ADDENDUM TO THE 2695 W. WINTON AVENUE INDUSTRIAL PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

2701 WEST WINTON PROJECT

HAYWARD, CALIFORNIA

LSA

February 2021

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2701 WEST WINTON PROJECT

HAYWARD, CALIFORNIA

Submitted to:

City of Hayward
777 B Street
Hayward, California 94541

Prepared by:

LSA
157 Park Place
Richmond, California 94801
510.236.6810

Project No. HAY1701.09

LSA

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1.0 INTRODUCTION

This document, prepared pursuant to the California Environmental Quality Act (CEQA) and the regulations and policies of the City of Hayward (City), is an Addendum to the 2695 W. Winton Avenue Industrial Project (2017 project) Initial Study/Mitigated Negative Declaration (2017 IS/MND)[1] which was adopted by the City of Hayward in 2018. Per CEQA Section 15164, this Addendum evaluates whether modifications and refinements to the proposed Amazon Last Mile Delivery Station at 2701 West Winton Project (proposed project) would result in new or substantially more adverse significant effects or require new mitigation measures not identified in the 2017 IS/MND. The City is the CEQA Lead Agency for environmental review of the proposed project.

For purposes of this review, the City has identified the proposed project evaluated in this Addendum as a zoning text amendment and tenant improvements at the existing building located at 2701 West Winton Avenue in order to establish a commercial distribution center. Section 2.0 of this Addendum provides a detailed project description and summary of the project history, background, location, and existing site characteristics.

As discussed in this Addendum, the proposed revisions to the 2017 project resulting from approval of the proposed project would not cause new significant environmental effects not identified in the IS/MND, nor would impacts associated with the project revisions be substantially more severe. The analyses in this Addendum also shows that no substantive changes have occurred with respect to current circumstances under which the project would be undertaken that would cause new or substantially more severe significant environmental effects than were identified in the 2017 IS/MND. In addition, no new information has become available that shows that the project would cause new or substantially more severe significant environmental effects which have not already been analyzed in the 2017 IS/MND.

1.1 PURPOSE OF THIS ADDENDUM

The purpose of this Addendum is to evaluate whether the proposed revisions to the 2017 project resulting from the proposed project would result in any new or substantially more severe significant environmental effects or require any new mitigation measures not identified in the 2017 IS/MND for the 2017 project. This Addendum, together with the 2017 IS/MND, will be used by the City when considering approval of the proposed project. The 2017 IS/MND is hereby incorporated by reference.

[1] Hayward, City of, 2017. *2695 W. Winton Avenue Industrial Project Initial Study/Mitigated Negative Declaration.* Prepared by LSA Associates, Inc. December.

1.2 CEQA FRAMEWORK FOR USE OF AN ADDENDUM

CEQA Guidelines Section 15164 allows for the preparation of an Addendum to an adopted MND "if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR (or MND) have occurred." CEQA Guidelines Section 15164 identifies the following conditions that would require preparation of a subsequent MND:

- Substantial changes in the project are proposed which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes occur with respect to the circumstances under which the project is undertaken which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of MND adoption, shows any of the following:
    - The project will have one or more significant effects not discussed in the MND,
    - The project will result in impacts substantially more severe than those disclosed in the MND,
    - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or
    - Mitigation measures or alternatives that are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

Pursuant to CEQA Guidelines Section 15164(e), this Addendum summarizes the revisions to the 2017 project resulting from the proposed project, the less-than-significant impacts associated with the proposed project, and the reasons for the City's conclusion that proposed changes to the project and associated environmental effects do not meet the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent MND. The following chapters provide a description of the proposed revised project and provide substantial evidence to confirm that the proposed revisions to the project do not result in any new or more severe impacts and the mitigation measures included in the 2017 IS/MND are adequate for the current project, per CEQA Guidelines Section 15164, and that no further CEQA review is required.

Section 2.0 provides a complete project description of the project history, current application, location, existing site characteristics, proposed development, and a comparison of the original and proposed project.

Section 3.0 provides an analysis of the potential environmental effects for each CEQA Initial Study Checklist topic to evaluate the changes to the project and identify the mitigation measures identified in the 2017 IS/MND that are required for the proposed project.

