NOTICE OF CEQA EXEMPTION

TO: Los Angeles County
Recorder/County Clerk
12400 Imperial Highway
Norwalk, California, 90650

FROM: City of Covina
Community Development Department
Planning Division
125 E. College Street
Covina, California, 91723

NAME: Evolve Commerce Center Development

ADDRESS: 745-837 N. Dodsworth Avenue, Covina, California 91723.

CITY/COUNTY: City of Covina, Los Angeles County.

APPLICANT: ELCC, LLC, 3 Pointe Drive, Suite 217, Brea, California 92821

PROJECT: The 3.53-acre project site is occupied by a total of seven buildings and an outdoor storage yard for RVs, boats, trucks, and trailers currently occupy the project site. The total floor area of these seven buildings is 44,414 square feet. The project site is located in the midst of an urban area with development located on all sides. The site is zoned as M-1 (Light Manufacturing). Following development, the project would have a lot coverage of 0.57 and a floor area ratio (FAR) of 59%. The new building would have a total floor area of 90,027 square feet. Of this total floor area 84,027 square feet would be warehouse and 6,000 square feet would be office. The site's landscaping would total 9,554 square feet. Landscaping would be provided along the Dodsworth Avenue frontage and around the new building. Access to the project site's new building would be provided with two new driveway connections with the west side of Dodsworth Avenue. Parking would be distributed throughout the project site and would consist of 60 parking spaces: 45 standard stalls, 3 accessible parking stalls, 9 EV stalls, and 3 clean air vehicle parking stalls. A total of 10 truck loading dock doors for loading and unloading would also be provided along the western side of the proposed building.

EXEMPTION: The project qualifies as exempt pursuant to Section 15332 (Infill Exemption).

STATUS:

___ Ministerial (Section 21080 (b)(1); (Section No. _____);
___ Declared Emergency (Section 21080 (b)(3); (Section No. _____);
___ Emergency Project (Section 21080 (b)(4); (Section No. _____);
___ Statutory Exemption (Section No. _____);
√ Categorical Exemption **(Section No. 15332);**
___ The activity is not subject to CEQA (Section No. _____);
___ Other

CITY CONTACT City of Covina Community Development Department, Planning Division
125 E. College Street
Covina, California 91723

Signature_____ Date_____

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CATEGORICAL EXEMPTION
EVOLVE COMMERCE CENTER DEVELOPMENT
745-837 N. DODSWORTH AVENUE
COVINA, CALIFORNIA

LEAD AGENCY:

CITY OF COVINA
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
125 EAST COLLEGE STREET
COVINA, CALIFORNIA 91723

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

MARCH 11, 2024

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1. PURPOSE OF THIS STUDY

This study evaluates the potential impacts associated with the construction and subsequent operation of a new 90,027 square foot warehouse development that is proposed for a 3.53-acre project site located at 745-837 Dodsworth Avenue, in the City of Covina. For this project, the City of Covina has reviewed the proposed project and has determined that it is categorically exempt and qualifies for a Class 32 Infill Exemption.[1] While this Categorical Exemption (CE) has been prepared with the assistance of an environmental consultant, the findings of the analysis represent the independent judgment of the City of Covina, in its capacity as Lead Agency for the project. Questions and/or comments should be submitted to the following contact person:

City of Covina
Community Development Department, Planning Division
125 East College Street
Covina, California 91723

This environmental document and all comments received shall be a part of the environmental record and review of the project. The following annotated outline summarizes the format and content of this CE:

- *Section 1 - Introduction,* provides the procedural context surrounding this Categorical Exemption's preparation and insight into its composition.
- *Section 2 - Project Information,* provides an overview of the affected area along with a description of the proposed project.
- *Section 3 – CEQA Findings in Support of Categorical Exemptions,* identifies the applicable exemptions along with supporting justification for using this exemption.

Appendix A provides the technical analysis that supports the findings that the proposed project would not lead to any environmental impacts. Pursuant to the CEQA Guidelines, a CE may be filed if the City of Covina, in its capacity as the Lead Agency, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a CE must contain the following information:

- A brief description of the project;
- The location of the project (either by street address and cross street for a project in an urbanized area or by attaching a specific map);
- A finding that the project is exempt from CEQA, including a citation to the State Guidelines section or statute under which it is found to be exempt;
- A brief statement of reasons to support the finding; and,
- The applicant's name.[2]

This CE provides a description of the proposed project, indicates the applicable sections of CEQA that support the findings for the CEQA exemption, and discusses the Lead Agency's findings that are applicable to the proposed project. This CE represents the independent judgment and position of the City of Covina,

[1] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

[2] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15300).

acting as the Lead Agency. The preparers of this document, Blodgett Baylosis Environmental Planning, determined that a Notice of Exemption (NOE) is appropriate based on the findings contained herein. The analysis further determined that the project is categorically exempt and qualifies for a Class 32 Infill Development Project (CEQA Guidelines §15332). The Class 32 exemption consists of projects characterized as infill developments that meet the following conditions:[3]

- The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations;
- The proposed undertaking would occur within the City limits on a project site of not more than five acres that is substantially surrounded by urban uses;
- The project site has no value as habitat for endangered, rare, or threatened species;
- The approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and,
- The site can be adequately served by all required utilities and public services.

[3] Ibid. Section 15332.

2. PROJECT DESCRIPTION

This CE evaluates the potential impacts that would result with the operation of the new 90,027 square foot warehouse development that is proposed at 745-837 Dodsworth Avenue, in the City of Covina.

2.1 PROJECT LOCATION

The proposed project site that is the subject of this study is located in the City of Covina (the project site address is 745-837 Dodsworth Avenue). The City is located in the easterly portion of the San Gabriel Valley approximately 23 miles east of downtown Los Angeles. The City is bounded by a number of other incorporated cities that include West Covina on the south, Baldwin Park on the west, Azusa and Glendora on the north, and San Dimas on the east.[4] Major physiographic features within the area include the San Gabriel Mountains, located approximately 4.7 miles to the north, the San Jose Hills, located approximately 2.9 miles to the southeast of the project site, and Walnut Creek located approximately 1.1 miles to the south of the project site.[5] A regional location map is provided in Exhibit 1 and a map of the City is provided in Exhibit 2.

The project site's legal address is 745-837 Dodsworth Avenue, Covina, 91723. Vehicular access to the project site would be provided by two driveway connections with the west side of N. Dodsworth Avenue. The Assessor Parcel Numbers (APN) applicable to the site are 8428-021-007, 8428-021-008, and 8428-021-009.[6] The site's latitude/longitude is 34.09350, -117.86968. A local map is provided in Exhibit 3.

2.2 ENVIRONMENTAL SETTING

The new building would replace a number of existing buildings and an outdoor storage yard for RVs, boats, trucks, and trailers that currently occupy the 3.53 acre- project site. A total of seven buildings currently occupy the project site. The total floor area of these seven buildings are 44,414 square feet. The total office floor area of the seven existing buildings is 6,758 square feet and the total warehouse floor area is 37,657 square feet. The floor area breakdown for the existing buildings that occupy the site is as follows:

- Building #1 (841 N. Dodsworth Ave.) 13,433 square feet;
- Building #2 (835-837 N Dodsworth Ave) 5,223 square feet;
- Building #3 (801-807 N. Dodsworth Ave) 7,137 square feet;
- Building #4 (753-761 N. Dodsworth Ave) 5,000 square feet;
- Building #5 (749-747 N. Dodsworth Ave) 2,500 square feet;
- Building #6 (747 N. Dodsworth Ave) 2,452 square feet; and,
- Building #7 (763-767 N. Dodsworth Ave.) 8,669 square feet.

[4] Quantum GIS. Accessed October 29, 2022.

[5] Ibid.

[6] O.C. Design and Engineering. *Evolve Commerce Center. [Architectural Design Package].* February 14, 2022.

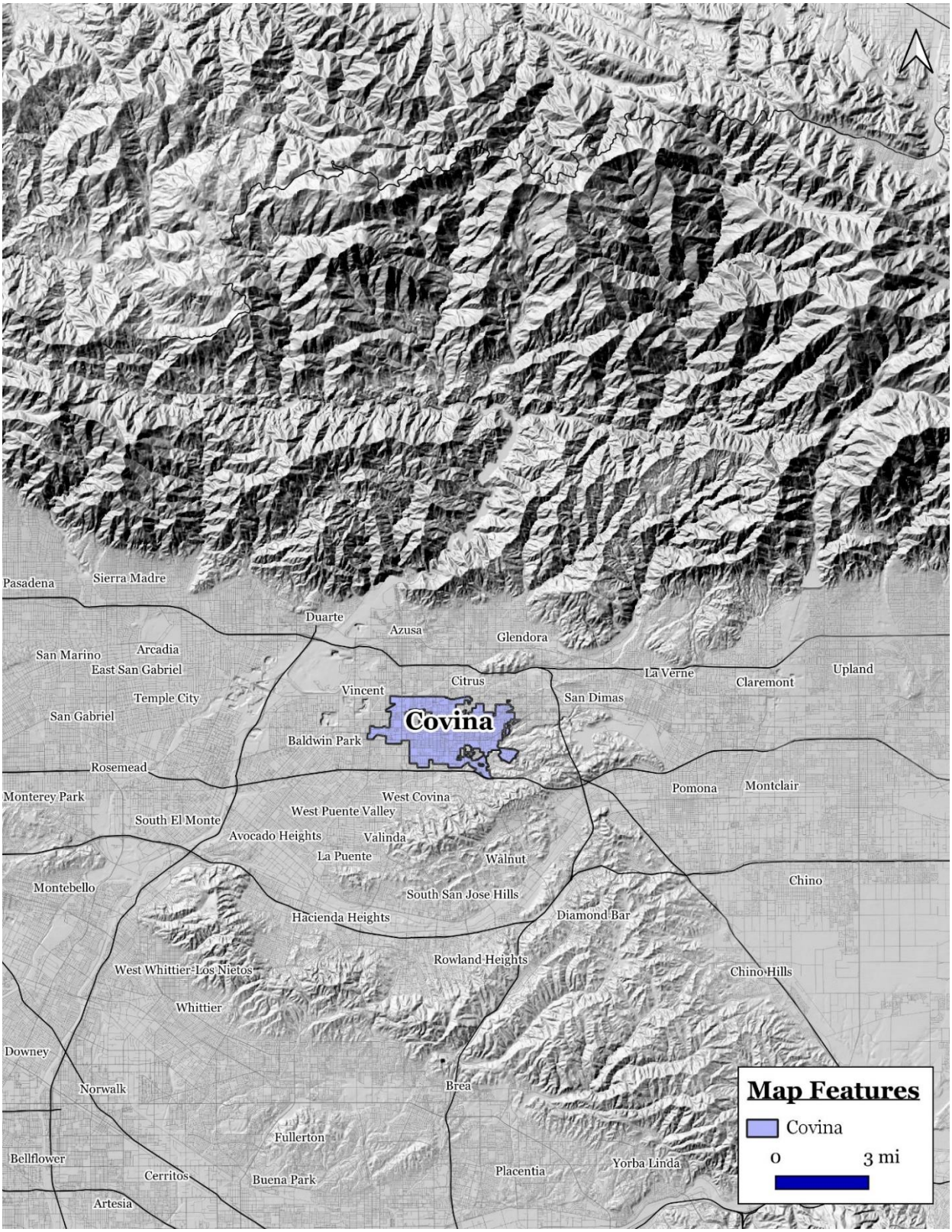

EXHIBIT 1 REGIONAL LOCATION

SOURCE: QUANTUM GIS

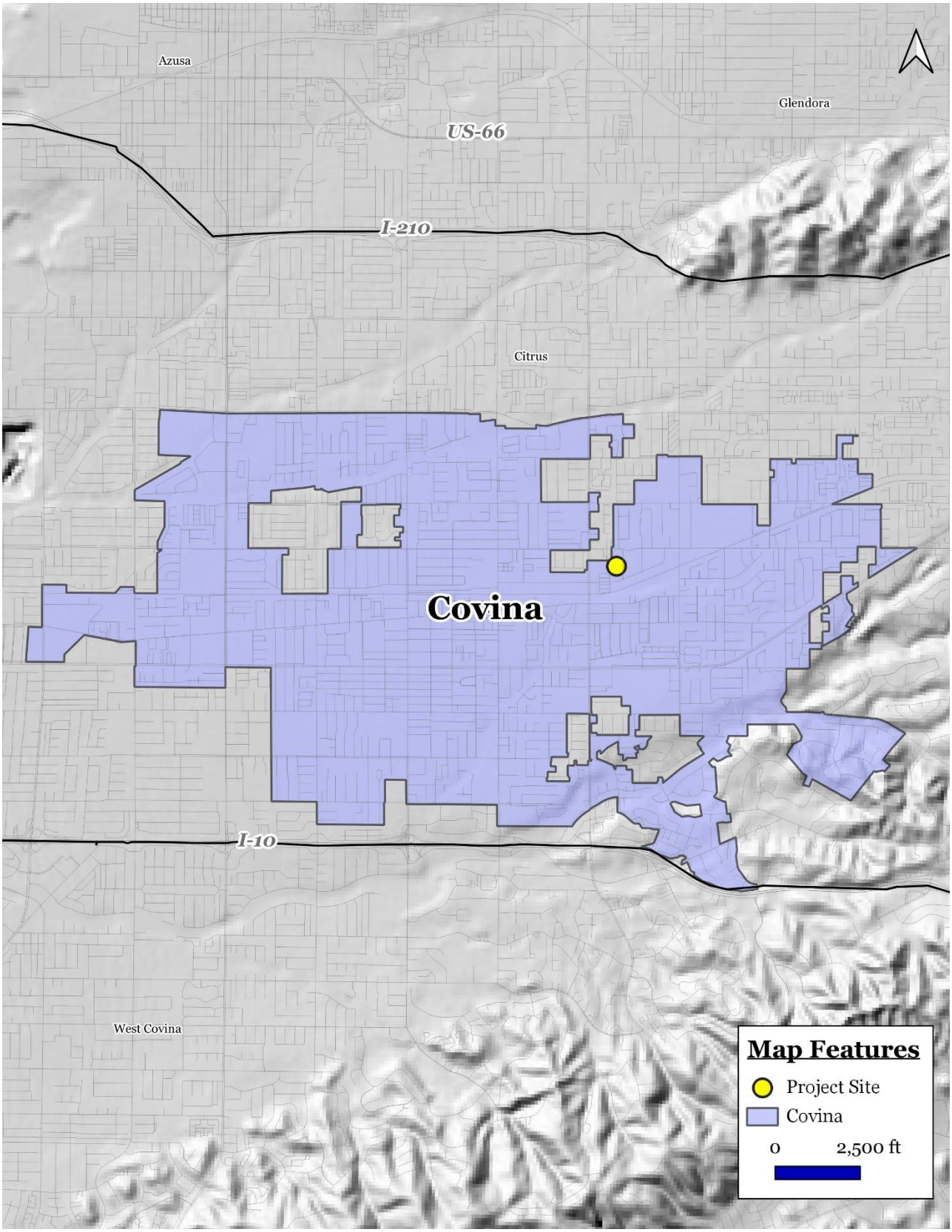

EXHIBIT 2 CITYWIDE MAP

SOURCE: QUANTUM GIS

EXHIBIT 3 LOCAL MAP

SOURCE: QUANTUM GIS

The project site is located in the midst of an urban area with development located on all sides. The site is zoned as M-1 (Light Manufacturing) and the General Plan designation is General Industrial (GI). Surrounding land uses include the following:

- *West of the Project Site*. The area located to the west of the project site is occupied by various manufacturing uses and mobile home parks. This area is zoned as M-1 (Light Manufacturing) and the General Plan designation is General Industrial (GI).
- *East of the Project Site*. N. Dodsworth Avenue extends along the project site's east side. Various industrial uses are located further east, along the east side of Dodsworth Avenue. This area is zoned as M-1 (Light Manufacturing) and the General Plan designation is General Industrial (GI).
- *North of the Project Site*. The area located to the north of the project site is occupied by manufacturing uses. This area is zoned as M-1 (Light Manufacturing) and the General Plan designation is General Industrial (GI).
- *South of the Project Site*. An industrial tilt-up building is located to the south of the project site. Edna Place is located further south. This area is zoned as M-1 (Light Manufacturing) and the General Plan designation is General Industrial (GI).

