190**	**0.6719**	**1.7136**	**7.2400e-003**	**0.7303**	**6.2100e-003**	**0.7365**	**0.1956**	**5.8400e-003**	**0.2014**		**742.5614**	**742.5614**	**0.0156**	**0.0515**	**758.3067**

Salas Park Housing - San Joaquin County, Winter

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	**1.4897**	**12.0233**	**14.0072**	**0.0250**		**0.4700**	**0.4700**		**0.4498**	**0.4498**	**0.0000**	**2,289.8898**	**2,289.8898**	**0.4200**		**2,300.3887**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0117	0.5419	0.1535	2.3300e-003	0.0813	3.4300e-003	0.0848	0.0234	3.2800e-003	0.0267		246.7127	246.7127	1.1300e-003	0.0372	257.8314
Worker	0.2073	0.1300	1.5602	4.9100e-003	0.6490	2.7800e-003	0.6518	0.1721	2.5600e-003	0.1747		495.8487	495.8487	0.0144	0.0143	500.4753
Total	**0.2190**	**0.6719**	**1.7136**	**7.2400e-003**	**0.7303**	**6.2100e-003**	**0.7365**	**0.1956**	**5.8400e-003**	**0.2014**		**742.5614**	**742.5614**	**0.0156**	**0.0515**	**758.3067**

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7854**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**		**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0394	0.0247	0.2962	9.3000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.1485	94.1485	2.7400e-003	2.7200e-003	95.0270
Total	**0.0394**	**0.0247**	**0.2962**	**9.3000e-004**	**0.1232**	**5.3000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**94.1485**	**94.1485**	**2.7400e-003**	**2.7200e-003**	**95.0270**

Salas Park Housing - San Joaquin County, Winter

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7854**	**7.4371**	**11.6737**	**0.0179**		**0.3503**	**0.3503**		**0.3234**	**0.3234**	**0.0000**	**1,710.0067**	**1,710.0067**	**0.5420**		**1,723.5556**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0394	0.0247	0.2962	9.3000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.1485	94.1485	2.7400e-003	2.7200e-003	95.0270
Total	**0.0394**	**0.0247**	**0.2962**	**9.3000e-004**	**0.1232**	**5.3000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**94.1485**	**94.1485**	**2.7400e-003**	**2.7200e-003**	**95.0270**

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

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0420	0.0263	0.3160	9.9000e-004	0.1314	5.6000e-004	0.1320	0.0349	5.2000e-004	0.0354		100.4251	100.4251	2.9300e-003	2.9000e-003	101.3621
Total	**0.0420**	**0.0263**	**0.3160**	**9.9000e-004**	**0.1314**	**5.6000e-004**	**0.1320**	**0.0349**	**5.2000e-004**	**0.0354**		**100.4251**	**100.4251**	**2.9300e-003**	**2.9000e-003**	**101.3621**

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

3.7 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0420	0.0263	0.3160	9.9000e-004	0.1314	5.6000e-004	0.1320	0.0349	5.2000e-004	0.0354		100.4251	100.4251	2.9300e-003	2.9000e-003	101.3621
Total	**0.0420**	**0.0263**	**0.3160**	**9.9000e-004**	**0.1314**	**5.6000e-004**	**0.1320**	**0.0349**	**5.2000e-004**	**0.0354**		**100.4251**	**100.4251**	**2.9300e-003**	**2.9000e-003**	**101.3621**

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

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0393	0.0236	0.2988	9.6000e-004	0.1314	5.4000e-004	0.1320	0.0349	5.0000e-004	0.0354		97.2331	97.2331	2.6600e-003	2.7200e-003	98.1106
Total	**0.0393**	**0.0236**	**0.2988**	**9.6000e-004**	**0.1314**	**5.4000e-004**	**0.1320**	**0.0349**	**5.0000e-004**	**0.0354**		**97.2331**	**97.2331**	**2.6600e-003**	**2.7200e-003**	**98.1106**

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

3.7 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.2088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**180.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0393	0.0236	0.2988	9.6000e-004	0.1314	5.4000e-004	0.1320	0.0349	5.0000e-004	0.0354		97.2331	97.2331	2.6600e-003	2.7200e-003	98.1106
Total	**0.0393**	**0.0236**	**0.2988**	**9.6000e-004**	**0.1314**	**5.4000e-004**	**0.1320**	**0.0349**	**5.0000e-004**	**0.0354**		**97.2331**	**97.2331**	**2.6600e-003**	**2.7200e-003**	**98.1106**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8057	1.3776	8.4351	0.0192	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		1,956.2992	1,956.2992	0.1105	0.1060	1,990.6612
Unmitigated	0.8057	1.3776	8.4351	0.0192	2.1804	0.0157	2.1961	0.5815	0.0147	0.5962		1,956.2992	1,956.2992	0.1105	0.1060	1,990.6612