Section 4.0 provides a conclusion and statement that an Addendum is the appropriate CEQA document to identify and evaluate the changes to the 2017 project, in accordance with CEQA Sections 15162 and 15164.

Section 5.0 provides a description of the report preparers and the references cited in this Addendum.

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2.0 PROJECT DESCRIPTION

The following describes the proposed 2701 West Winton Project (proposed project) that would include a zoning text amendment and tenant improvements at the existing building located at 2701 West Winton Avenue[2] in order to construct a commercial distribution center. The City of Hayward (City) is the Lead Agency for review of the proposed project under CEQA.

2.1 PROJECT BACKGROUND

In December 2017, an Initial Study/Mitigated Negative Declaration (2017 IS/MND)[3] for the proposed 2695 West Winton Project (2017 Project) was prepared and subsequently adopted by the Hayward City Council on January 25, 2018. The 2017 IS/MND evaluated the potential impacts associated with the development of an approximately 507,500-square-foot light industrial building with 334 parking spaces on the project site. At the time that the 2017 IS/MND was prepared, the site was vacant and improved with surface pavements.

2.2 PROJECT SITE

The following section describes the location and characteristics of the project site and provides a brief overview of the existing land uses within and in the vicinity of the site.

2.2.1 Project Location and Surrounding Land Uses

The project site is located at 2701 West Winton Road, in the City of Hayward, Alameda County (Figure 2-1). As shown in Figure 2-2, the project site is surrounded by industrial uses to the north, east, and south. The City owns a 50-foot easement directly adjacent to the western border of the project site. The Hayward Regional Shoreline and areas classified as baylands are located to the west of the easement. Baylands are characterized by the open waters of San Francisco Bay (Bay) and the adjacent land.

The majority of the baylands were altered from their natural conditions when the wetlands and salt marshes were converted to commercial salt evaporation ponds in the late 1800s. Levees were constructed throughout the area to create the evaporation ponds. The Hayward Regional Shoreline consists of approximately 1,800 acres of salt, fresh, and brackish water marshes, seasonal wetlands, and public trails. The Hayward Regional Shoreline park office is located at 3010 West Winton Avenue, approximately 1,000 feet from the project site. The parcel directly west of the project site is known as Franks Tract East. Rainwater periodically collects on Franks Tract East and drains through a channel that parallels Sulphur Creek to a wetland known as Franks Tract West. Franks Tract West is owned by Hayward Area Recreation and Park District (HARD) and connects to Sulphur Creek and the Bay through a culvert and tidegate structure. The East Bay Regional Park District (EBRPD) operates the tidegate structure to bring saltwater onto Franks Tract West to support a shorebird resting area

[2] The project site has also previously been referred to as former or related addresses, including 2791, 2710, 2655-2893, 2695, and 2711.

[3] Hayward, City of. 2017. op. cit.

during high tide. The tidal flow does not reach high enough levels to flow through the channel to Franks Tract East.[4]

2.2.2 Existing Site Conditions

Since completion of the 2017 IS/MND, the project site has been developed with the approximately 507,500-square-foot light industrial building proposed by the 2017 Project, as evaluated in the 2017 IS/MND. The project site is designated Industrial Technology and Innovation Corridor (IC) in the Hayward 2040 General Plan, is zoned Industrial District, and is within the Industrial Park (IP) subdistrict. Existing site conditions are depicted in Figure 2-2.

2.3 PROPOSED PROJECT

This section provides a description of the proposed project as identified in the site plans and project narrative provided by the project sponsor dated May 11, 2020 and February 2021. As previously described, the project sponsor proposes to occupy the project site, including the previously approved and currently under construction approximately 507,500-square-foot industrial building and associated improvements with a truck terminal, defined as a last mile, direct to consumer commercial distribution center. To allow the operation of this use at the project site, the City's Zoning Code would need to be amended to allow "truck terminal" as a conditionally permitted use within the IP subdistrict.[5]

2.3.1 Proposed Truck Terminal Use at the Project Site

In order to use the existing building at the project site as a commercial distribution center, the project sponsor would make the following modifications to the approved 2017 Project:

- A new, approximately 10,181-square-foot office would be installed in the east side of the building;
- A new conveyor system would be installed;
- Two exterior ramps on both the east and west side of the building would be removed;
- Truck stalls in both the east and west sides of the building would be removed;
- New parking stalls for both personal vehicles and delivery vans would be constructed in the east, west, and north sides of the building.
- Five existing dock doors on the west side of the building would be removed.