An aerial photograph of the project site and the surrounding area is provided in Exhibit 4.

2.3 PROJECT DESCRIPTION

The proposed project involves the construction and subsequent operation of a new 90,027 square foot warehouse development that is proposed at 745-837 Dodsworth Avenue, in the City of Covina. The proposed project would consist of the following elements:

- *Project Site*. The site area consists of 153,873 square feet (3.53 acres). Following development, the project would have a lot coverage of 0.57 and a floor area ratio (FAR) of 59%. The building would be setback (front yard) 10-feet from Dodsworth Avenue.[7] The condition of the existing buildings on the surrounding properties vary with some being legal non-conforming. The project site would be screened from the existing legal non-conforming mobile home park by a 6-foot high concrete masonry block wall and trees. As required by General Plan Policy 5, the proposed project was designed to minimize noise to the mobile home parks with the proposed new building's west facing elevation being setback approximately 54-feet from the property line which is located adjacent to the mobile home parks. Overall, the loading doors would be setback a total of 127-feet from the western property line. The nearest mobile home units are located within 5-feet of the property line. These setbacks, the existing and proposed block wall, and the trees located along the northwest and southwest portion of the property line, would provide additional screening and noise attenuation. The primary outdoor loading/unloading activities for the new building would be located away from the mobile home parks and recessed 72-feet into the building's west-facing elevation. The dock doors would be bounded on the north and south sides by 42-foot high building walls that would further act as screen walls. The proposed new building would conform to all current City of Covina development standards.
- *New Building*. The new building would have a total floor area of 90,027 square feet. Of this total floor area 84,027 square feet would be warehouse and 6,000 square feet would be office. In addition, a 3,000 square foot mezzanine would be provided and would be used for office space. The two office areas would be located along the east side of the building on the northern and southern corners. The new building would have a maximum height of 46-feet. A total of 10 truck loading

[7] O.C. Design and Engineering. *Evolve Commerce Center. [Architectural Design Package].* February 14, 2022.

dock doors for loading and unloading would also be provided along the western eastern side of the new building.[8] The proposed new building is anticipated to be a smaller warehouse and/or distribution use. No specific tenant has been identified at this time.

- *Landscaping*. The site's landscaping would total 9,554 square feet. Landscaping would be provided along the Dodsworth Avenue frontage and around the new building. A shaded employee outdoor break area would be provided, near the northeast corner of the new building. [9]
- *Access and Parking*. Access to the project site's new building would be provided two new driveway connections with the west side of Dodsworth Avenue. Parking spaces would be distributed throughout the project site and would consist of 60 parking spaces: 45 standard stalls, 3 accessible parking stalls, 9 EV stalls, and 3 clean air vehicle parking stalls. A total of 10 truck loading dock doors for loading and unloading would also be provided along the western side of the proposed building. According to the City's off-street parking requirements, a total of 60 parking spaces would be required (1 spaces for every 200 square feet of office and 1 space for each warehouse employee. The proposed project would provide the required number of parking spaces. [10]

The proposed new use is anticipated to employ 60 persons assuming an employment ratio of one person per 1,518 square feet of floor area.[11] The conceptual site plan is shown in Exhibit 5. Building elevations are shown in Exhibit 6.

The construction for the proposed project is assumed to commence in the beginning of 2024 and would take approximately 269 working days to complete. The key construction phases are outlined in the paragraphs that follow.

- *Phase 1 Demolition/Grading*. The existing onsite improvements would be demolished and the project site would be graded and readied for the construction. The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment. The site is level and has been graded as part of the current development. There would be approximately 800 cubic yards of cut and 4,800 cubic yards of fill. The net import would be 4,000 cubic yards. The duration for the demolition was assumed to be 20 working days and the grading was assumed to be 6 working days.
- *Phase 2 Development Preparation*. During this phase, the building footings, utility lines, and other underground infrastructure would be installed. The typical heavy equipment used during this construction phase would include bulldozers, offroad trucks, back-hoes, and trenching equipment. The duration for this phase was assumed to be 3 working days.
- *Phase 3 Building Construction*. The new building would be constructed during this phase. The typical heavy equipment used during this construction phase would include trucks, cranes, and fork-lifts. The duration for the building construction phase was assumed to be 220 working days.
- *Phase 4 Paving and Finishing*. This concluding phase would involve the paving and finishing. The typical heavy equipment used during this construction phase would include trucks, backhoes, rollers, pavers, and trenching equipment. The duration for this phase was assumed to be 20 workings days.

[8] O.C. Design and Engineering. *Evolve Commerce Center. [Architectural Design Package].* February 14, 2022.

[9] Ibid.

[10] Ibid.

[11] The Natelson Company. *Employment Density Study, Summary Report*. October 31, 2002.

EXHIBIT 4 AERIAL PHOTOGRAPH

SOURCE: GOOGLE MAPS

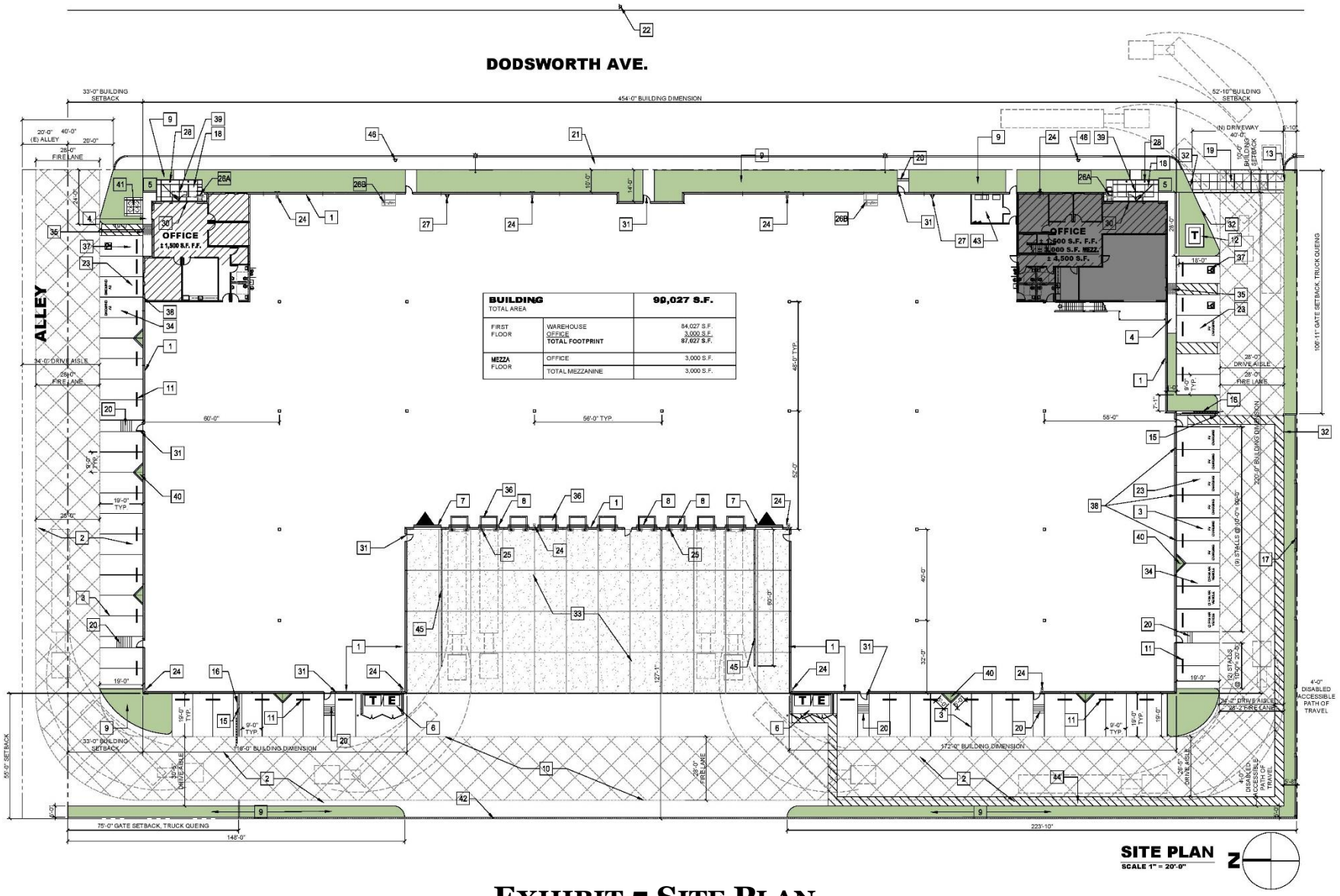

EXHIBIT 5 SITE PLAN

SOURCE: OC ENGINEERS

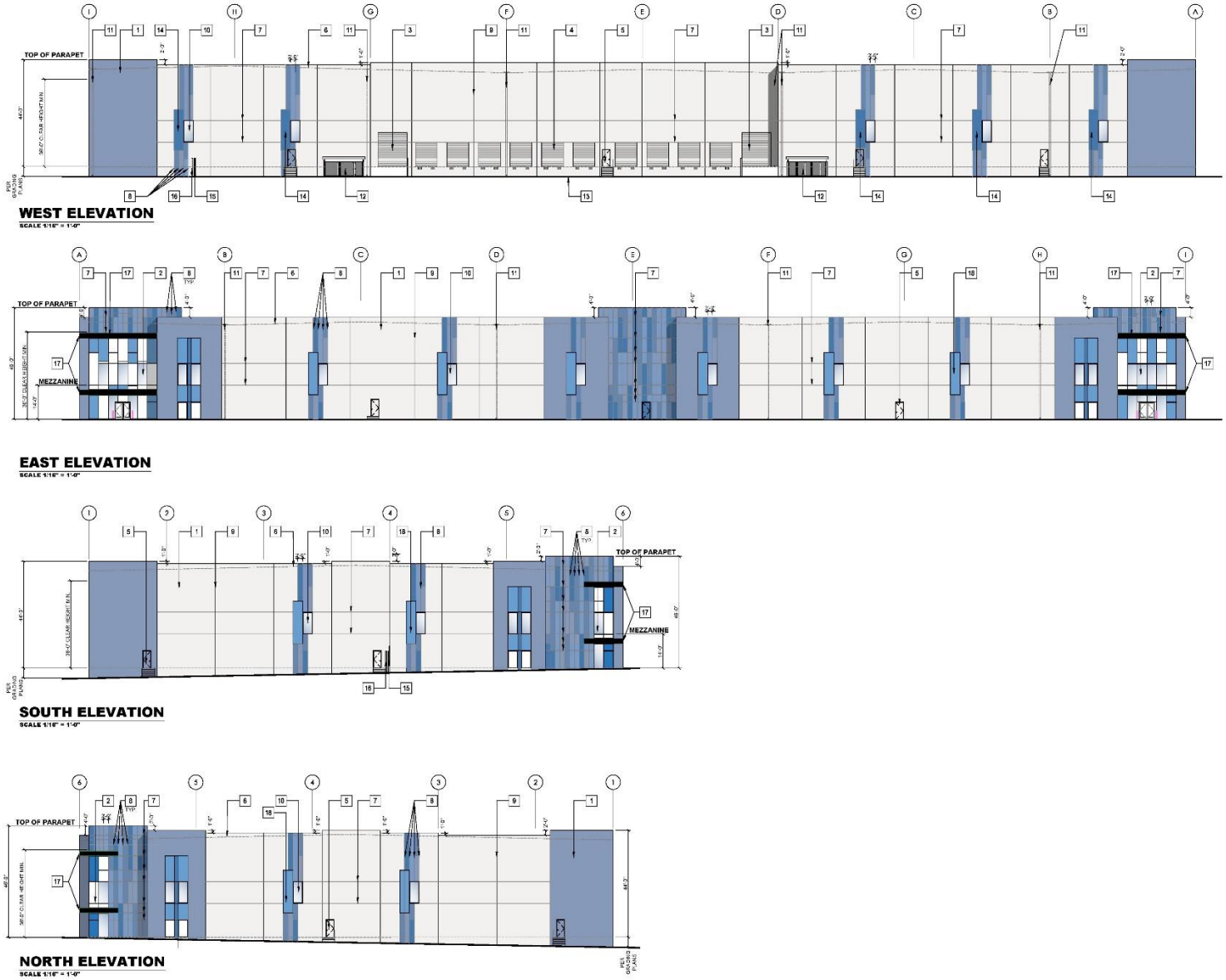

EXHIBIT 6 BUILDING ELEVATIONS

SOURCE: OC ENGINEERS

The construction phases are outlined in Table 1 provided below.

Table 1
Summary of Construction Phases

Construction Phase	Project Month											
	1	2	3	4	5	6	7	8	9	10	11	12
Demolition/Grading												
Development Preparation												
Building Construction												
Paving/Finishing												

2.4 OPERATIONAL CHARACTERISTICS

The proposed project is designed to function as a warehouse. Typical operational characteristics include employees traveling to and from the site, delivery of materials and supplies to the site and truck loading and unloading. The project would be assumed to operate 24/7, however this may shift depending on tenant characteristics as the hours of operation are unknown. The business's normal *peak* operating hours would be Monday through Friday, 8:00 AM to 5:00 PM. The proposed new building is anticipated to employ 59 persons per shift assuming an employment ratio of one person per 1,518 square feet of floor area.[12]

2.5 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approval and permits are anticipated from the City of Covina to be necessary for implementation of the proposed project:

- Development Plan Approval;
- Lot Line Adjustment; and;
- Approval of the CE.

Other approvals and permits necessary to implement the proposed project would include, but not be limited to, demolition permits, grading permits, building permit, and occupancy permits.

[12] The Natelson Company. *Employment Density Study, Summary Report.* October 31, 2002.

3. CEQA FINDINGS IN SUPPORT OF THIS CATEGORICAL EXEMPTION

The City of Covina determined, following a preliminary evaluation of the proposed project, that the proposed project would not result in any significant effects on the environment. This finding is supported by the analysis provided in the remainder of this section and in the Environmental Analysis (Appendix A). The City of Covina makes the following findings in support of the Infill Exemption (refer to CEQA Guidelines §15332).[13] The analysis that supports the findings are detailed in Appendix A.

Finding #1. The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations. The City of Covina permits and regulates land use and development through its General Plan and Zoning Ordinance. The project site is designated as Light Industrial (M-1) in the City's Zoning Map and General Industrial (GI) in the General Plan Map. The proposed uses are consistent and permitted under these land use designations. These issues are analyzed in Appendix A.

Finding #2. The proposed development site is located within the City limits on a project site of no more than five acres. The site is located within the corporate boundaries of the City of Covina. The site is completely surrounded by urban development within a property that consists of 3.53-acres. (refer to Finding 2 included in Appendix A).

Finding #3. The project site does not contain any sensitive environmental resources. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on-site during the field investigations. The site is currently occupied by older industrial buildings that would be removed (refer to Finding 3 included in Appendix A).

Finding #4. The approval of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The proposed project would not generate excessive operational impacts that could affect sensitive receptors. The construction and operational impacts (traffic impacts, noise impacts, and air emissions) would be below thresholds of significance (refer to Finding 4 included in Appendix A).

Finding #5. The proposed project would be limited to the project site and no dislocation of off-site structural improvements would be required to accommodate the proposed project. The project's operation would be restricted to the project site and no off-site improvements would be dislocated to accommodate the proposed project (refer to Finding 5 included in Appendix A).