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	356.40	356.40	356.40	1,032,782	1,032,782
Total	356.40	356.40	356.40	1,032,782	1,032,782

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.546418	0.052852	0.170546	0.142778	0.024223	0.005960	0.012686	0.016941	0.000462	0.000320	0.022535	0.001087	0.003193

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
NaturalGas Unmitigated	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	3512.88	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Total		**0.0379**	**0.3237**	**0.1378**	**2.0700e-003**		**0.0262**	**0.0262**		**0.0262**	**0.0262**		**413.2798**	**413.2798**	**7.9200e-003**	**7.5800e-003**	**415.7358**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	3.51288	0.0379	0.3237	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262		413.2798	413.2798	7.9200e-003	7.5800e-003	415.7358
Total		**0.0379**	**0.3237**	**0.1378**	**2.0700e-003**		**0.0262**	**0.0262**		**0.0262**	**0.0262**		**413.2798**	**413.2798**	**7.9200e-003**	**7.5800e-003**	**415.7358**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320
Unmitigated	2.8203	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503	0.0000	16.3408	16.3408	0.0157	0.0000	16.7320

Salas Park Housing - San Joaquin County, Winter

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2722	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503		16.3408	16.3408	0.0157		16.7320
Total	**2.8203**	**0.1044**	**9.0665**	**4.8000e-004**		**0.0503**	**0.0503**		**0.0503**	**0.0503**	**0.0000**	**16.3408**	**16.3408**	**0.0157**	**0.0000**	**16.7320**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2722	0.1044	9.0665	4.8000e-004		0.0503	0.0503		0.0503	0.0503		16.3408	16.3408	0.0157		16.7320
Total	**2.8203**	**0.1044**	**9.0665**	**4.8000e-004**		**0.0503**	**0.0503**		**0.0503**	**0.0503**	**0.0000**	**16.3408**	**16.3408**	**0.0157**	**0.0000**	**16.7320**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Salas Park Housing

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

San Joaquin County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Salas Park Housing

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

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	2	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	8	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	1	No Change	0.00
Scrapers	Diesel	No Change	0	1	No Change	0.00
Welders	Diesel	No Change	0	3	No Change	0.00

Salas Park Housing

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	8.50000E-004	5.73000E-003	9.05000E-003	1.00000E-005	2.60000E-004	2.60000E-004	0.00000E+000	1.27663E+000	1.27663E+000	7.00000E-005	0.00000E+000	1.27837E+000
Cement and Mortar Mixers	2.90000E-004	1.84000E-003	1.54000E-003	0.00000E+000	7.00000E-005	7.00000E-005	0.00000E+000	2.29140E-001	2.29140E-001	2.00000E-005	0.00000E+000	2.29730E-001
Concrete/Industrial Saws	2.95000E-003	2.26900E-002	3.64500E-002	6.00000E-005	9.30000E-004	9.30000E-004	0.00000E+000	5.37657E+000	5.37657E+000	2.40000E-004	0.00000E+000	5.38249E+000
Cranes	3.44100E-002	3.48470E-001	1.91010E-001	6.30000E-004	1.48100E-002	1.36300E-002	0.00000E+000	5.57655E+001	5.57655E+001	1.80400E-002	0.00000E+000	5.62163E+001
Forklifts	1.67300E-002	1.57570E-001	2.18250E-001	2.90000E-004	8.44000E-003	7.76000E-003	0.00000E+000	2.58511E+001	2.58511E+001	8.36000E-003	0.00000E+000	2.60601E+001
Generator Sets	2.93000E-002	2.63500E-001	4.02540E-001	7.20000E-004	1.04900E-002	1.04900E-002	0.00000E+000	6.21728E+001	6.21728E+001	2.30000E-003	0.00000E+000	6.22303E+001
Graders	1.40000E-003	1.55600E-002	7.17000E-003	3.00000E-005	5.00000E-004	4.60000E-004	0.00000E+000	2.61367E+000	2.61367E+000	8.50000E-004	0.00000E+000	2.63480E+000
Pavers	8.70000E-004	7.92000E-003	1.44800E-002	2.00000E-005	3.70000E-004	3.40000E-004	0.00000E+000	2.06381E+000	2.06381E+000	6.70000E-004	0.00000E+000	2.08050E+000
Paving Equipment	7.30000E-004	6.32000E-003	1.27300E-002	2.00000E-005	3.10000E-004	2.90000E-004	0.00000E+000	1.78859E+000	1.78859E+000	5.80000E-004	0.00000E+000	1.80306E+000
Rollers	1.37000E-003	1.44300E-002	1.84700E-002	3.00000E-005	7.30000E-004	6.70000E-004	0.00000E+000	2.30481E+000	2.30481E+000	7.50000E-004	0.00000E+000	2.32345E+000
Rubber Tired Dozers	8.42000E-003	8.62100E-002	3.89700E-002	1.10000E-004	3.77000E-003	3.47000E-003	0.00000E+000	9.75267E+000	9.75267E+000	3.15000E-003	0.00000E+000	9.83153E+000
Scrapers	1.01000E-003	9.56000E-003	8.07000E-003	2.00000E-005	3.80000E-004	3.50000E-004	0.00000E+000	1.99782E+000	1.99782E+000	6.50000E-004	0.00000E+000	2.01397E+000
Tractors/Loaders/Backhoes	1.63900E-002	1.65640E-001	2.76620E-001	3.90000E-004	6.71000E-003	6.17000E-003	0.00000E+000	3.39957E+001	3.39957E+001	1.09900E-002	0.00000E+000	3.42705E+001
Welders	7.25300E-002	4.42880E-001	5.45040E-001	8.40000E-004	1.34900E-002	1.34900E-002	0.00000E+000	6.21128E+001	6.21128E+001	5.90000E-003	0.00000E+000	6.22604E+001