[4] Taylor, Mark. 2017. Hayward Shoreline Park Supervisor, East Bay Regional Park District. Personal communication with City of Hayward. November 21.

[5] The term 'commercial distribution center' is used throughout this document when referring to the use resulting from the modifications to the building at 2701 West Winton Avenue. The term 'truck terminal' is used when referring to allowable uses pursuant to the City's Zoning Ordinance.

- Two new 9-foot by 10-foot overhead doors would be installed in the west side of the building.
- New storefront glazing would be added to the east side of the building; and
- Two new ramps would be added at the east side of the building that would provide access to the office entrance.

It is anticipated that up to 18 trucks would deliver packages to the project site within each 24-hour period, arriving and departing in two periods: 12:00 a.m. to 11:00 a.m., and 4:00 p.m. to 11:30 p.m. Packages would be sorted in two shifts from 1:30 a.m. to 12:30 p.m. and 1:00 p.m. to 10:30 p.m. It is anticipated that 104 employees would be present during the first shift, and 49 employees would be present during the second shift. Delivery vans would depart every 30 minutes from the project site in waves of 50 between 10:30 a.m. and 12:00 p.m., for a total of 185 delivery vans over a 24-hour period. In addition, approximately 51 FLEX drivers would deliver packages using their personal vehicles, departing the project site by 5:00 p.m. in 15-minute waves. The proposed project would also include a 250-square-foot area for customer pickup.

The site plan for the 2017 Project is provided in Figure 2-3. A conceptual site plan for the proposed project is shown in Figure 2-4.

To reduce vehicle miles traveled (VMT), the project sponsor would develop and implement a transportation demand management (TDM) and monitoring plan to encourage employees to use alternatives to single-occupant trips, such as carpooling, transit, and bicycling. The TDM plan would include measures such as a carpool matching service, financial incentives for using transit (e.g., free transit passes), and provision of bicycle parking. The project sponsor would provide the City with an annual TDM Monitoring Report to ensure compliance and to verify that the implemented measures are effectively reducing VMT to a level below the City's significance thresholds.

2.3.2 Discretionary Actions

The proposed project would require text amendments to the City's Zoning Code that would apply Citywide and a Conditional Use Permit to allow the proposed truck terminal use and commercial distribution center on the project site, as further described below.

2.3.2.1 Zoning Code Amendment

The proposed project does not currently comply with the City's Zoning Ordinance. Table 10-1.1603 in Article 1, Zoning, Section 10-1.1600, Industrial Districts, of the City's Zoning Code identifies permissible uses and requirements for uses not permitted by right within Industrial subdistricts as follows: Permitted (P); Administrative Use Permit Required (A); Conditional Use Permit Required (C); or Use Not Allowed (-).

To allow the proposed use at the project site, the City's Zoning Code would be amended to conditionally permit truck terminal uses within the IP subdistrict and this change would apply Citywide. As such, Table 10-1.1603 would be amended as shown in <u>double underlined</u> text below.

Table 10-1.1603: Use Regulations – Industrial Subdistricts

Use	Subdistrict		
	IL	IP	IG
Industrial Uses			
Truck Terminal	-	C	C

As shown in the above table, with approval of the proposed Zoning Code Amendment, truck terminal uses would be permitted as a conditional use within the IP subdistrict and would require a Conditional Use Permit to operate within this subdistrict. Future uses would be subject to the performance standards and discretionary review process required to issue a Conditional Use Permit, including the following required findings: (1) The proposed use is desirable for the public convenience or welfare; (2) The proposed use will not impair the character and integrity of the zoning district and surrounding area; (3) The proposed use will not be detrimental to the public health, safety, or general welfare; and (4) The proposed use is in harmony with applicable City policies and the intent and purpose of the zoning district involved.