Finding #6. The project site is located within an urbanizing area. The project site is located in the midst of urban development. The project site is currently occupied by older industrial uses and is zoned for industrial development (Light Manufacturing [M-1]). No natural or sensitive habitats are located within or adjacent to the property. As a result, the project would not result in any impacts to sensitive visual resources in the area (refer to Finding 6 in Appendix A).

Finding #7 The project must not impact scenic natural views. The proposed project's construction would not affect any scenic or natural views in the area (refer to Finding 7 included in Appendix A).

Finding #8. The project site is not located within an area or a site the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being affected by hazardous wastes. The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List) Site Cleanup (refer to Finding 8 included in Appendix A).

[13] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

Finding #9. The proposed project would *not result in any adverse impacts on historic resources*. A review of the U.S. National Park Service's National Register of Historic Places and the State registrar indicated that there are no Federal- or State-recognized historic structures located within the project site. The project site is developed and occupied by older industrial buildings that would be demolished to accommodate the proposed project. The project site is located in the midst of an urbanized area (refer to Finding 9 in Appendix A).

Finding #10. The proposed development would *not require any development approval by a State trustee or responsible agency*. Based on the analysis provided in this CE and the NOE, the project meets and complies with the conditions and requirements of CEQA Guidelines Section 15332 (Class 32 Infill Exemption) and would not have any significant environmental impacts (refer to Finding 10 in Appendix A).

Finding #11. The proposed project would not result in any cumulative Impacts (refer to Finding 11 in Appendix A).

Finding #12. The proposed project would not result in any significant effects (refer to Finding 12 in Appendix A).

APPENDIX A - CATEGORICAL EXEMPTION

EVOLVE COMMERCE CENTER DEVELOPMENT
745-837 N. DODSWORTH AVENUE
COVINA, CALIFORNIA

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CATEGORICAL EXEMPTION FINDINGS

The City of Covina is required to make the following environmental findings in support of this this Infill Exemption (refer to CEQA Guidelines §15332).[14] The analysis in support of the findings is summarized under each finding and where required, a more detailed technical analysis is provided in the Appendices.

- *Finding No. 1.* The project must be consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations (refer to Finding 1).
- *Finding No. 2.* The proposed development site is located within the City limits on a project site of no more than five acres. The site is substantially surrounded by urban development (refer to Finding 2).
- *Finding No. 3.* The project site has no value as habitat for endangered, rare or threatened species (refer to Finding 3).
- *Finding No. 4.* The approval of the proposed project must not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to Finding 4).
- *Finding No. 5.* The approval of the proposed project must not result in any dislocation impacts (refer to Finding 5).
- *Finding No. 6.* The approval of the proposed project must not result in any impacts on sensitive environmental resources (refer to Finding 6).
- *Finding No. 7.* The project must not impact scenic natural views (refer to Finding 7).
- *Finding No. 8.* The project site is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being on a Cortese site. (refer to Finding 8).
- *Finding No. 9.* The proposed project would not result in any adverse impacts on historic resources (refer to Finding 9).
- *Finding No. 10.* The proposed project would not result in any permits or approvals from State responsible or trustee agencies (refer to Finding 10).
- *Finding #11.* The proposed project would not result in any cumulative Impacts (refer to Finding 11).
- *Finding #12.* The proposed project would not result in any significant effects (refer to Finding 12).

[14] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

FINDING 1. LAND USE COMPATIBILITY

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be consistent with the applicable City of Covina General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations.

ENVIRONMENTAL ANALYSIS

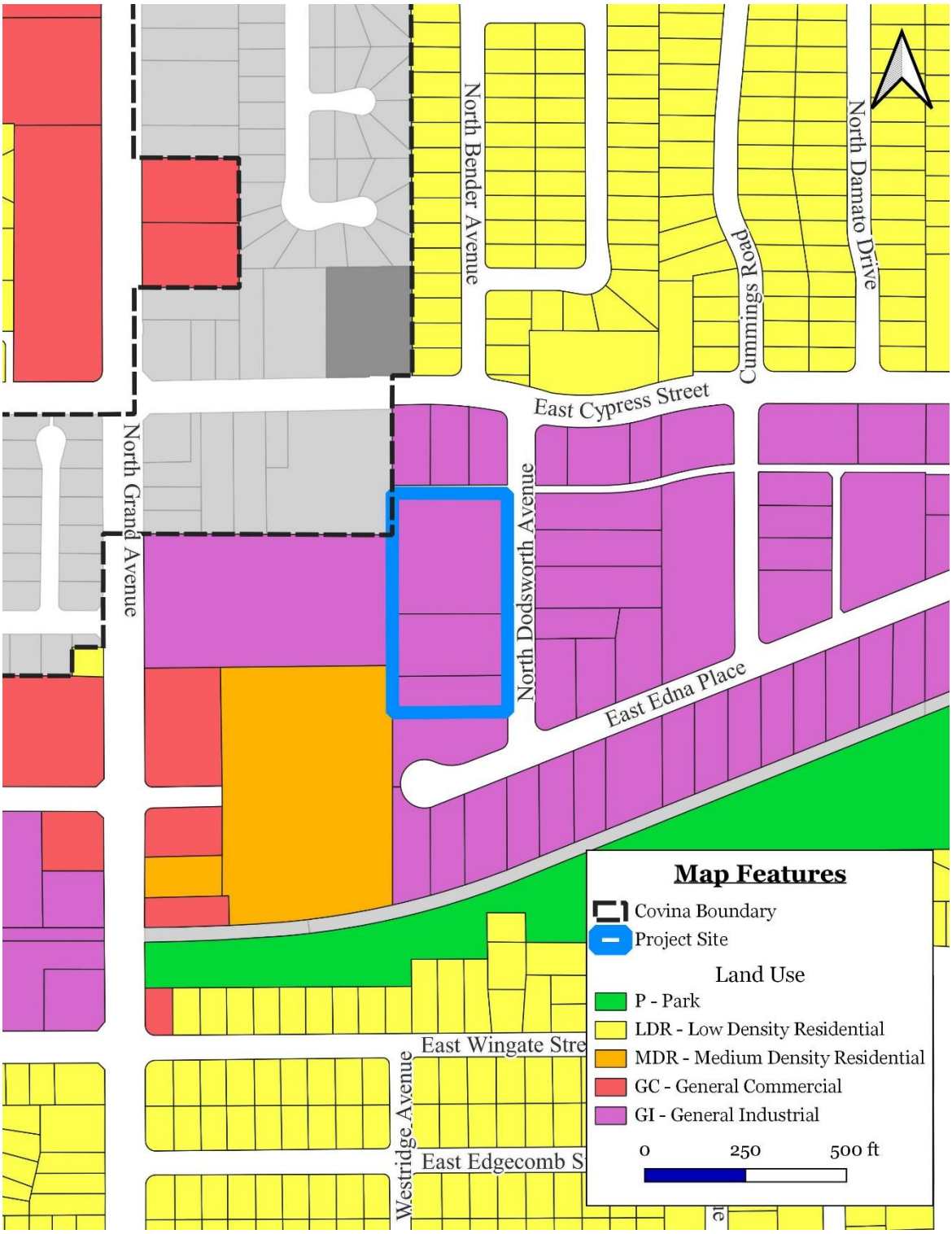
The City of Covina permits and regulates land use and development through its General Plan and Zoning Ordinance. The project site is designated as *Light Manufacturing (M-1)* in the City's Zoning Map. The proposed use is consistent and permitted under the site's Zoning designation. The General Plan designation that is applicable to the project site is General Industrial (GI). The area's General Plan designation is shown in Exhibit 7. The following policies are included in the City of Covina Land Use Element:

- *Policy 1. Permit development at intensity ranges, site locations, and quantities that reflect existing and desired scales of building construction and revitalization in the community, as well as physical and environmental constraints, that* would *allow for moderate future growth, and that* would *not inhibit the City's ability to meet street capacities and to provide other infrastructure, adequate community services, and utilities.* The proposed project meets current setback, landscaping, and off-street parking requirements. The proposed project would conform to the City's setback, floor area ratio requirements, lot coverage requirements, and other development standards. The applicant is not requesting any zone variance or general plan amendment for the proposed project. The project would not preclude any street widening or infrastructure installation in the adjacent streets.

- *Policy 2. Develop, based on #1 above, maximum future net intensities (floor area ratios) as follows: general commercial, 1.5; town center (downtown area), 2.5; and industrial, 2.0. (Net intensity means private property after any right-of-way dedication, or exclusive of sidewalks and streets.) The above standards shall be followed, except where community goals, objectives, and policies are best furthered.* The proposed project's FAR of 0.59 would be less than the 2.0 FAR for industrial development identified in the policy.

- *Policy 3. Preserve the predominantly low-rise, low- to medium-intensity character of Covina's commercial and industrial districts and corridors.* The proposed project is consistent with this policy. The new building would generally consist of a single level with a maximum height of 46-feet which would be less than the maximum height of 50-feet that is permitted in the M-1 zone district.

- *Policy 4. Maintain its variety of functional commercial office, retail, and service businesses for reasons pertaining to employment, sales tax generation, community image enhancement, and jobs-to housing ratio maximization.* The proposed project is consistent with this policy. As indicated in the project description, the proposed project would be designed with modern warehouse features required by today's businesses to operate efficiently, including 36-foot clearance height and dock-door loading to accommodate either a single business or two separate businesses.



LAND USE MAP
SOURCE: CITY OF COVINA

- *Policy 5. Maintain its variety and abundance of viable, small- to medium-size industrial/light manufacturing, processing, assembling, wholesaling, and related operations for reasons pertaining to employment, community image enhancement, and jobs-to-housing ratio maximization.* The proposed project is consistent with this policy. As indicated in the project description, the proposed project would be designed to accommodate either a single business or two separate businesses.

- *Policy 6. Prohibit "heavy" or industrial-intensive operations and protect residents and the local environment from potentially adverse impacts associated with industrial operations.* The proposed project is consistent with this policy. The proposed new building would have a total floor area of 90,027 square feet. Of this total floor area 84,027 square feet would be warehouse and 6,000 square feet would be office. Office and warehouse uses are permitted in the M-1 Zones.

- *Policy 7. Accommodate new and expanded commercial and industrial developments, for community economic betterment and image enhancement and related reasons, in a fashion that neither adversely affects the integrity of established commercial and/or industrial areas nor unreasonably encroaches into residential neighborhoods and that does not impose an undue burden on local infrastructure or services.* The proposed project is consistent with this policy. The new development would be confined to the project site boundaries.

- *Policy 8. Accommodate new and expanded commercial and industrial developments in a manner that considers various Federal, State, and/or regional planning measures to reduce traffic congestion, air pollution, waste generation, polluted water runoff, and other problems.* The proposed project is consistent with this policy. The proposed project would be consistent with the City of Covina development standards that are appliable to new developments within the M1 zone district.

- *Policy 9. Ensure that the overall amount, locations, and timing of development reflect community desires and needs as well as physical and environmental constraints and* would *not inhibit the City's ability to meet street capacities and to provide other infrastructure, utilities, and adequate community services.* The proposed project is consistent with this policy. The proposed project would be consistent with the City of Covina development standards that are appliable to new developments within the M1 zone district.

- *Policy 10. Pay particular attention to the special needs and character of the downtown, continue appropriate economic revitalization, physical enhancement, and use refinement activities that* would *attain a greater variety of retail businesses, attract more people, and generate more sales tax and overall vitality, and consider incorporating mixed uses within an "urban village" or livable cities concept, including residential on top of commercial, to bolster social and economic activity, to best exploit Metrolink Commuter Train Station proximity, to provide needed housing, and to reduce vehicular trips.* The policy does not apply to the proposed project.

- *Policy 11. Accommodate new or expanded institutional uses, such as hospitals, medical clinics, nursing homes, congregate care facilities, and churches, to meet existing and future needs, providing compatibility with adjacent land uses can be achieved.* The policy does not apply to the proposed project.

- *Policy 12. Maintain new and expanded commercial and industrial uses at areas where they now exist, which are along and around major streets, at larger intersections, in appropriate "pockets," and in particular complexes.* The proposed project is consistent with this policy. The proposed project involves the redevelopment of an existing industrial property.

- *Policy 13. Encourage the capturing of a greater variety of retail businesses, including stores, shops, and restaurants, so as to attract more patrons, generate more sales tax, and improve the community's image.* The policy does not apply to the proposed project.

- *Policy 14. Whenever possible, encourage lot consolidation, particularly regarding substandard properties, as a means of facilitating Zoning and Design Guidelines compliance.* The proposed project is consistent with this policy. A number of lots were consolidated to accommodate the proposed development.

- *Policy 15. Require that new and remodeled/expanded commercial and industrial structures comply with Zoning, Design Guidelines, and other standards and incorporate adequate amenities that contribute to a high quality of life for workers and patrons, except in appropriate cases, such as PCD (Planned Community Development) overlay district application, where community goals, objectives, and policies are best furthered.* The proposed project is consistent with this policy. The proposed project would be consistent with the City of Covina development standards that are appliable to new developments within the M1 zone district.

- *Policy 16. Ensure that all commercial and industrial properties are physically, functionally, and aesthetically maintained, and, if necessary, rehabilitated through the City's proposed Neighborhood Preservation or other ongoing programs.* The proposed project is consistent with this policy. The proposed project would be consistent with the City of Covina development standards that are appliable to new developments within the M1 zone district. The existing blighting properties would be replaced with a new modern light industrial building.

- *Policy 17. Encourage the revitalization or upgrading of deteriorating commercial and industrial structures through City, Redevelopment Agency, private development, and/or other efforts.* The proposed project is consistent with this policy. The existing blighting properties would be replaced with a new modern light industrial building.

- *Policy 18. Develop a Town Center/Downtown Specific Plan to provide the City with a viable, comprehensive blueprint for making land use, traffic, parking, and redevelopment decisions in light of the district's unique features, uses, and infrastructure, historic resources, and circulation network.* The policy does not apply to the proposed project.

Overall, the proposed project is consistent with the City of Covina General Plan's policy's relative to industrial land uses. The Land Use Element includes the following development standards that are applicable the *Industrial* land use designation.

- *Maximum development net intensity/Gross floor area ratio (FAR) - 2.0 (maximum ratio of total building square footage to net acreage of site).* The proposed project's FAR is 0.59 which is well under the maximum permitted FAR of 2.0.

- *Permitted uses - Manufacturing, processing, assembly, warehousing, and related activities plus ancillary administrative offices that comply with applicable use, operation, and other provisions of the Covina Zoning Ordinance and Building, Fire, and related Codes. Also permitted include, but are not limited to, animal hospitals, automotive repair shops, very limited retail functions, gas stations, self-storage outlets, and parking lots.* The proposed project would be consistent with the permitted uses. The proposed project's future occupants would be required to conform to the City's Zoning Ordinance requirements. No General Plan Amendment or Zone Change would be required to implement the proposed project.

- *Location/Distribution - Industrial uses are generally strewn along or near the Metrolink Commuter Railroad Line and at various stretches of San Bernardino Road and Arrow Highway, as illustrated on the Land Use Map. All types of contemporary industrial buildings are allowed, providing City Zoning Ordinance, Design Guidelines, and, if applicable, Redevelopment Plan conformance.* The proposed project site is located within an area designated as M-1. No General Plan Amendment or Zone Change would be required to implement the proposed project.

FINDING 2. PROJECT SITE SIZE

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located within the City limits on a project site of no more than five acres.

ENVIRONMENTAL ANALYSIS

The proposed project site is located within the corporate boundaries of the City of Covina on a project site consisting of less than five acres. The site area consists of 153,873 square feet or 3.53 acres. As indicated herein under Finding 1, the site is surrounded on all sides by urban development. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

FINDING 3. HABITAT VALUE

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no value as habitat for endangered, rare or threatened species.

ENVIRONMENTAL ANALYSIS

The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic and other human activity further limits the site's utility as a sensitive habitat or migration corridor. Since the site is located within an established urban area that lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. No natural habitat is present in the area.