Salas Park Housing

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	8.50000E-004	5.73000E-003	9.05000E-003	1.00000E-005	2.60000E-004	2.60000E-004	0.00000E+000	1.27663E+000	1.27663E+000	7.00000E-005	0.00000E+000	1.27837E+000
Cement and Mortar Mixers	2.90000E-004	1.84000E-003	1.54000E-003	0.00000E+000	7.00000E-005	7.00000E-005	0.00000E+000	2.29140E-001	2.29140E-001	2.00000E-005	0.00000E+000	2.29730E-001
Concrete/Industrial Saws	2.95000E-003	2.26900E-002	3.64500E-002	6.00000E-005	9.30000E-004	9.30000E-004	0.00000E+000	5.37657E+000	5.37657E+000	2.40000E-004	0.00000E+000	5.38248E+000
Cranes	3.44100E-002	3.48470E-001	1.91010E-001	6.30000E-004	1.48100E-002	1.36300E-002	0.00000E+000	5.57654E+001	5.57654E+001	1.80400E-002	0.00000E+000	5.62163E+001
Forklifts	1.67300E-002	1.57570E-001	2.18250E-001	2.90000E-004	8.44000E-003	7.76000E-003	0.00000E+000	2.58511E+001	2.58511E+001	8.36000E-003	0.00000E+000	2.60601E+001
Generator Sets	2.93000E-002	2.63500E-001	4.02540E-001	7.20000E-004	1.04900E-002	1.04900E-002	0.00000E+000	6.21728E+001	6.21728E+001	2.30000E-003	0.00000E+000	6.22302E+001
Graders	1.40000E-003	1.55600E-002	7.17000E-003	3.00000E-005	5.00000E-004	4.60000E-004	0.00000E+000	2.61367E+000	2.61367E+000	8.50000E-004	0.00000E+000	2.63480E+000
Pavers	8.70000E-004	7.92000E-003	1.44800E-002	2.00000E-005	3.70000E-004	3.40000E-004	0.00000E+000	2.06381E+000	2.06381E+000	6.70000E-004	0.00000E+000	2.08050E+000
Paving Equipment	7.30000E-004	6.32000E-003	1.27300E-002	2.00000E-005	3.10000E-004	2.90000E-004	0.00000E+000	1.78859E+000	1.78859E+000	5.80000E-004	0.00000E+000	1.80305E+000
Rollers	1.37000E-003	1.44300E-002	1.84700E-002	3.00000E-005	7.30000E-004	6.70000E-004	0.00000E+000	2.30481E+000	2.30481E+000	7.50000E-004	0.00000E+000	2.32344E+000
Rubber Tired Dozers	8.42000E-003	8.62100E-002	3.89700E-002	1.10000E-004	3.77000E-003	3.47000E-003	0.00000E+000	9.75266E+000	9.75266E+000	3.15000E-003	0.00000E+000	9.83152E+000
Scrapers	1.01000E-003	9.56000E-003	8.07000E-003	2.00000E-005	3.80000E-004	3.50000E-004	0.00000E+000	1.99782E+000	1.99782E+000	6.50000E-004	0.00000E+000	2.01397E+000
Tractors/Loaders/Backhoes	1.63900E-002	1.65630E-001	2.76620E-001	3.90000E-004	6.71000E-003	6.17000E-003	0.00000E+000	3.39956E+001	3.39956E+001	1.09900E-002	0.00000E+000	3.42705E+001
Welders	7.25300E-002	4.42880E-001	5.45040E-001	8.40000E-004	1.34900E-002	1.34900E-002	0.00000E+000	6.21127E+001	6.21127E+001	5.90000E-003	0.00000E+000	6.22603E+001