Depending on the size, scale, and location of new structures intended to be occupied by truck terminal uses, additional study may be required per the Conditional Use Permit process and per CEQA, similar to any other construction project occurring within the City. Required studies and technical documentation to aid in the City's determination and granting of a Conditional Use Permit and evaluation of potential environmental effects could include, but would not be limited to: visual simulations of the proposed project, health risk assessments, screening for air quality emissions, identification of biologically sensitive areas, historic resources evaluations, site-specific geotechnical evaluations, hazardous materials site evaluations, stormwater evaluations, noise and vibration studies, traffic studies, and/or individual evaluations of utility infrastructure capacity. Each individual project would also be evaluated for compliance with the General Plan and Zoning Ordinance and would be subject to discretionary review.

2.3.2.2 Conditional Use Permit

As described above, with approval of the requested zoning code amendments to allow truck terminal uses in the IP subdistrict, the proposed project would also require approval of a Conditional Use Permit to allow the proposed project to be located at the project site. The Conditional Use Permit request would be reviewed by the City's Planning Commission and City Council in conjunction with the proposed Zoning Code Amendments.

LSA

FIGURE 2-1

N

0 1000 2000
FEET

SOURCE: ESRI StreetMap North America (2012).

2701 West Winton Project
Project Location and Regional Vicinity Map

P:\HAY1701.09 Hayward Amazon\PRODUCTS\Graphics\Figure 2-1.ai (12/16/2020)