A total of four smaller street trees are located within the parkway area of N. Dodsworth Avenue approximately 30 feet from the Dodsworth Avenue curb-face. The trees include a palm, Mexican cypress,

and two weeping fig trees. The trees' height was between 15 and 25 feet. At the time of the site visit the trees had been trimmed and the crown/branch spacing was sparce and no nests were observed. None of these trees are designated "Heritage Trees" pursuant to Section 17.83.020 D of the Covina Municipal Code. The proposed project would be required to comply with the Migratory Bird Treaty Act.

FINDING 4. SIGNIFICANT EFFECTS (TRAFFIC, NOISE, AIR, PUBLIC SERVICES AND UTILITIES)

4.1 TRAFFIC

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must not result in any significant effects relating to traffic. A significant traffic impact would be first determined by the number of vehicle trips that would be generated by the proposed project and the attendant vehicle miles travelled (VMT) impacts. Other variables that would be considered include the project's consistency with the City's off-street parking requirements and onsite circulation.

ENVIRONMENTAL ANALYSIS

The new building would replace a number of existing buildings and an outdoor storage yard for RVs, boats, trucks, and trailers that currently occupy the 3.53 acre- project site. A total of seven buildings currently occupy the project site. The total floor area of these seven buildings is 44,414 square feet. The new building would have a total floor area of 90,027 square feet. Of this total floor area 84,027 square feet would be warehouse and 6,000 square feet would be office. The net difference with the new project, when discounting the existing onsite development would be 45,613 square feet.

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States. The trip generation rates for both the existing use and the proposed use are shown below in Table 1.

Table 1 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified at the bottom of Table 1. The trip generation rates are as follows:

- *Proposed Project*. The proposed project's daily trip generation would be 154 vehicle trips. Of this total, 15 trips would be AM (morning) peak hour trips and 16 trips would be PM (evening) peak hour trips.
- *Existing Uses*. The seven existing buildings daily trip generation would be 76 vehicle trips. Of this total, 8 trips would be AM (morning) peak hour trips and 8 trips would be PM (evening) peak hour trips.
- *Net Change*. The net difference in daily trip generation would be 78 vehicle trips. Of this total, 7 trips would be AM (morning) peak hour trips and 8 trips would be PM (evening) peak hour trips.

Table 1
Project Trip Generation

Description	ITE Code (Sq. ft.)	Unit	Average Daily Trips	AM Pk Hr Total	PM Pk Hr Total
Project (90,027 sq. ft.)					
Trip Rates (Warehouse) ITE Code 150	90,027 sq. ft.	90.0	1.71	0.17	0.18
Total Trips from Project			**154**	**15**	**16**
Existing Use (44,414 sq. ft)					
Trip Rates (Warehouse) ITE Code 150	44, 414 sq. ft.	44.4	1.71	0.17	0.18
Total Trips from Existing Uses			**76**	**8**	**8**
Project-Related Car & Truck Traffic (using SCAQMD composite)					
Other Vehicles, non-truck (69.0%)			106	10	11
All Trucks (31.0%)			48	5	5
Two-axle (21.9%)			11	1	1
Three-axle (17.7%)			8	1	1
Four-axle (60.3%)			29	3	3
Subtotal			**154**	**15**	**16**
Net Change (Existing – Project)					
			78	**7**	**8**

Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition.
South Coast Air Quality Management District. Stakeholder Working Group. July 17, 2014.

Parking stalls would be provided throughout the project site and would consist of 60 parking spaces: 45 standard stalls, 3 accessible (ADA) parking stalls, 9 EV stalls, and 3 clean air vehicle parking stalls. A total of 10 truck loading dock doors for loading and unloading would also be provided along the western side of the proposed building. According to the City's off-street parking requirements, a total of 60 parking spaces would be required (1 spaces for every 200 square feet of office and 1 space for each warehouse employee). A total of 30 spaces are required for the office (one space for every 200 square feet of office or 30 stalls). An additional 30 parking spaces are required for the warehouse (1 spaces X 30 warehouse employees). As a result, the proposed project meets the City's parking requirements.

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (OPR Technical Advisory) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project would result in a substantial increase in Vehicles Miles Traveled (VMT). Pursuant to the City's guidelines, there are three types of screening criteria that may be used to determine a full VMT analysis applicability:

- *Step 1: Transit Priority Area (TPA) Screening*. If a project is located within a Transit Priority Area (TPA), it may be presumed that it would have a less than significant impact absent of any substantial evidence to the contrary.

- *Step 2: Low VMT Screening Area*. If the project has land uses consistent with the project TAZ and located within a low VMT generating area, the project may be presumed to have a less than significant impact.

- *Step 3: Project Type Screening - PASSED*. Some project types have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature: Local-serving retail uses less than 50,000 square feet, including: Gas stations, Banks, Restaurants, Shopping Center; Other local serving uses as approved by the City Staff; or Projects generating less than 110 daily vehicle trips.

For the proposed project, the *Step 3: Project Type Screening,* was used in the screening analysis for the proposed project. Based on the screening criteria using this methodology, the proposed project was presumed to generate under 110 new daily trips. The proposed project's daily trip generation would be 154 vehicle trips. The seven existing buildings daily trip generation is 76 vehicle trips. The net difference in daily trip generation would be 78 vehicle trips which is well under the 110 daily trip threshold. In summary, the net difference in daily trip generation would be 78 vehicle trips. Of this total, 7 trips would be AM (morning) peak hour trips and 8 trips would be PM (evening) peak hour trips.

4.2 NOISE

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to noise. A significant noise impact would potentially result if the proposed project would potentially impact noise sensitive land uses in the area or create noise levels that would exceed located noise regulations. Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project were determined to result in any of the following impacts:

- *Noise and Land Use Compatibility*. The 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;
- *Ground-Borne Vibration Noise*. The generation of excessive ground-borne vibration or ground-borne noise levels; or
- *Exposure to Aircraft Noise*. The exposure of the project site to aircraft noise from a private or public airport or the exposure of persons working in the project area to excessive noise levels from aircraft operations.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels may also be expressed as dBA where an "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived noise levels at lower frequencies. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not

generally perceptible to persons with average hearing abilities.[15] Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.[16] Based on the principles of spreading loss noise levels would decrease by 6.0 dBA for every doubling distance beginning with the first 50 feet for point sources (speakers, construction equipment) and approximately 4.5 dBA over a soft surface such as vegetation. [17] Meanwhile, line sources (roadways, railroads) experience a 3.0 dBA reduction for every doubling of the distance. Objects that obstruct the line-of-sight between a noise source and a noise receptor reduce noise generated by or within the noise source. Operational noise is expected to decrease by an additional 6.0 dBA at the neighboring mobile home uses based on the spreading loss.[18]

ENVIRONMENTAL ANALYSIS

The 3.53-acre project site is occupied by a total of seven buildings and an outdoor storage yard for RVs, boats, trucks, and trailers. The total floor area of these seven buildings is 44,414 square feet. The project site is located in the midst of an urban area with development located on all sides. The site and the adjacent properties are all zoned as M-1 (Light Manufacturing). The project site is bounded on the north, east, and south by industrial and manufacturing uses. Manufacturing uses and two mobile home parks (Orange Grove Mobile Home Park and the Mobile Aire Estates) are located to the west of the project site. The nearest sensitive receptors include the two aforementioned mobile home parks located to the northwest and southwest of the site. The project site would be screened from the existing legal non-conforming mobile home parks by a 6-feet high CMU wall and trees.

As required by General Plan Policy 5, the proposed project was designed to minimize noise to these mobile home parks, with the planned building being setback approximately 54 feet from the property line that is adjacent to the mobile home parks and trees planted along the northwest and southwest portions of the project site that will provide additional screening and noise reduction. The primary outdoor loading/unloading activities for the proposed project will take place at the loading doors/docks, which will be placed away from the mobile home parks and recessed 72-feet into the building's west elevation. The loading doors/docks would be bounded on the north and south sides by 42-foot high building walls that act as screen walls. The Covina General Plan includes the following policies related to noise from commercial and industrial land uses:

- *Policy 1. [The City shall] Consider establishing acceptable limits of noise levels for various land uses throughout the community, in accordance with State guidelines, as a means of determining noise compatible land uses*. The proposed project would be required to comply with all pertinent noise regulations and requirements.
- *Policy 2. [The City shall] Discourage the location of noise-sensitive land uses in noisy environments*. The proposed project is consistent with this policy. The project site is located within

[15] Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1975.

[16] United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual.* Report dated September 2018.

[17] United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual.* Report dated September 2018. Ibid.

[18] Ibid.

a M-1 zone and the adjacent properties are also zoned as M-1.

- *Policy 3. [The City shall] Consider "noise-sensitive uses" to include, but not be limited to, all residential housing types, public and private primary and secondary schools, libraries, parks/recreation areas, hospitals/medical facilities, nursing homes, and churches*. The proposed project is consistent with this requirement. The project site is located within a M-1 zone and the adjacent properties are also zoned as M-1.
- *Policy 4. [The City shall] Require noise-reduction techniques and features in site planning, architectural design, project landscaping, building materials, and/or construction, where necessary or required by law*. The proposed project would be required to adhere to all design requirements with respect to noise reduction and attenuation.
- *Policy 5. [The City shall] Require that parking lots and structures and loading areas be designed to minimize onsite noise impacts and off-site incursions by calling for the use of appropriate walls, buffers, and materials and by insisting upon the configuration of on-site or interior spaces that minimize sound amplification and transmission*. The proposed project's design is consistent with this policy. The primary outdoor loading/unloading activities for the proposed project will take place at the loading doors/docks, which will be placed away from the mobile home parks and recessed 72-feet into the building's west elevation. The loading doors/docks would be bounded on the north and south sides by 42-foot high building walls that act as screen walls.

Noise measurements were taken at one location within an alley located between the project site and the Mobile Aire Estates on Thursday, June 22, 2023 at 11:00 AM. The aforementioned mobile home park is located approximately 25-feet from the measurement location. A *Sper Scientific* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded and the results of the survey are summarized in Table 2. As indicated previously, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement period was 59.3 dBA. As indicated in Table 2, the ambient noise environment is relatively quiet.

Table 2
Noise Measurement Results

Noise Metric	Noise Level (dBA) Location
L^{50} (Noise levels <50% of time)	59.9
L^{75} (Noise levels >75% of time)	61.3
L^{90} (Noise levels >90% of time)	62.5
L^{99} (Noise levels >L99% of time)	74.0
L_{min} (Minimum Noise Level)	48.2
L_{max} (Maximum Noise Level)	74.7
Average Noise Level	59.3

Source: Blodgett Baylosis Environmental Planning. June 2023.

Table 3 indicates the anticipated construction noise levels for the selected construction equipment types at a specified distance from the construction activity. The construction noise thresholds were taken from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment. These noise levels could intermittently occur for a few days when construction equipment is operating closest to the nearby mobile home parks. The remainder of the time, the construction noise levels would be much less because the equipment would be working further away from the existing sensitive uses.

Table 3
Maximum Typical Construction Noise Levels

Construction Equipment	Actual L_{max} @25 ft.	Actual L_{max} @50 ft.	Actual L_{max} @100 ft.
Backhoe	83 dBA	78 dBA	72 dBA
Bulldozer/Compactor	87 dBA	82 dBA	76 dBA
Concrete Mixer	84 dBA	79 dBA	73 dBA
Concrete Pump	86 dBA	79 dBA	73 dBA
Crane, Mobile	86 dBA	81 dBA	75 dBA
Dump Truck	81 dBA	76 dBA	70 dBA
Excavator	86 dBA	81 dBA	75 dBA
Grader	90 dBA	85 dBA	79 dBA
Loader	84 dBA	79 dBA	73 dBA
Paver	82 dBA	77 dBA	71 dBA
Roller	85 dBA	80 dBA	76 dBA
Tractor	89 dBA	84 dBA	78 dBA
Truck, Flatbed	79 dBA	74 dBA	68 dBA

Source: Federal Transit Administration.

The project's construction noise levels were calculated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The model compared construction noise at the closest receptor location. The receptor location was located west of the site approximately 25 feet from the property line. The actual modelled noise levels from the construction equipment at the project site are shown below in Table 4 under Column 2 entitled "Lmax (dBA)." The remaining columns (Column 3 and 4) indicate the maximum noise levels that are permitted by the FHWA. The FHWA worksheets are included in the Appendix. As indicated in Table 4, the anticipated noise levels for the various types of construction equipment would be below the FHWA thresholds for both the daytime and nighttime periods.

Table 4
FHWA Modeled Construction Equipment Noise Levels

Construction Equipment	Distance from Project Site 25 Feet		
	Project Site	FHWA Threshold Noise Levels	
		FHWA Model	FHWA Model
	Lmax (dBA)	Day Lmax (dBA)	Night Lmax (dBA)
Backhoe	71.6	85	80
Compactor (ground)	77.3	85	80
Concrete Mixer Truck	72.8	85	80
Concrete Pump Tuck	75.4	85	80
Crane	74.6	85	80
Dump Truck	70.5	85	80
Excavator	74.7	85	80
Grader	79	85	80
Front End Loader	75.1	85	80
Roller	76	85	80
Paver	73.2	85	80
Tractor	80	85	80
Flat Bed Truck	70.2	85	80

Source: Federal Transit Administration.

The construction noise modeling summarized above in Table 4, was executed for the grading phase since that phase is the most intensive out of the whole construction process. As indicated by the model, the project's construction would result in ambient noise levels of up to 80 dBA at the nearest sensitive receptor. The nearest sensitive receptors to the project site include the mobile home park located approximately 25 feet west of the property line. As a result, the following standard conditions is required to ensure that construction noise does not adversely affect the adjacent mobile home parks:

- The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

The above-mentioned standard condition calls for the use of sound suppressing equipment. The use of sound suppressing equipment such as aforementioned shields and mufflers usually results in an average reduction of 9.0 dBA. For example, a typical excavator will produce noise levels of around 80.5 dBA at a distance of 50 feet. In the quietest configuration, with improved exhaust and intake muffling, fan disengaged, and three sound panels around the engine, the overall level was reduced to 71.5 dBA at a distance of 50 feet.[19] This lower figure assumes an average noise reduction of 9.0 dBA. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.[20] In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a

[19] Laborers' Health and Safety Fund of North America. *Controlling Noise on Construction Sites*. https://www.lhsfna.org/LHSFNA/assets/File/bpguide%202014.pdf

[20] USEPA, Protective Noise Levels. 1971.

distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. The project contractors would also be required to adhere to the City's Noise Ordinance. Construction noise would include noise emanating from equipment such as backhoes, dozers, or graders. This would be attenuated by the exterior walls of the adjacent sensitive receptors, which would contribute to a reduction of up to 20 dBA with closed windows and a reduction of 10 dBA with open windows.[21] Adherence to the aforementioned Noise Ordinance requirements would ensure construction noise is kept to levels that are less than significant.

Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. The proposed improvements would be constructed over a shallow foundation that would extend no more than three to four feet below the ground surface. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernable in areas located near the construction site.[22]

It is also important to note that the residential units in the mobile home parks are not physically anchored to the ground. The background vibration velocity level in residential neighborhoods is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Vibration sources found within a building such as operation of mechanical equipment, movement of people, or the slamming of doors are typical sources of indoor vibration. Typical outdoor sources of ground borne vibration include construction equipment, steel-wheeled trains, and traffic on rough roads. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which the general threshold where minor damage can occur in fragile buildings.[23] Table 5 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures.

[21] California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors.* Report dated 2013.

[22] Federal Transit Administration Noise and Vibration Impact Assessment, May 2006.

[23] Federal Transit Administration Noise and Vibration Impact Assessment, May 2006.

Table 5
Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for person exposed to continuous or long-term vibration	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage. Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 4.

Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 6 does provide a reasonable estimate for a wide range of soil conditions. Based on Federal Transportation Administration's Transit Noise and Vibration Impact Assessment, a vibration level of 102 VdB (velocity in decibels or 0.5 inches per second [iii/sec]) or higher is considered safe and would not result in any construction vibration damage. It is important to note that no "impact" pile driving equipment would be used in the construction of this project.[24]

[24] Google Earth. Site accessed May 19, 2023.