Salas Park Housing

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85788E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.25526E-006	1.25526E-006	0.00000E+000	0.00000E+000	1.24519E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.16049E-006	1.16049E-006	0.00000E+000	0.00000E+000	1.15119E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.12589E-006	1.12589E-006	0.00000E+000	0.00000E+000	1.28555E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	5.54613E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	4.30394E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.02536E-006	1.02536E-006	0.00000E+000	0.00000E+000	1.01714E-006
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	6.03719E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17662E-006	1.17662E-006	0.00000E+000	0.00000E+000	1.45898E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.28798E-006	1.28798E-006	0.00000E+000	0.00000E+000	1.28493E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input

Salas Park Housing

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

No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.08	0.02	0.08	0.02	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.02	0.01	0.02	0.01	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Salas Park Housing

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

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

Salas Park Housing

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

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			

Salas Park Housing

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

No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	150.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	150.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Salas Park Housing

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

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	

Salas Park Housing

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

No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Appendix D

Vehicle Miles Travelled (VMT) Calculations

Lodi Senior Housing Project

Saphire Creek Apartments – North Side of Salas Park

VMT analysis methodologies, screening criteria and thresholds

Project Details	
Project Name:	Sapphire Creek Apartments – Senior Housing
Location:	North Side of Salas Park
Land Use Type(s):	RHD
# of Units (DU, Employees, or KSF):	110
Trip Generation:	28 peak hour trips (generated by 252-person evening event)

VMT Evaluation Criteria	
VMT Evaluation Metric:	Exempt
VMT Threshold Criteria:	N/A

Screening Criteria	
Small Project	Yes
Map-Based	Yes
Transit Proximity	Yes
Affordable Housing	Yes
Locally-Serving Retail	N/A

Conclusion	
Project meets criteria to be screened?	Yes
Recommendation:	Project screened out. No further VMT analysis required. Per OPR Guidelines - Affordable Housing Development in infill locations.
Potentially Significant Impact?	No

OPR Recommended Screening Thresholds

OPR's Technical Advisory lists the following screening thresholds for land use projects. ***These types of development projects are presumed to have a less than significant impact on vehicle miles traveled and therefore, a less than significant adverse impact on transportation****. OPR's Technical Advisory* ***suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing***. The screening thresholds are as follows:

- Projects that are consistent with the Sustainable Communities Strategy (SCS) or General Plan and generate or attract fewer than 110 daily trips (per CEQA).
- Map-based screening for residential and office projects located in low VMT areas, and incorporate similar features (density, mix of uses, transit accessibility).
- Certain projects within ½ mile of an existing major transit stop[1] or an existing stop along a high quality transit corridor. However, this will not apply if information indicates that the project will still generate high levels of VMT.
- ***Affordable Housing Development in infill locations.***
- Locally-serving retail projects, typically less than 50,000 square feet.

VMT Analysis

The VMT of 3.24 per household for the project .. (356 daily trips divided by 110 DU's = 3.24) is below the 15% threshold .. for the block group chosen (for either employee or resident VMT) and all jurisdictions (see graph and data below) ... within that block group.

Project Trip Generation[1]

Project Land Use	ITE Land Use (Land Use Code)	Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Senior Housing, Apartments	Senior Adult Housing - Multifamily (252)	110 DUs	356	7	15	22	16	12	28

[1] Source: Institute of Transporation Engineers (ITE) *Trip Generation Manual*, 11th Edition
DU = Dwelling Unit, Daily Rate = Vehicles per Day (vpd), AM/PM Peak Hour Rates = Vehicles per Hour (vph)

Trip Generation Rates[1,2]

Daily: T = 3.24(X) 50% entering, 50% exiting
AM Peak Hour: T = 0.20(X) 34% entering, 66% exiting
PM Peak Hour: T = 0.25(X) 56% entering, 44% exiting

[2] Average Rates Used, T = Trip Ends, X = Number of DUs

Project Name	Location	APN	Acres	Total Units	Existing Use	Zoning Designation	Income Category	Description
Sapphire Creek Apartments	North Side of Salas Park	N/A	3.00	110	Vacant	RHD	Lower	Entitlements (rezone/GPA)/CEQA/NEPA in process – Housing Authority – senior 30-50% affordable 110 DUs in 2 phases. Plans have been prepared; waiting on consultant to begin environmental review.