LSA

FIGURE 2-2

0 200 400
FEET

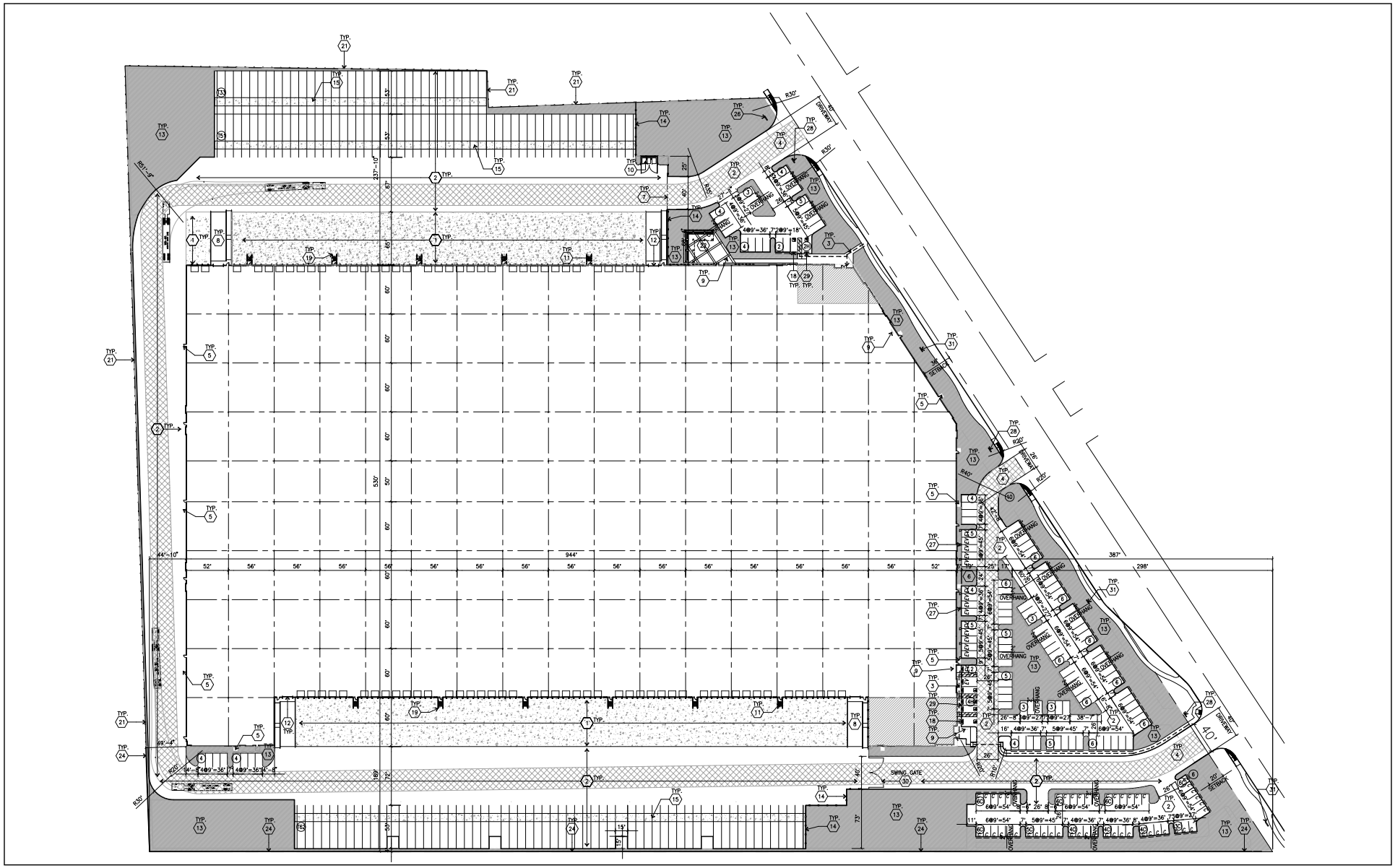
N

Project Site

2701 West Winton Project
Aerial Photograph of Project Site and Surrounding Land Uses

SOURCES: GOOGLE EARTH, 6/21/2020; LSA, 2021

I:\HAY1701.09 Hayward Amazon\PRODUCTS\Graphics\Figure 2-2.ai (2/15/2021)