Table 6
Vibration Source Levels for Construction Equipment

Construction Equipment		PPV @25 ft. (inches/sec.)	Noise Levels (VdB) @ 25 ft.
Pile Driver (impact)	Upper range	1.58	112
	Typical	0.644	104
Pile Drive (Sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam Shovel Drop		0.202	94
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Small Bulldozer		0.035	79

Source: Noise and Vibration During Construction

Once occupied and in operation, it is anticipated that noise levels from the proposed project would be similar to those that have historically occurred on the site. This site has operated in industrial uses since the 1960s. Additionally, the movement of trucks would not generate perceptible levels of ground borne vibration since there would not be surface discontinuities (speed bumps, etc.) in the finished roadway or parking area surfaces. Furthermore, the trucks would not be travelling at high speeds that would lead to excessive vibration. The loading door/docks would also be recessed 72-feet into the building's west elevation. The truck docks would be bounded on the north and south sides by 42-foot high building walls that act as screen walls. A new six-foot high concrete masonry block wall would be constructed along the project site's west perimeter. Four mobile homes would actually be located directly west of the proposed project, on the west side of the new block wall. The majority of the project site, including the loading and receiving would be located east of an existing industrial building, TMC Plating Supplies Corporation.

Once occupied and operational, the proposed project would result in operational activities that would lead to noise impacts. The proposed new building would not include any manufacturing activities that would be located outdoors. The proposed project's future occupants would be required to adhere to all pertinent City noise regulations. The City of Covina Noise Control Ordinance (Section 9.40.040) establishes noise limits for various land use categories. For the industrial zones, the daytime (7:00 AM to 10:00 PM) maximum permitted noise level is 70 while the maximum permitted night-time (10:00 PM to 7:00 AM) noise level is 60 dBA. The noise impacts would potentially come from the following sources:

- *Traffic Noise*. The net difference in daily trip generation would be 78 vehicle trips. Of this total, 7 trips would be AM (morning) peak hour trips and 8 trips would be PM (evening) peak hour trips. For an audible increase in mobile noise levels generally assumed to be between 3.0 to 5.0 dBA, traffic volumes would need to double. Because of the relatively low traffic volumes, the mobile noise volumes would be less than significant.

- *Machinery/HVAC Equipment*. To assess the noise levels from rooftop air conditioning units within the proposed use, reference noise levels measurements were taken for a single mechanical rooftop air conditioning unit. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit which is one of the most common units currently in use. At 5 feet

from the roof top air conditioning unit, the exterior noise levels were measured at 77.2 dBA. At the uniform reference distance of 50 feet, the reference noise levels were 57.2 dBA. Based on the typical operating conditions observed over a four-day measurement period, the rooftop air conditioning units are estimated to operate for an average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. This equipment would not be visible to any of the sensitive receptors due to the height difference of the new building and the nearby mobile homes. As a result, no noise impacts would result. The reference noise level of 57.2 dBA is well below the City's Noise Ordinance threshold of 70 dBA for the working period (7:00 AM to 10:00 PM) and the threshold of 60 dBA for the afterhours period between 10:00 PM and 7:00 AM.

- *Loading Docks*. A reference noise level measurement for cold storage loading dock activities was collected to represent the truck idling/reefer activity at a neighboring receiving dock next to the offices of Blodgett Baylosis Environmental Planning. The truck idling activity reference noise level measurement was taken adjacent to the parking position with a direct line of site. During the measurement period, the recorded noise levels were 65.2 dBA at a uniform distance of 50 feet. This represents a worst case since the line of sight between the proposed project's loading docks and the mobile homes will be at a slightly greater distance. The reference noise level of 65.2 dBA is well below the City's Noise Ordinance threshold of 70 dBA for the working period (7:00 AM to 10:00 PM). The receiving area is not anticipated to be open after hours.

- *After-Hour Truck Maneuvering*. Another area of potential impact is related to truck traffic entering the facility after hours. Since the proposed facility is not currently in operation, a reference measurement was taken at a distribution facility located adjacent to Gale Avenue in the City of Industry. The measurements occurred over a 15-minute period and represents multiple noise sources producing a reference noise level of 58.0 dBA at 50 feet. The noise sources included at this measurement location account for the rattling and squeaking during normal opening and closing operations, the gate closure equipment, truck engines idling outside the entry gate, truck movements through the entry gate, and background truck court activities and forklift backup alarm noise. Further, the entry gate and tuck movements operational interior noise volumes at the sensitive receptors would range from 30.5 dB during the daytime and up to 21.7 dBA during the nighttime, which *would not* exceed either City's daytime or nighttime interior noise standards. The reference noise level 58.0 dBA is well below the City's Noise Ordinance threshold of 70 dBA for the working period (7:00 AM to 10:00 PM).

- *Parking Lot Noise*. A majority of the exterior noise that will be generated from operation of the proposed project will originate from the open (unenclosed) parking areas. Noise generated within the open parking area would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA;car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. The anticipated levels of parking lot noise are well below the City's Noise Ordinance threshold of 70 dBA for the working period (7:00 AM to 10:00 PM).

The traffic associated with the proposed project would not be great enough to result in a measurable or

perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). Finally, the proposed use would be required to adhere to the City's noise control requirements. As a result, the noise impacts resulting from the proposed project's occupancy would be less than significant.

4.3 AIR QUALITY

THRESHOLDS OF SIGNIFICANCE

The City of Covina is located within the South Coast Air Basin (SCAB), which includes a 6,600 square-mile area within Los Angeles County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the area.[25] Projects in the SCAB generating operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen oxide (NOx)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen oxides are formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO_2)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.
- *Reactive Organic* Gasses (ROG) refers to organic chemicals that, with the interaction of sunlight, photochemical reactions may lead to the creation of "smog".

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen oxide;
- 550 pounds per day of carbon monoxide;

[25] South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 10, 2017.

- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day reactive organic compounds;
- 55 pounds per day of nitrogen oxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The approval of the proposed project must not result in any significant effects relating to air quality. The *South Coast Air Quality Management District (SCAQMD)* has jurisdiction over a 10,743 square-mile area that includes Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The SCAQMD is responsible for the formulation and implementation of a long-range plan referred to as the Air Quality Management Plan or AQMP that indicates how these objectives would be met. Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

ENVIRONMENTAL ANALYSIS

The proposed project's construction and operation would not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model CalEEMod 2022 Version 1.1.19 computer model. As shown in Table 7, daily construction emissions would not exceed the SCAQMD significance thresholds.

Table 7
Estimated Daily Construction Emissions (in lbs./day for Winter)

Construction Phase	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	1.61	15.58	16.03	0.02	0.67	0.62
Site Preparation	1.31	12.66	11.45	0.03	2.14	0.68
Grading	1.65	15.89	15.42	0.02	7.83	4.11
Building Construction	1.32	11.24	11.94	0.02	0.46	0.42
Paving	0.89	6.44	8.26	0.01	0.31	0.29
Architectural Coating	73.37	0.88	1.14	0.0017	0.03	0.03
Maximum Daily Emissions	**73.53**	**15.94**	**16.83**	**0.03**	**7.96**	**4.14**
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod 2022 Version 1.1.19 computer model

The proposed project would require the demolition of the existing on-site improvements, followed by site preparation, construction, paving, landscaping and finishing. The following applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions would be adhered to during the construction and demolition phases:

- Excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the applicable procedures outlined in the SCAQMD's Rules and Regulations.
- Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune.
- All trucks associated with construction activities shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- The project shall comply with SCAQMD Rule 402 that limits the generation of airborne pollutants that would cause injury, detriment, or result in a nuisance.

Adherence to additional mandatory Rule 403 regulations would reduce fugitive dust emissions by approximately 50% to levels that are less than significant. Rule 403 requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls as well as mandatory SCAQMD regulations governing fugitive dust (Rule 403) and odors (Rule 1401). In addition, future truck drivers visiting the site during the project's construction must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. These regulations would reduce the particulate emissions by as much as 50%. *As a result, the impacts would be less than significant*.

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. The two main sources of operational emissions include mobile emissions and area-wide emissions. The operational emissions assumed that all of the buildings were occupied and in operation. The analysis of long-term operational impacts summarized in Table 8 also used the CalEEMod 2022 Version 1.1.19 computer model. The analysis summarized in Table 8 indicates that the operational (long-term) emissions would be below the SCAQMD daily emissions thresholds. The operational emissions calculations assumed the "CalEEMod default" modal splits (e.g. light duty trucks, heavy duty trucks, etc.) Given the project's smaller floor area and the relatively low number of loading docks (10 docks), the SCAQMD default values would better reflect the modal split that would be anticipated for the proposed project. The modal splits shown in Table 1 correspond to that anticipated for much larger projects in terms of both floor area and the number of loading docks. Finally, the proposed use would not be a "refrigerated warehouse" which means that there would not be any air emissions related to the use of refrigeration equipment.

Table 8
Estimated Operational Emissions (in lbs./day in Summer)

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	3.50	1.27	13.45	0.03	2.17	0.59
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod 2022 Version 1.1.19

According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.[26] The nearest sensitive receptors include the aforementioned mobile homes located to the west of the site.

The proposed project would be a warehouse distribution project and, as a result, no toxic chemicals would be manufactured within the proposed facility. The proposed project would contain 10 truck high loading docks. As indicated in the traffic analysis, the proposed project is anticipated to generate a net new 78 daily trips with 7 AM peak hour trip and 8 PM peak hour truck trips. Without the adjustment for the existing uses that would be discontinued, the new building would generate an estimated 154 daily trips. According to studies that have been prepared by the ITE, approximately 20% of the total daily trips would consist of trucks. In other words, 31 trips that would be generated by the proposed project would consist of trucks. According to the South Coast Air Quality Management District, the proposed project would potentially result in 29, four-axle truck trips (refer to Tabled 1).[27] Furthermore, all diesel trucks sold and operated in California must be "Clean Diesel". This volume of traffic would not result in any significant amount of diesel particulate (DPM) emissions or concentrations that would lead to a health risk. For purposes of the air quality calculations, a one-way trip length for the larger trucks was assumed to be 39.9 miles (a round tips was assumed to be 80 miles) based on the site's distance from the ports.

The proposed project site is located in Southern California and the majority (if not all) of the diesel trucks travelling to and from the proposed project would be employing *clean diesel trucks* to reduce diesel particulates. The U.S. trucking fleet is transitioning to newer clean diesel technology which translates into fuel savings, lower greenhouse gas emissions and a reduction in diesel particulate emissions. This newest generation of clean diesel trucks would have NOx emissions that are 99% lower than older generations of larger trucks along with 98% fewer diesel particulate emissions, resulting in significant clean air benefits. Beginning in 2011, all heavy-duty diesel trucks sold had to meet NOx emissions of no more than 0.20 grams per brake horsepower hour (g/BHP-hr.). This is in addition to particulate emissions levels of no more than 0.01 g/HP-hr. established in 2007. The new more restrictive emissions requirements, together with the SCAQMD's regulations limiting truck idling times to 5 minutes would mitigate potential impacts related to truck diesel emissions. All heavy-duty trucks sold in California since 2011 must meet NOx emissions of no more than 0.20 grams per brake horsepower hour (g/BHP-hr.). California would also require new trucks to be zero-emissions in 2040. As a result, the anticipated DPM emissions from the future truck traffic would be less than significant.

[26] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

[27] South Coast Air Quality Management District. Stakeholder Working Group. July 17, 2014

As indicated previously, the nearest existing sensitive receptors to the project site are the mobile homes that abut the project site along the west side.[28] SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} emissions from construction and operations; and $PM_{2.5}$ emissions from construction and operations.[29] The use of the "look-up tables" is permitted since each of the construction phases would involve the disturbance of less than five acres of land area. As indicated in Table 9, the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 25 meters. As indicated in the table, the proposed project would not exceed the LSTs for both operational PM_{10} and $PM_{2.5}$ based on the information included in the Mass Rate LST Look-up Tables. According to the AQMD, area emissions are generated from hearths, consumer products, architectural coatings, and landscape equipment.[30] PM emissions generated from area emissions would not exceed LSTs since hearths and fireplaces would not be used.

Table 9
Local Significance Thresholds Exceedance SRA 9 for 5-acre sites (the site is 3.53-acres) sites

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs./day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO_2	15.94	Construction	**203**	227	286	368	584
NO_2	1.27	Operations	**203**	227	286	368	584
CO	16.83	Construction	**1,733**	2,299	3,680	7,600	25,558
CO	13.45	Operations	**1,733**	2,299	3,680	7,600	25,558
PM_{10}	2.17	Operations	**4**	11	16	26	55
PM_{10}	7.96	Construction	**14**	43	63	105	229
$PM_{2.5}$	0.59	Operations	**2**	3	5	9	28
$PM_{2.5}$	4.14	Construction	**8**	11	17	35	116

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. October 2009.

[28] Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on June 22, 2023.

[29] South Coast Air Quality Management District. *Final Localized Significance Threshold Methodology*. Revised 2008.

[30] Air Quality Management District. *CalEEMod Appendix A, Calculation Details for CalEEMod*. http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf

4.4 WATER QUALITY

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to water quality. A significant water quality impact would potentially result if the proposed project would impact result in water pollution impacts on-site or offsite during construction or operations.

ENVIRONMENTAL ANALYSIS

The 3.53-acre project site is occupied by a total of seven buildings and an outdoor storage yard for RVs, boats, trucks, and trailers. The total floor area of these seven buildings is 44,414 square feet. The project site is located in the midst of an urban area with development located on all sides. The site's Zoning is M-1 (Light Manufacturing). Following development, the project would have a lot coverage of 0.57 and a floor area ratio (FAR) of 59%. The new building would have a total floor area of 90,027 square feet. Of this total floor area 84,027 square feet would be warehouse and 6,000 square feet would be office. The site's landscaping would total 9,554 square feet. Landscaping would be provided along the Dodsworth Avenue frontage and around the new building.

In the absence of any requirements or regulations, a significant area of impervious surfaces (i.e., buildings, internal driveways, parking areas, etc.) may result in debris, leaves, soils, oil/grease, and other pollutants. The proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The City is currently covered by the following NPDES permits: Order No. R4-2021-0105 NPDES Permit No. CAS004004 Waste Discharge Requirements and NPDES Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties; Order No. 2014-0057-DWQ: NPDES General Permit No. CAS000001 for Storm Water Discharges Associated with Industrial Activities; Order No. 2009-0009-DWQ (As amended by 2010-0014-DWQ and 2012-006-DWQ); and NPDES General Permit No. CAS000002 for Storm Water Discharges Associated with Construction and Land Disturbance Activities.

The contractors would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable during construction. The WQMP would also identify post-construction best management practices (BMPs) that would be the responsibility of the contractors to implement over the life of the project. Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. In addition, the contactors would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is a site-specific, engineering report that indicates all the activities and conditions at their site that could cause water pollution and details the steps the facility would take to prevent the discharge of any unpermitted pollution. Water used to control fugitive dust would be transported to the site via truck. No direct ground water extraction would occur. Furthermore, the construction and post-construction BMPs would address

contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. These BMP controls may include, but not be limited to, the following:

- Stabilization practices for all areas disturbed by construction and grading.
- Structural practices for all drainage/discharge locations.
- Stormwater management controls, including measures used to control pollutants occurring in stormwater discharges after construction activities are complete.
- Velocity dissipation devices to provide nonerosive flow conditions from the discharge point along the length of any outfall channel.
- Other controls, including waste disposal practices that prevent discharge of solid materials.

In addition, there would be no direct groundwater withdrawals associated with the proposed project's implementation. With the aforementioned standard conditions, the impacts would be less than significant.

4.5 PUBLIC SERVICES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to public services. A significant impact on public services would potentially result if the proposed project would require new facilities or increased services to accommodate potential demand.