- Three acres
- 110 total Units
- Affordable Housing

Data From: FEHR & PEERS

VMT+ | Providing VMT Per Capita Estimates Across California

Derived from 2019 StreetLight Data

Block Group: 060770044023

HBX VMT: **23.5**

Higher than the City / UC VMT average

0 - < 15% below the County VMT average

0 - < 15% below the MPO VMT average

Higher than the Statewide VMT average

HBW VMT: **15.6**

Higher than the City / UC VMT average

0 - < 15% below the County VMT average

0 - < 15% below the MPO VMT average

Higher than the Statewide VMT average

City: Lodi

HBX VMT: **22.8**, HBW VMT: **14.4**

County: San Joaquin

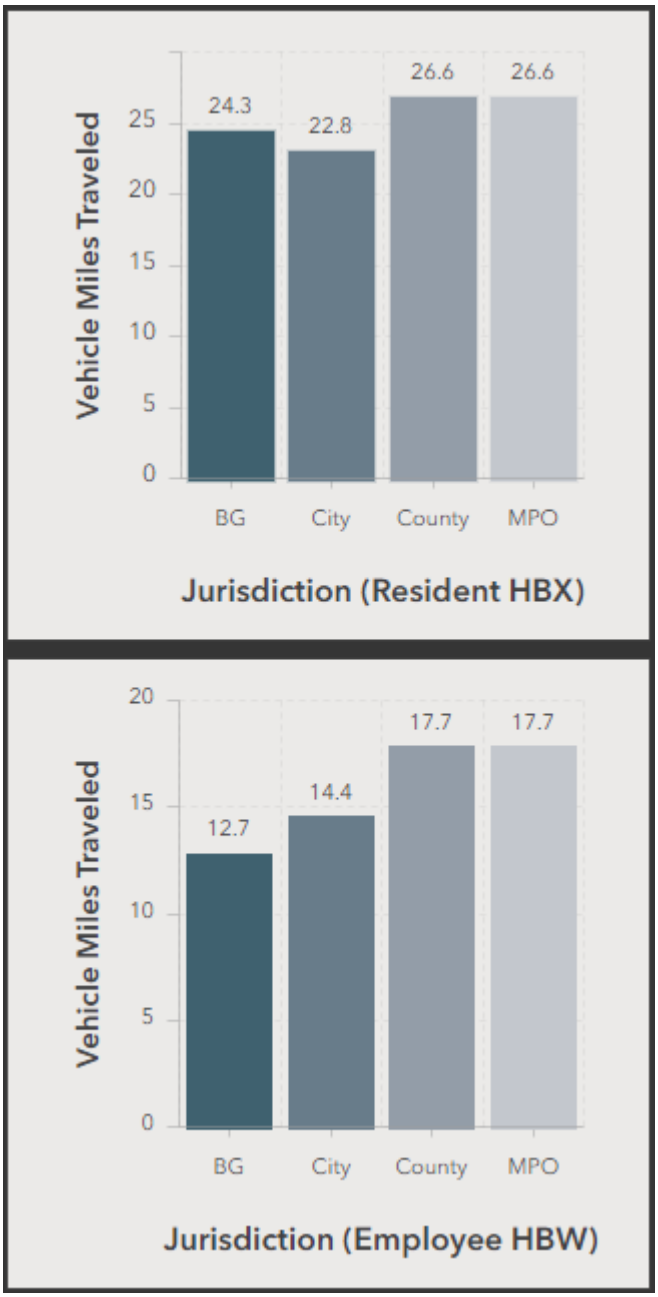
HBX VMT: **26.6,** HBW VMT: **17.7**

MPO: San Joaquin COG

HBX VMT: **26.6,** HBW VMT: **17.7**

Statewide VMT Averages:

HBX: **21.1**, HBW: **15.3**


Vehicle Miles Traveled
25
20
15
10
5
0
24.3
22.8
26.6
26.6
BG
City
County
MPO
Jurisdiction (Resident HBX)
Vehicle Miles Traveled
20
15
10
5
0
12.7
14.4
17.7
17.7
BG
City
County
MPO
Jurisdiction (Employee HBW)