LSA

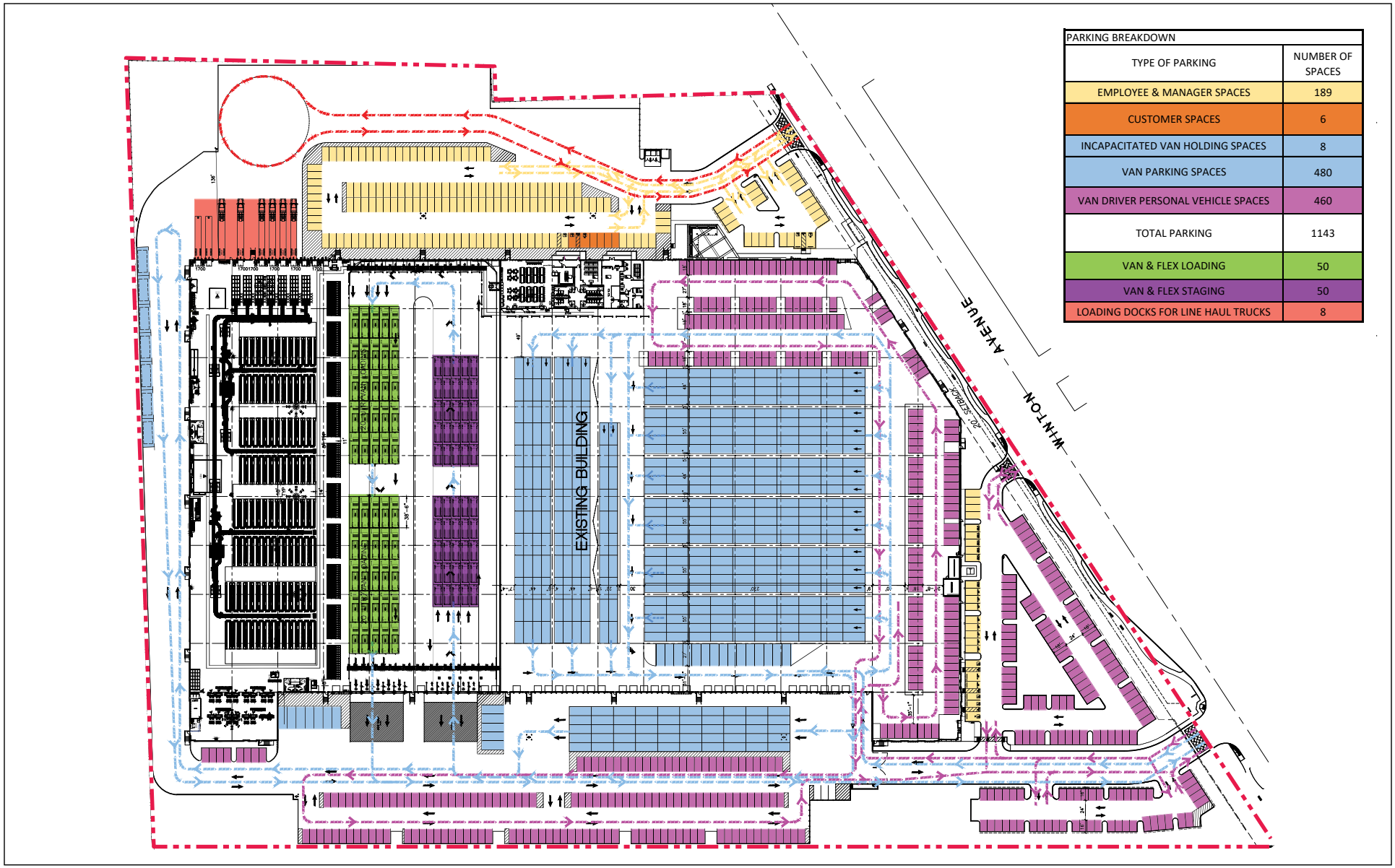
FIGURE 2-3

0 75 150
FEET

2701 W Winton Avenue Project
2017 Project Site Plan

SOURCE: TRACHTENBERG ARCHITECTS, JULY 2017.

P:\HAY1701.09 Hayward Amazon\PRODUCTS\Graphics\Figure 2-3.ai (12/16/2020)



LSA

FIGURE 2-4

2701 W Winton Avenue Project
Conceptual Site Plan

SOURCE: Architecture Design Relationships, April 2020

P:\HAY1701.09 Hayward Amazon\PRODUCTS\Graphics\Figure 2-4.ai (2/15/2021)

3.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in an original project's IS/MND. The focus of this analysis is on the identified changes and whether there would be any difference in identified impacts or required mitigation measures from those identified in the 2017 IS/MND.

The following analysis is used to: (1) compare the environmental impacts of the revised project changes with impacts expected to result from development of the 2017 project and evaluated in the 2017 IS/MND; (2) to identify whether the proposed project would result in new or more severe significant environmental impacts; and (3) to identify if there have been substantial changes with respect to the circumstances under which the revised project would be undertaken since the 2017 IS/MND was adopted that would result in new or more severe significant environmental effects.

Mitigation measures are measures that would minimize, avoid, or eliminate a significant impact. The analysis contained herein evaluates each topic to identify whether additional mitigation measures beyond those identified in the 2017 IS/MND would be warranted. As discussed for each topic in the following analysis, no new mitigation measures would be required for the proposed project.

This analysis confirms that the revised project is within the scope of the 2017 IS/MND, and the project would cause no new or more severe significant effects and no new mitigation measures are required.

The following discussion has been undertaken pursuant to the provisions of CEQA Guidelines Sections 15162 and 15164 to provide the City of Hayward with the factual basis for determining whether any changes in the project, any changes in circumstance, or any new information since the 2017 IS/MND was certified requires additional environmental review.

3.1 AESTHETICS

The analysis in the 2017 IS/MND determined that there were no potentially significant impacts related to aesthetics associated with development of the 2017 project. Implementation of the proposed project would result in minor alterations to the exterior of the existing building, such as new overhead doors and storefront glazing. However, these minor alterations would not change the location, overall height, or orientation of the existing building on the project site.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could be visible from scenic viewpoints, result in changes to scenic resources, conflict with applicable zoning regulations, or create new sources of substantial light or glare. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to aesthetics as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to aesthetics would occur associated with proposed project and no additional mitigation measures are required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The analysis in the 2017 IS/MND determined that there were no potentially significant impacts to agricultural resources associated with development of the 2017 project. Implementation of the proposed project would not result in the conversion of agricultural or forest land, nor would it conflict with existing zoning or Williamson Act contract. The proposed project would be located on the same site analyzed as part of the 2017 project and the site and vicinity are not zoned for agricultural or forestry production.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to convert farmland to non-agricultural uses as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects in regards to agricultural and forestry resources would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.3 AIR QUALITY

The 2017 IS/MND determined that the 2017 project would not result in any significant impacts to the implementation of an air quality plan, cumulatively considerable air pollutants, or objectionable odors. Similar to the 2017 project, the proposed project would not result in any new or more severe impacts since the proposed amount of development on the project site is similar to what is assumed in the General Plan. Emission estimates for operation of the proposed project were calculated using CalEEMod. Model results are shown in Table 3.A.