ENVIRONMENTAL ANALYSIS

Fire protection and emergency medical services for the City, including the project site, is provided by the Los Angeles County Fire Department (LACFD), who is contracted with the City. The nearest fire stations to the site include Fire Station No. 153, located at 1577 East Cypress Street; Fire Station No. 154, located at 401 North Second Avenue; and Fire Station No. 152, located at 807 Cypress Street. The proposed project would replace seven older obsolete buildings with a newer state-of-the-art building that meets the current building and safety code.

Police protection services for the City, including the project site, are provided by the Covina Police Department (CPD). The project's design would include lighting of parking lots, entry-ways, and pedestrian common areas for site security purposes. To ensure that police protection considerations are incorporated into the design, prior to issuance of the building permit, the CPD would be provided the opportunity to review and comment upon improvement plans in order to facilitate opportunities for improved emergency access and response.

Section 65995 of the Government Code, development impact fees may be levied for residential, commercial, and industrial construction. Further, as stated in California Government Code Section 65996, payment of school impact fees in accordance with California Government Code Section 65995 and/or Education Code Section 17620 is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. As such, impacts regarding schools would be less than significant.

The project site is located within an industrial area that is designated as M-1. No physical impact on parks or recreational facilities would occur as part of the proposed project's implementation.

4.6 UTILITIES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to utilities. A significant impact on utilities would potentially result if the proposed project would require new utilities or service systems to accommodate potential demand.

ENVIRONMENTAL ANALYSIS

Water service is provided to the project site through the Covina Irrigating Company (CIC), which obtains water from the Main San Gabriel Groundwater Basin and from the San Gabriel River. The City's water supply sources include purchased treated local groundwater and treated surface water from the CIC and imported surface water supplies from the Three Valleys Municipal Water District, which is water that is imported by the Metropolitan Water District (MWD) of Southern California. The proposed project is anticipated to consume 12,604 gallons of water on a daily basis. The new buildings and landscaping would be equipped with water efficient fixtures and drought tolerant landscaping would be planted throughout the project site. The project's water consumption is shown in Table 10. According to Table 10, the existing development is anticipated to consume an average of 6,218 gallons of water per day. When considering the existing development, the net increase would be 6,386 gallons per day.

Table 10
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Existing Use	44,414 sq. ft.	0.14 gallons/sq. ft./day	6,218 gals/day
Proposed Project	90,027 sq. ft.	0.14 gallons/sq. ft./day	12,604 gals/day
Net Change			**6,386 gals/day**

Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation)

The proposed project would be equipped with water efficient fixtures. The proposed project would also require the installation of a new water line connections from the building to the water main located in Dodsworth Avenue. To accommodate the fire flow requirements, the proposed project may have to upgrade the water main which may require the installation of new water lines within approximately 2,400 linear feet of existing roadways. These affected roadways may include N. Dodsworth Avenue, E. Cypress Street, and N. Glendora Avenue. The construction activities associated with the upgrades to the water main would include trenching, old pipe removal, new pipe installation, and new paving (repaving) within the public right-of-way. These construction activities would lead to short-term traffic, noise, and air quality impacts within the immediate area where the new lines would be installed. The contractors would be required to work with the City to ensure that access to the neighboring properties would be maintained at all times. In addition, the contractors would be required to adhere to all pertinent requirements governing air emissions and noise construction activities. The installation of the new water line would replace an existing water line and the impacts would be confined to the area occupied by the old line that would be replaced. No dislocation would be involved since the new line would be located within the public right-of-way where the

existing older line is located. During the construction phases the contactors would be required to adhere to all City of Covina requirements governing the construction required related to work within the public streets. In addition, the other impacts related to construction noise would be governed by the City's noise control requirements related to the timing and duration of construction activities. As a result, the potential impacts are considered to be less than significant.

Wastewater service is provided to the Project Site by the Sanitation Districts of Los Angeles County (LACSD). The project's wastewater generation is shown in Table 9. As shown in Table 11, the proposed project is anticipated to generate an average of 9,901 gallons of wastewater per day. When considering the wastewater generation from the existing development, 4,886 gallons per day, the net increase would be 5,015 gallons per day.

Table 11
Wastewater Generation (gals/day)

Use	Unit	Factor	Generation
Existing Use	44,414 sq. ft.	0.11 gallons/sq. ft./day	4,886 gals/day
Proposed Project	90,027 sq. ft.	0.11 gallons/sq. ft./day	9,901 gals/day
Net Change			**5,015 gals/day**

Source: Los Angeles County Sanitation Districts

This quantity of wastewater would not necessitate the expansion of any waste water treatment capacity. In addition, the proposed project would connect to existing sewer lines located along the adjacent streets. As a result, the potential impacts are considered to be less than significant.

The City maintains an exclusive franchise agreement with Athens Services to carry out the City's Construction and Demolition Diversion Program for construction contractor. The City's requirement of 75% construction waste diversion rate would reduce solid waste from construction associated with the proposed project. The remaining 25% of construction materials that are not required to be recycled would either be disposed of or voluntarily recycled at a solid waste facility with available capacity. As indicated in Table 12, the proposed project may generate up to 540 pounds of solid waste per day. When considering the existing development's generation of 266 pounds per day, the net increase would be 274 pounds per day.

Table 12
Solid Waste Generation (lbs./day)

Use	Unit	Factor	Generation
Existing Use	44,414 sq. ft.	6 lbs./1,000 sq. ft./day	266 lbs./day
Proposed Project	90,027 sq. ft.	6 lbs./1,000 sq. ft./day	540 lbs./day
Net Change			**274 lbs./day**

Source: City of Los Angeles Average Solid Waste Generation Rates

This amount is not significant and would be accommodated by the aforementioned landfill. As a result, the potential impacts are considered to be less than significant.

FINDING 5. DISLOCATION

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the displacement or dislocation of existing population group. The emphasis is on the displacement of housing, especially affordable housing.

ENVIRONMENTAL ANALYSIS

The project site itself is currently occupied by a number of smaller industrial buildings that would be demolished to accommodate the proposed project. The proposed project would be limited to the project site and no dislocation of off-site structural improvements would be required to accommodate the proposed project. *As a result, no impacts would result.*

FINDING 6. SENSITIVE ENVIRONMENTAL RESOURCES

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no impact on sensitive environmental resources.

ENVIRONMENTAL ANALYSIS

No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on-site during the field investigations. The site is currently occupied by older industrial uses that would be removed. The site's utility as a habitat is further constrained by the on-site disturbance and the surrounding development. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic and other human activity further limits the site's utility as a sensitive habitat or migration corridor.[31] A total of four smaller street trees are located within the parkway area of N. Dodsworth Avenue approximately 30 feet from the Dodsworth Avenue curb-face. The trees included a palm, Mexican cypress, and two weeping fig trees. The trees' height is between 15 and 25 feet. At the time of the site visit, the trees had been trimmed and the crown/branch spacing was sparse and no nests were observed. The trees were located approximately 30-feet from the Dodsworth Avenue curb-face. None of these trees are designated "Heritage Trees" pursuant to Section 17.83.020 D of the Covina Municipal Code. The proposed project would also be required to comply with the migratory Bird Treaty Act. Since the site is located within an established industrial area that lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. As a result, no impact would result.

[31] Google Maps and City of Orange Zoning Map. Website accessed on July 29, 2022.

FINDING 7. SCENIC NATURAL VIEWS

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to a significant impact on a scenic vista. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public.

ENVIRONMENTAL ANALYSIS

The project site is located within an industrial area of Covina. No scenic natural resources or scenic corridor would be affected by the proposed project. The project site is located in the midst of urban development. The project site is currently occupied by older industrial buildings and is zoned for industrial development (Light Manufacturing [M-1]). As a result, the project would not result in any impacts to sensitive visual resources in the area.

FINDING 8. CORTESE LISTING

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not be located on a property that has been identified by the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection as being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5

ENVIRONMENTAL ANALYSIS

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site.[32] The search indicates the project site is not located on a Cortese site. As a result, no impacts would result.

FINDINGS 9. HISTORIC RESOURCES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the historic resources. According to CEQA, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

[32] California, State of. Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/map/

- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under Section 106, and State Historical Landmarks No. 770 and above. The California Register statute specifically provides that historical resources listed, determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA. Other resources, such as resources listed on local registers of historic resources or in local surveys, may be listed if they are determined by the State Historic Resources Commission to be significant.

ENVIRONMENTAL ANALYSIS

A review of the U.S. National Park Service's National Register of Historic Places and the State registrar indicated that there are no Federal- or State-recognized historic structures located within the project site. The project site is developed and occupied by older industrial uses that would be demolished to accommodate the proposed project. The project site is located in the midst of an urbanized area. The new building would replace a number of existing buildings and an outdoor storage yard for RVs, boats, trucks, and trailers that currently occupy the 3.53 acre- project site. The buildings that would be demolished to accommo0date the proposed project include the following:

- Building #1 (841 N. Dodsworth Ave.) 13,433 square feet;
- Building #2 (835-837 N Dodsworth Ave) 5,223 square feet;
- Building #3 (801-807 N. Dodsworth Ave) 7,137 square feet;
- Building #4 (753-761 N. Dodsworth Ave) 5,000 square feet;
- Building #5 (749-747 N. Dodsworth Ave) 2,500 square feet;
- Building #6 (747 N. Dodsworth Ave) 2,452 square feet; and,
- Building #7 (763-767 N. Dodsworth Ave.) 8,669 square feet.

Specific criteria outlined in CEQA Section 15064.5 used to evaluate the significance of a historical or cultural resource includes the following:

> (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852).

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.[33]

The majority of these buildings were first constructed in the 1960s though most have undergone modifications in the years that followed. A photographic key of the existing building are provided in Exhibit 8. All of these existing building are a single level consisting of stucco covered block wall construction. None of these buildings have any unique architectural elements. The majority of the buildings are in poor maintenance. The property is not a resource listed on any local, state, or national historic register nor is the site identified on any historic resource surveys. The property and the existing buildings, structures, or landscaping, does not appear to be eligible for listing on the National Register of Historic Places or the California Register of Historic Resources due to a lack of significant historical associations, architectural merit, and physical integrity. As a result, no impacts on historic resources would occur.

FINDING 10. STATE TRUSTEE OR RESPONSIBLE AGENCY APPROVAL

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not require any approvals from a State responsible or trustee agency.

ENVIRONMENTAL ANALYSIS

The proposed development would not require any development approval by a State trustee or responsible agency. Based on the analysis provided in this CE and the NOE, the project meets and complies with the conditions and requirements of CEQA Guidelines Section 15332 (Class 32 Infill Exemption) and would not have any significant environmental impacts.

[33] California State Parks, Office of Historic Preservation. Listed California Historical Resources. Website accessed August 22, 2020.

FINDING 11. CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together, are considerable, compound or increase environmental effects. In addition, the following findings support the conclusions that no significant cumulative impacts would result:

- The location and extent of the proposed project would be limited to the project site. No other development projects are proposed in the M1 area in which the project site is located.
- The analysis determined that the proposed project would not result in any significant traffic impact impacts. The net difference in daily trip generation would be 78 vehicle trips. Of this total, 7 trips would be AM (morning) peak hour trips and 8 trips would be PM (evening) peak hour trips. This additional traffic generation is relatively minor and below VMT screening thresholds of 110 daily trips.
- The proposed project's air quality impacts, both short-term and long-term, would be less than significant. As a result, no cumulative air quality thresholds would not be exceeded.
- The proposed project would replace seven older individual manufacturing buildings and an outdoor storage uses. The new building would replace older, obsolete buildings with a newer more modern building.

FINDING 12. SIGNIFICANT EFFECTS

The analysis included in Appendix determined the proposed project would not result in any significant effect. The approval of the proposed project must not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to Finding 4).

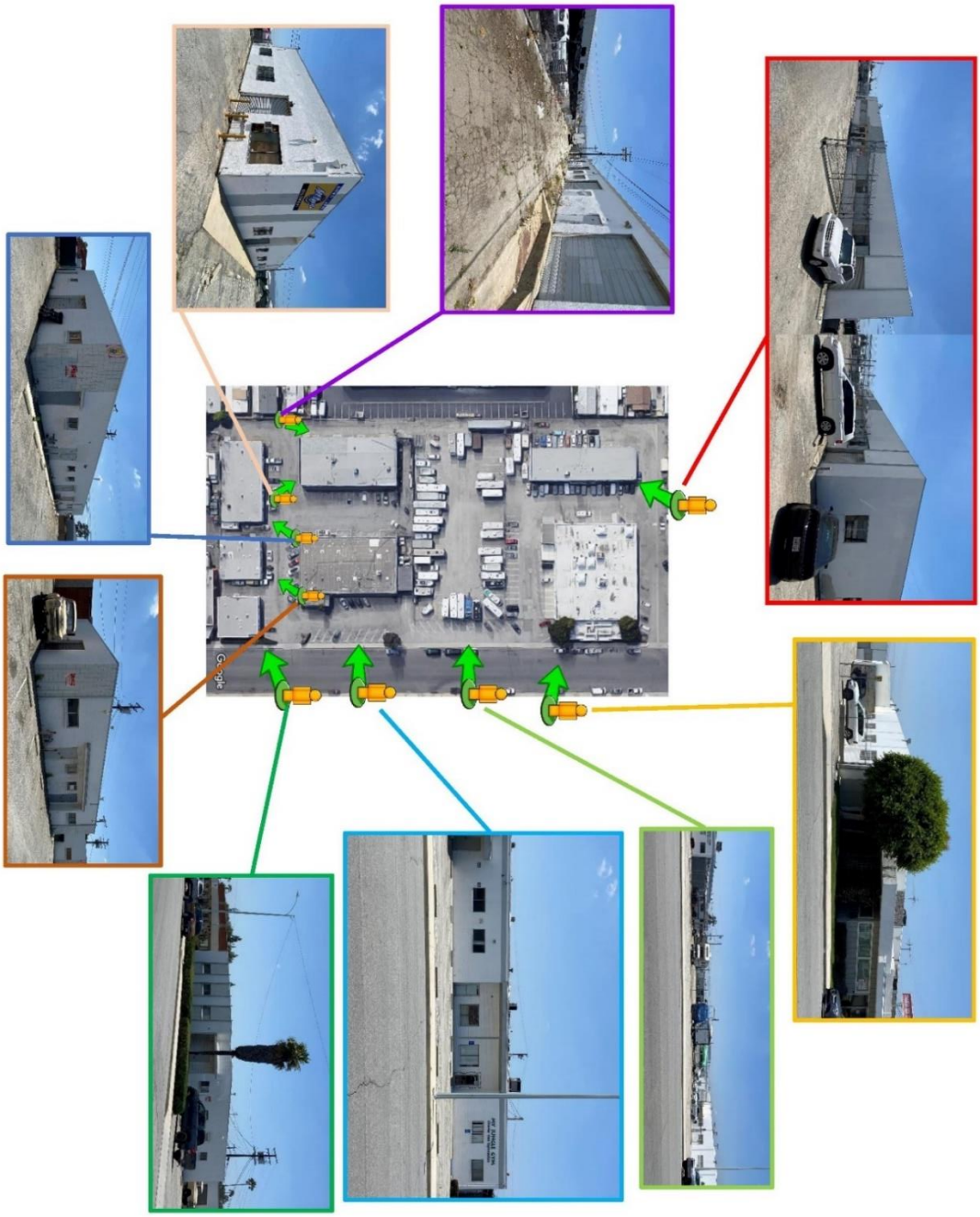


EXHIBIT 8 PHOTOGRAPHS OF THE EXISTING BUILDINGS

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

APPENDIX B – AIR QUALITY WORKSHEETS

COVN 006 Detailed Report

Table of Contents

COVN 006 Detailed Report, 9/18/2023

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	COVN 006
Construction Start Date	1/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	22.4
Location	34.09433787344982, -117.86982281902723
County	Los Angeles-South Coast
City	Covina
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5040
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.19

1.2. Land Use Types

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

Unrefrigerated Warehouse-No Rail	90.0	1000sqft	2.07	90,027	—	—	—	—
Parking Lot	60.0	Space	0.54	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-13	Use Low-VOC Paints for Construction

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.81	1.50	12.0	15.1	0.03	0.46	0.62	1.08	0.43	0.15	0.58	—	3,211	3,211	0.13	0.10	3.40	3,248
Mit.	1.81	1.50	12.0	15.1	0.03	0.46	0.62	1.08	0.43	0.15	0.58	—	3,211	3,211	0.13	0.10	3.40	3,248
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.01	84.3	15.9	16.8	0.03	0.74	7.21	7.96	0.68	3.46	4.14	—	3,183	3,183	0.13	0.10	0.09	3,217
Mit.	2.01	73.5	15.9	16.8	0.03	0.74	7.21	7.96	0.68	3.46	4.14	—	3,183	3,183	0.13	0.10	0.09	3,217
% Reduced	—	13%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.27	2.31	8.66	10.4	0.02	0.34	0.52	0.86	0.31	0.15	0.47	—	2,175	2,175	0.09	0.06	0.91	2,197
Mit.	1.27	2.02	8.66	10.4	0.02	0.34	0.52	0.86	0.31	0.15	0.47	—	2,175	2,175	0.09	0.06	0.91	2,197
% Reduced	—	13%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.42	1.58	1.90	< 0.005	0.06	0.09	0.16	0.06	0.03	0.08	—	360	360	0.01	0.01	0.15	364
Mit.	0.23	0.37	1.58	1.90	< 0.005	0.06	0.09	0.16	0.06	0.03	0.08	—	360	360	0.01	0.01	0.15	364
% Reduced	—	13%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.81	1.50	12.0	15.1	0.03	0.46	0.62	1.08	0.43	0.15	0.58	—	3,211	3,211	0.13	0.10	3.40	3,248
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.01	1.69	15.9	16.8	0.03	0.74	7.21	7.96	0.68	3.46	4.14	—	3,183	3,183	0.13	0.10	0.09	3,217
2025	0.90	84.3	6.20	9.10	0.01	0.27	0.20	0.47	0.25	0.05	0.30	—	1,441	1,441	0.06	0.02	0.02	1,447
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.27	1.06	8.66	10.4	0.02	0.34	0.52	0.86	0.31	0.15	0.47	—	2,175	2,175	0.09	0.06	0.91	2,197
2025	0.01	2.31	0.04	0.06	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.24	9.24	< 0.005	< 0.005	0.01	9.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.23	0.19	1.58	1.90	< 0.005	0.06	0.09	0.16	0.06	0.03	0.08	—	360	360	0.01	0.01	0.15	364
2025	< 0.005	0.42	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.53	1.53	< 0.005	< 0.005	< 0.005	1.54

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.81	1.50	12.0	15.1	0.03	0.46	0.62	1.08	0.43	0.15	0.58	—	3,211	3,211	0.13	0.10	3.40	3,248
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.01	1.69	15.9	16.8	0.03	0.74	7.21	7.96	0.68	3.46	4.14	—	3,183	3,183	0.13	0.10	0.09	3,217
2025	0.90	73.5	6.20	9.10	0.01	0.27	0.20	0.47	0.25	0.05	0.30	—	1,441	1,441	0.06	0.02	0.02	1,447
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.27	1.06	8.66	10.4	0.02	0.34	0.52	0.86	0.31	0.15	0.47	—	2,175	2,175	0.09	0.06	0.91	2,197
2025	0.01	2.02	0.04	0.06	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.24	9.24	< 0.005	< 0.005	0.01	9.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	0.19	1.58	1.90	< 0.005	0.06	0.09	0.16	0.06	0.03	0.08	—	360	360	0.01	0.01	0.15	364
2025	< 0.005	0.37	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.53	1.53	< 0.005	< 0.005	< 0.005	1.54

2.4. Operations Emissions Compared Against Thresholds

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

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

Unmit.	1.53	3.50	1.27	13.4	0.03	0.06	2.12	2.17	0.06	0.54	0.59	85.5	3,789	3,874	8.84	0.19	8.83	4,160
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.82	2.85	1.31	8.50	0.02	0.05	2.12	2.17	0.05	0.54	0.59	85.5	3,671	3,757	8.84	0.19	0.23	4,035
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.30	3.29	1.34	11.5	0.03	0.05	2.09	2.14	0.05	0.53	0.58	85.5	3,710	3,795	8.84	0.19	3.81	4,077
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.24	0.60	0.25	2.09	< 0.005	0.01	0.38	0.39	0.01	0.10	0.11	14.2	614	628	1.46	0.03	0.63	675

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.78	0.67	0.77	9.14	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,366	2,366	0.09	0.08	8.83	2,401
Area	0.70	2.80	0.03	3.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,200	1,200	0.09	0.01	—	1,204
Water	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Waste	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Total	1.53	3.50	1.27	13.4	0.03	0.06	2.12	2.17	0.06	0.54	0.59	85.5	3,789	3,874	8.84	0.19	8.83	4,160
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.77	0.67	0.84	8.11	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,265	2,265	0.09	0.09	0.23	2,293
Area	—	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,200	1,200	0.09	0.01	—	1,204
Water	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Waste	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Total	0.82	2.85	1.31	8.50	0.02	0.05	2.12	2.17	0.05	0.54	0.59	85.5	3,671	3,757	8.84	0.19	0.23	4,035
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.77	0.66	0.85	8.40	0.02	0.01	2.09	2.10	0.01	0.53	0.54	—	2,292	2,292	0.09	0.09	3.81	2,324
Area	0.48	2.60	0.02	2.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,200	1,200	0.09	0.01	—	1,204
Water	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Waste	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Total	1.30	3.29	1.34	11.5	0.03	0.05	2.09	2.14	0.05	0.53	0.58	85.5	3,710	3,795	8.84	0.19	3.81	4,077
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.12	0.16	1.53	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	379	379	0.02	0.01	0.63	385
Area	0.09	0.47	< 0.005	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.83
Energy	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	199	199	0.01	< 0.005	—	199
Water	—	—	—	—	—	—	—	—	—	—	—	6.60	34.2	40.8	0.68	0.02	—	62.7
Waste	—	—	—	—	—	—	—	—	—	—	—	7.55	0.00	7.55	0.75	0.00	—	26.4
Total	0.24	0.60	0.25	2.09	< 0.005	0.01	0.38	0.39	0.01	0.10	0.11	14.2	614	628	1.46	0.03	0.63	675

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.78	0.67	0.77	9.14	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,366	2,366	0.09	0.08	8.83	2,401
Area	0.70	2.80	0.03	3.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.1	16.1	< 0.005	< 0.005	—	16.2

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Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,200	1,200	0.09	0.01	—	1,204
Water	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Waste	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Total	1.53	3.50	1.27	13.4	0.03	0.06	2.12	2.17	0.06	0.54	0.59	85.5	3,789	3,874	8.84	0.19	8.83	4,160
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.77	0.67	0.84	8.11	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,265	2,265	0.09	0.09	0.23	2,293
Area	—	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,200	1,200	0.09	0.01	—	1,204
Water	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Waste	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Total	0.82	2.85	1.31	8.50	0.02	0.05	2.12	2.17	0.05	0.54	0.59	85.5	3,671	3,757	8.84	0.19	0.23	4,035
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.77	0.66	0.85	8.40	0.02	0.01	2.09	2.10	0.01	0.53	0.54	—	2,292	2,292	0.09	0.09	3.81	2,324
Area	0.48	2.60	0.02	2.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,200	1,200	0.09	0.01	—	1,204
Water	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Waste	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Total	1.30	3.29	1.34	11.5	0.03	0.05	2.09	2.14	0.05	0.53	0.58	85.5	3,710	3,795	8.84	0.19	3.81	4,077
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.12	0.16	1.53	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	379	379	0.02	0.01	0.63	385
Area	0.09	0.47	< 0.005	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.83
Energy	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	199	199	0.01	< 0.005	—	199
Water	—	—	—	—	—	—	—	—	—	—	—	6.60	34.2	40.8	0.68	0.02	—	62.7
Waste	—	—	—	—	—	—	—	—	—	—	—	7.55	0.00	7.55	0.75	0.00	—	26.4
Total	0.24	0.60	0.25	2.09	< 0.005	0.01	0.38	0.39	0.01	0.10	0.11	14.2	614	628	1.46	0.03	0.63	675

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.92	1.61	15.6	16.0	0.02	0.67	—	0.67	0.62	—	0.62	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	0.88	< 0.005	0.04	—	0.04	0.03	—	0.03	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.80	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	167	167	0.01	0.01	0.02	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.30	9.30	< 0.005	< 0.005	0.02	9.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Demolition (2024) - Mitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.92	1.61	15.6	16.0	0.02	0.67	—	0.67	0.62	—	0.62	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	0.88	< 0.005	0.04	—	0.04	0.03	—	0.03	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.80	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	167	167	0.01	0.01	0.02	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.30	9.30	< 0.005	< 0.005	0.02	9.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.56	1.31	12.7	11.4	0.03	0.55	—	0.55	0.51	—	0.51	—	2,716	2,716	0.11	0.02	—	2,725
Dust From Material Movement	—	—	—	—	—	—	1.59	1.59	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.10	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.3	22.3	< 0.005	< 0.005	—	22.4
Dust From Material Movemen	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.70	3.70	< 0.005	< 0.005	—	3.71
Dust From Material Movemen	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.01	102
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.84	0.84	< 0.005	< 0.005	< 0.005	0.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	0.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.56	1.31	12.7	11.4	0.03	0.55	—	0.55	0.51	—	0.51	—	2,716	2,716	0.11	0.02	—	2,725
Dust From Material Movemen	—	—	—	—	—	—	1.59	1.59	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.3	22.3	< 0.005	< 0.005	—	22.4
Dust From Material Movemen	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.70	3.70	< 0.005	< 0.005	—	3.71
Dust From Material Movemen	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.01	102
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.84	0.84	< 0.005	< 0.005	< 0.005	0.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	0.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

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

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

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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.9	15.4	0.02	0.74	—	0.74	0.68	—	0.68	—	2,454	2,454	0.10	0.02	—	2,462
Dust From Material Movemen	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.3	40.3	< 0.005	< 0.005	—	40.5
Dust From Material Movemen	—	—	—	—	—	—	0.12	0.12	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.68	6.68	< 0.005	< 0.005	—	6.70
Dust From Material Movemen	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	134	134	0.01	< 0.005	0.01	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.9	15.4	0.02	0.74	—	0.74	0.68	—	0.68	—	2,454	2,454	0.10	0.02	—	2,462

Dust From Material Movemen	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.3	40.3	< 0.005	< 0.005	—	40.5
Dust From Material Movemen	—	—	—	—	—	—	0.12	0.12	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.68	6.68	< 0.005	< 0.005	—	6.70
Dust From Material Movemen	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	134	134	0.01	< 0.005	0.01	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.58	1.32	11.2	11.9	0.02	0.46	—	0.46	0.42	—	0.42	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.58	1.32	11.2	11.9	0.02	0.46	—	0.46	0.42	—	0.42	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.95	0.79	6.77	7.20	0.01	0.28	—	0.28	0.25	—	0.25	—	1,327	1,327	0.05	0.01	—	1,331
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.24	1.31	< 0.005	0.05	—	0.05	0.05	—	0.05	—	220	220	0.01	< 0.005	—	220
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.18	2.85	0.00	0.00	0.49	0.49	0.00	0.12	0.12	—	534	534	0.02	0.02	2.11	542
Vendor	0.04	0.01	0.56	0.28	< 0.005	0.01	0.13	0.13	0.01	0.03	0.04	—	476	476	0.02	0.07	1.29	497
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.21	2.41	0.00	0.00	0.49	0.49	0.00	0.12	0.12	—	506	506	0.02	0.02	0.05	512
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.13	0.13	0.01	0.03	0.04	—	476	476	0.02	0.07	0.03	496
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.13	1.53	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	310	310	0.01	0.01	0.55	314
Vendor	0.02	0.01	0.36	0.17	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	287	287	0.01	0.04	0.33	299
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	51.2	51.2	< 0.005	< 0.005	0.09	51.9
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	47.5	47.5	< 0.005	0.01	0.06	49.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.58	1.32	11.2	11.9	0.02	0.46	—	0.46	0.42	—	0.42	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.58	1.32	11.2	11.9	0.02	0.46	—	0.46	0.42	—	0.42	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.79	6.77	7.20	0.01	0.28	—	0.28	0.25	—	0.25	—	1,327	1,327	0.05	0.01	—	1,331
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.24	1.31	< 0.005	0.05	—	0.05	0.05	—	0.05	—	220	220	0.01	< 0.005	—	220
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.18	2.85	0.00	0.00	0.49	0.49	0.00	0.12	0.12	—	534	534	0.02	0.02	2.11	542
Vendor	0.04	0.01	0.56	0.28	< 0.005	0.01	0.13	0.13	0.01	0.03	0.04	—	476	476	0.02	0.07	1.29	497
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.21	2.41	0.00	0.00	0.49	0.49	0.00	0.12	0.12	—	506	506	0.02	0.02	0.05	512
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.13	0.13	0.01	0.03	0.04	—	476	476	0.02	0.07	0.03	496
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.13	1.53	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	310	310	0.01	0.01	0.55	314
Vendor	0.02	0.01	0.36	0.17	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	287	287	0.01	0.04	0.33	299
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	51.2	51.2	< 0.005	< 0.005	0.09	51.9
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	47.5	47.5	< 0.005	0.01	0.06	49.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2024) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.89	0.75	6.44	8.26	0.01	0.31	—	0.31	0.29	—	0.29	—	1,244	1,244	0.05	0.01	—	1,248
Paving	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.1	34.1	< 0.005	< 0.005	—	34.2
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.64	5.64	< 0.005	< 0.005	—	5.66
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	201	201	0.01	0.01	0.02	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.58	5.58	< 0.005	< 0.005	0.01	5.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.92	0.92	< 0.005	< 0.005	< 0.005	0.94
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.89	0.75	6.44	8.26	0.01	0.31	—	0.31	0.29	—	0.29	—	1,244	1,244	0.05	0.01	—	1,248
Paving	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.1	34.1	< 0.005	< 0.005	—	34.2
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.64	5.64	< 0.005	< 0.005	—	5.66
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	201	201	0.01	0.01	0.02	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.58	5.58	< 0.005	< 0.005	0.01	5.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.92	0.92	< 0.005	< 0.005	< 0.005	0.94
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	0.70	6.13	8.21	0.01	0.27	—	0.27	0.25	—	0.25	—	1,244	1,244	0.05	0.01	—	1,248
Paving	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.43	2.43	< 0.005	< 0.005	—	2.44
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.40	0.40	< 0.005	< 0.005	—	0.40
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	0.70	6.13	8.21	0.01	0.27	—	0.27	0.25	—	0.25	—	1,244	1,244	0.05	0.01	—	1,248
Paving	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.43	2.43	< 0.005	< 0.005	—	2.44

Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.40	0.40	< 0.005	< 0.005	—	0.40
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	84.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	—	3.67
Architectural Coatings	—	2.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	—	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.45	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	99.1	99.1	< 0.005	< 0.005	0.01	100
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.76	2.76	< 0.005	< 0.005	< 0.005	2.79
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134

Architect Coatings	—	73.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	—	3.67
Architectural Coatings	—	2.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.45	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	99.1	99.1	< 0.005	< 0.005	0.01	100
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.76	2.76	< 0.005	< 0.005	< 0.005	2.79
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.78	0.67	0.77	9.14	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,366	2,366	0.09	0.08	8.83	2,401
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.78	0.67	0.77	9.14	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,366	2,366	0.09	0.08	8.83	2,401
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehou Rail	0.77	0.67	0.84	8.11	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,265	2,265	0.09	0.09	0.23	2,293
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.77	0.67	0.84	8.11	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,265	2,265	0.09	0.09	0.23	2,293
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.14	0.12	0.16	1.53	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	379	379	0.02	0.01	0.63	385
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.12	0.16	1.53	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	379	379	0.02	0.01	0.63	385

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.78	0.67	0.77	9.14	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,366	2,366	0.09	0.08	8.83	2,401
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.78	0.67	0.77	9.14	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,366	2,366	0.09	0.08	8.83	2,401

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.77	0.67	0.84	8.11	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,265	2,265	0.09	0.09	0.23	2,293
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.77	0.67	0.84	8.11	0.02	0.01	2.12	2.13	0.01	0.54	0.55	—	2,265	2,265	0.09	0.09	0.23	2,293
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.14	0.12	0.16	1.53	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	379	379	0.02	0.01	0.63	385
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.12	0.16	1.53	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	379	379	0.02	0.01	0.63	385

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	614	614	0.04	< 0.005	—	616

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	30.0	30.0	< 0.005	< 0.005	—	30.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	644	644	0.04	< 0.005	—	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	614	614	0.04	< 0.005	—	616
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	30.0	30.0	< 0.005	< 0.005	—	30.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	644	644	0.04	< 0.005	—	647
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	102	102	0.01	< 0.005	—	102
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.97	4.97	< 0.005	< 0.005	—	4.99
Total	—	—	—	—	—	—	—	—	—	—	—	—	107	107	0.01	< 0.005	—	107

4.2.2. Electricity Emissions By Land Use - Mitigated

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

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

Unrefrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	—	614	614	0.04	< 0.005	—	616
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	30.0	30.0	< 0.005	< 0.005	—	30.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	644	644	0.04	< 0.005	—	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	614	614	0.04	< 0.005	—	616
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	30.0	30.0	< 0.005	< 0.005	—	30.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	644	644	0.04	< 0.005	—	647
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	102	102	0.01	< 0.005	—	102
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.97	4.97	< 0.005	< 0.005	—	4.99
Total	—	—	—	—	—	—	—	—	—	—	—	—	107	107	0.01	< 0.005	—	107

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.1	92.1	0.01	< 0.005	—	92.3
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.1	92.1	0.01	< 0.005	—	92.3

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	556	556	0.05	< 0.005	—	558
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.1	92.1	0.01	< 0.005	—	92.3
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.1	92.1	0.01	< 0.005	—	92.3

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.70	0.64	0.03	3.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Total	0.70	2.80	0.03	3.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.08	< 0.005	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.83
Total	0.09	0.47	< 0.005	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.83

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.70	0.64	0.03	3.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Total	0.70	2.80	0.03	3.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.08	< 0.005	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.83
Total	0.09	0.47	< 0.005	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.83

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.60	34.2	40.8	0.68	0.02	—	62.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.60	34.2	40.8	0.68	0.02	—	62.7

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	39.9	207	246	4.10	0.10	—	378
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.60	34.2	40.8	0.68	0.02	—	62.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.60	34.2	40.8	0.68	0.02	—	62.7

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	7.55	0.00	7.55	0.75	0.00	—	26.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.55	0.00	7.55	0.75	0.00	—	26.4

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	45.6	0.00	45.6	4.56	0.00	—	160
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	7.55	0.00	7.55	0.75	0.00	—	26.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.55	0.00	7.55	0.75	0.00	—	26.4

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

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

4.6.2. Mitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2024	1/29/2024	5.00	20.0	—
Site Preparation	Site Preparation	1/30/2024	2/3/2024	5.00	3.00	—
Grading	Grading	2/4/2024	2/12/2024	5.00	6.00	—
Building Construction	Building Construction	2/13/2024	12/17/2024	5.00	220	—
Paving	Paving	12/18/2024	1/1/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	1/2/2025	1/16/2025	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	37.8	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	14.8	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT

Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	7.56	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	37.8	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	14.8	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	7.56	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	135,041	45,014	1,411

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)

Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	4.50	0.00	—
Grading	—	—	6.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.54

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	0.54	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	157	157	157	57,176	2,988	2,988	2,988	1,090,488
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	157	157	157	57,176	2,988	2,988	2,988	1,090,488
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	135,041	45,014	1,411

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	421,359	532	0.0330	0.0040	1,735,374
Parking Lot	20,606	532	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	421,359	532	0.0330	0.0040	1,735,374
Parking Lot	20,606	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	20,818,744	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	20,818,744	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	84.6	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	84.6	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20.0	annual days of extreme heat
Extreme Precipitation	6.45	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	5.36	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	78.0
AQ-PM	79.9
AQ-DPM	32.2
Drinking Water	96.7
Lead Risk Housing	60.5
Pesticides	0.00
Toxic Releases	70.6
Traffic	34.4
Effect Indicators	—
CleanUp Sites	59.6
Groundwater	17.5

Haz Waste Facilities/Generators	65.2
Impaired Water Bodies	0.00
Solid Waste	75.7
Sensitive Population	—
Asthma	48.1
Cardio-vascular	37.3
Low Birth Weights	41.7
Socioeconomic Factor Indicators	—
Education	62.5
Housing	66.1
Linguistic	37.0
Poverty	44.9
Unemployment	77.8

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	68.66418581
Employed	84.28076479
Median HI	66.62389324
Education	—
Bachelor's or higher	46.81124086
High school enrollment	100
Preschool enrollment	87.91222892
Transportation	—
Auto Access	58.83485179

Active commuting	45.8488387
Social	—
2-parent households	72.92441935
Voting	23.46978057
Neighborhood	—
Alcohol availability	30.98934942
Park access	52.70114205
Retail density	83.24137046
Supermarket access	86.15424099
Tree canopy	18.13165661
Housing	—
Homeownership	67.43231105
Housing habitability	68.0354164
Low-inc homeowner severe housing cost burden	68.00975234
Low-inc renter severe housing cost burden	28.6154241
Uncrowded housing	65.16104196
Health Outcomes	—
Insured adults	85.29449506
Arthritis	0.0
Asthma ER Admissions	56.3
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	35.4

Cognitively Disabled	64.4
Physically Disabled	41.1
Heart Attack ER Admissions	65.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	14.8
Elderly	37.4
English Speaking	65.0
Foreign-born	47.5
Outdoor Workers	54.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	29.0
Traffic Density	36.3
Traffic Access	61.2
Other Indices	—
Hardship	35.0

Other Decision Support	—
2016 Voting	30.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	64.0
Healthy Places Index Score for Project Location (b)	71.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Truck Trip Length of 39.9 miles

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APPENDIX C – ROADWAY NOISE CONSTRUCTION MODEL

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/1/2023
Case Description: CVST 001

		Baselines (dBA)		--- Receptor #1 ----	
Description	Land Use	Daytime	Evening	Night	
Mobile Home Parks	Residential	60	58	55	

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No		40	77.6	25	12
Compactor (ground)	No		20	83.2	25	12
Concrete Mixer Truck	No		40	78.8	25	12
Concrete Pump Truck	No		20	81.4	25	12
Crane	No		16	80.6	25	12
Dump Truck	No		40	76.5	25	12
Excavator	No		40	80.7	25	12
Grader	No		40	85	25	12
Front End Loader	No		40	79.1	20	12
Roller	No		20	80	20	12
Paver	No		50	77.2	20	12
Tractor	No		40	84	20	12
Flat Bed Truck	No		40	74.3	20	12

	Calculated (dBA)		Results	Noise Limits (dBA)				Noise Limit Exceedance (dBA)			
			Day	Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	71.6	67.6	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Compactor (ground)	77.3	70.3	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Concrete Mixer Truck	72.8	68.8	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Concrete Pump Truck	75.4	68.4	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Crane	74.6	66.6	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Dump Truck	70.5	66.5	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Excavator	74.7	70.8	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Grader	79	75	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Front End Loader	75.1	71.1	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Roller	76	69	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Paver	73.2	70.2	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Tractor	80	76	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Flat Bed Truck	70.2	66.2	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A
Total	80	82	85	N/A	85	N/A	80	N/A	None	N/A	None	N/A	None	N/A

*Calculated Lmax is the Loudest value.

APPENDIX D – VMT EVALUATION TOOL

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: August 23, 2023, 04:26:27 PM

Project Name: COVN 006 - Evolve Commerce Center

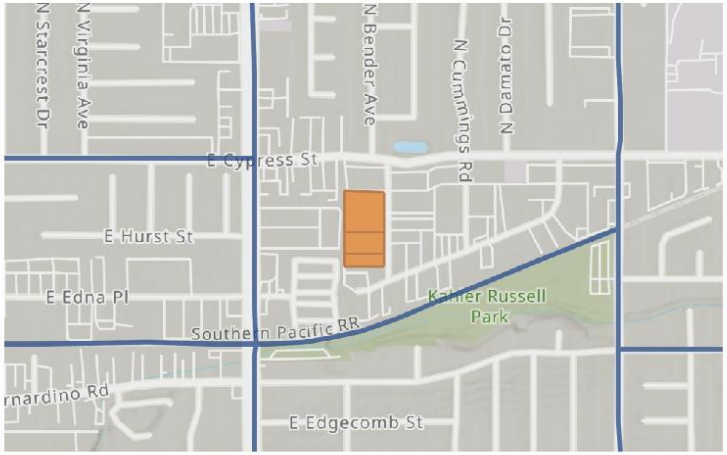
Project Description: 90,027 square ft. Warehouse

Project Location

jurisdiction: Covina

apn	TAZ
8428-021-007	22363100
8428-021-008	22363100
8428-021-009	22363100

Inside a TPA?
No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2024

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	
Total DUs:	0

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	
Industrial KSF:	90

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

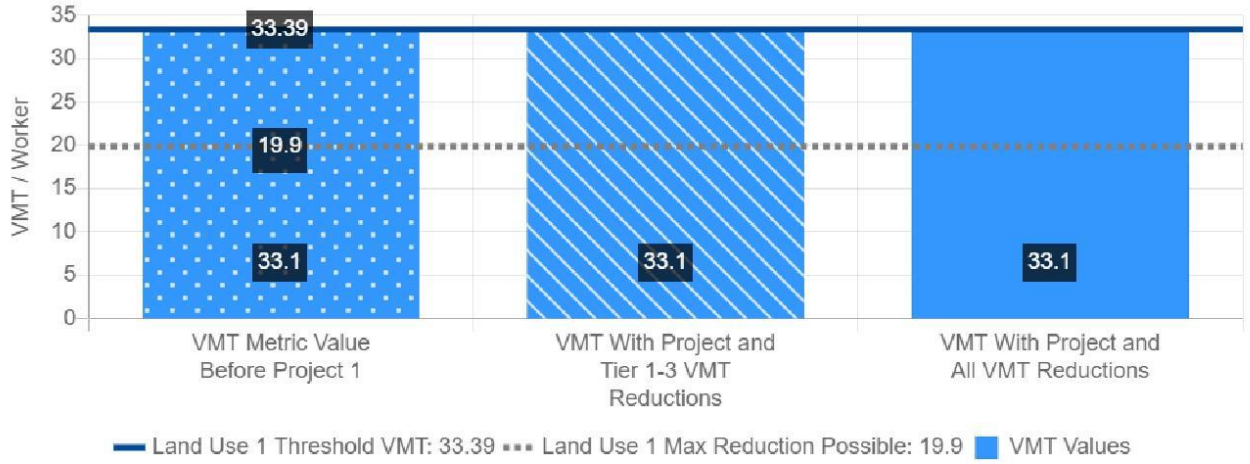
Motor Vehicle Parking:	60
Bicycle Parking:	8

SGVCOG VMT Evaluation Tool Report

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	Subarea
VMT Baseline Value 1:	39.28
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	33.1	33.1	33.1
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)

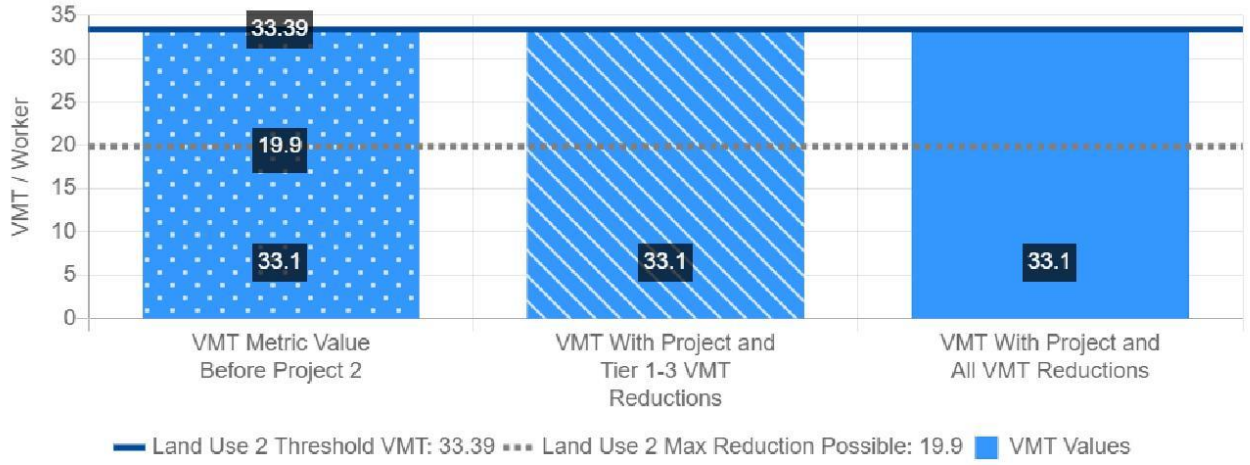


SGVCOG VMT Evaluation Tool Report

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Industrial
VMT Without Project 2:	Total VMT per Service Population
VMT Baseline Description 2:	Subarea
VMT Baseline Value 2:	39.28
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	33.1	33.1	33.1
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)

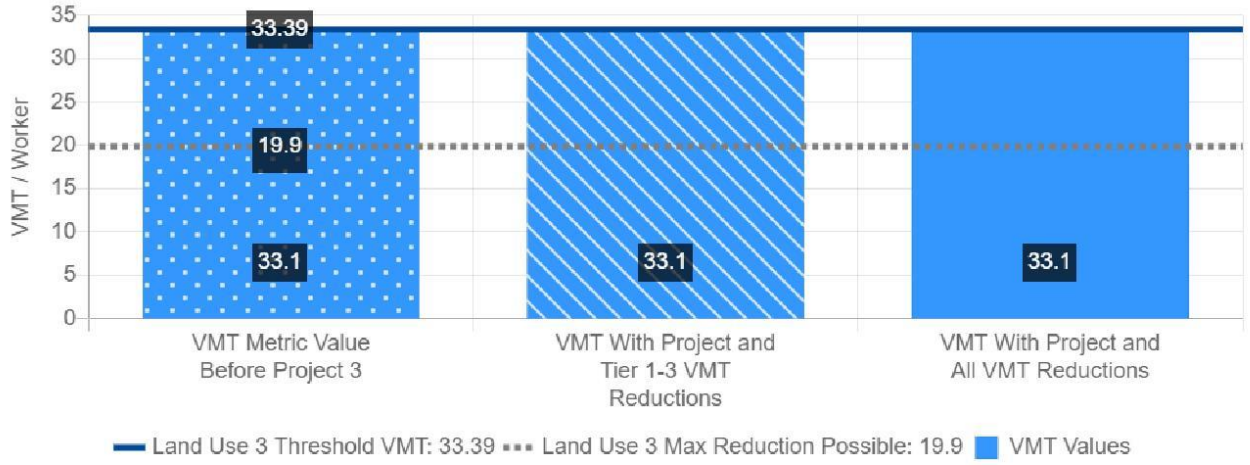


SGVCOG VMT Evaluation Tool Report

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 3:	Industrial
VMT Without Project 3:	Total VMT per Service Population
VMT Baseline Description 3:	Subarea
VMT Baseline Value 3:	39.28
VMT Threshold Description 3:	-15%
Land Use 3 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	33.1	33.1	33.1
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



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