Table 3.A: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Pounds Per Day				
Area Source Emissions	12.6	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	0.5	<0.1	<0.1
Mobile Source Emissions	6.7	38.2	26.1	7.2
Total Project Emissions	**19.5**	**38.7**	**26.1**	**2.7**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**
Tons Per Year				
Area Source Emissions	2.3	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	0.1	<0.1	<0.1
Mobile Source Emissions	1.1	6.8	4.6	1.3
Total Project Emissions	**3.4**	**6.9**	**4.6**	**1.3**
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA (January 2021).

The results shown in Table 3.A indicate that the proposed project, like the 2017 project, would not exceed the significance criteria for daily ROG, NO2, PM10 or PM2.5 emissions; therefore, the

proposed project would have a less-than-significant impact related to operational air quality emissions.

The 2017 IS/MND identified a potentially significant impact related to temporary, short-term construction-related effects that could result in increased dust generation. However, it was determined that implementation of Mitigation Measure AIR-1, which required dust-reducing measures to be incorporated into project conditions and grading plans and specifications, would reduce this impact to a less-than-significant level. The 2017 project has been constructed and proposed tenant modifications would not result in additional construction-related air quality impacts; therefore, no additional impacts or increase in the severity of construction-related air quality impacts would occur with implementation of the proposed project. The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in air quality impacts. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to air quality as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to air quality would occur associated with proposed project and no additional mitigation measures are required.

3.4 BIOLOGICAL RESOURCES

The 2017 IS/MND identified areas of potential impact to biological resources, including adverse effects on nesting birds, special-status species associated with adjacent seasonal wetlands and tidal salt marsh habitats, spread of invasive species, and increased light and glare. The proposed project would be located on the same site analyzed as part of the 2017 project, and would be subject to similar biological conditions. The 2017 project has been constructed, therefore, mitigation measures to address construction-related impacts have already been implemented. Proposed tenant improvements and operational differences associated with the change in use to include truck terminal uses would not result in any new impacts to biological resources.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could impact sensitive biological resources, including special-status species, nesting birds, and wetlands depending on the specific site for the proposed use. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to biological resources as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to biological resources would occur associated with proposed project and no additional mitigation measures are required.

3.5 CULTURAL RESOURCES

The 2017 IS/MND concluded that the 2017 project would not have an impact related to built historic resources, as no historical resources were identified within or adjacent to the project site. The 2017 IS/MND did identify potentially significant impacts related to archaeological resources and human remains. Specifically, grading and construction activities associated with the proposed project could uncover previously unknown resources. However, the 2017 IS/MND found that these impacts could be reduced to a less-than-significant level with the implementation of Mitigation Measures CUL-1,

CUL-2, and CUL-3. The 2017 project has been constructed; therefore, these measures have already been implemented. No impacts associated with operation of the proposed project would result from the modification of the 2017 project.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to impact historical resources, archaeological resources, or human remains as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects in regards to cultural resources would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.6 ENERGY

At the time the 2017 IS/MND was prepared, the Environmental Checklist Form (Appendix G of the CEQA Guidelines) did not include energy. As such, the 2017 IS/MND did not evaluate potential energy impacts. The following analysis was prepared consistent with Appendix G of the CEQA Guidelines to evaluate the impacts of project-related energy demand.

3.6.1 Consumption of Resources

The proposed project would increase the demand for electricity, natural gas, and gasoline. The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

As outlined in Section 2.0, Project Description, the 2017 project has already been constructed and proposed tenant modifications would not result in an inefficient use of energy.

Energy use consumed by the proposed project during operation would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. Energy and natural gas consumption was estimated for the project using default energy intensities by building type in CalEEMod. In addition, proposed tenant improvements would be constructed to CALGreen standards, which was included in CalEEMod inputs. Electricity and natural gas usage estimates associated with the proposed project are shown in Table 3.B. Table 3.B, below, shows the estimated potential increased electricity and natural gas demand associated with the proposed project.

Table 3.B: Estimated Annual Energy Use of Proposed Project

Electricity Use (kWh per year)	Natural Gas Use (therms per year)
1,965,500	**17,614**

Source: LSA (January 2021).

As shown in Table 3.B, the estimated potential increased electricity demand associated with the proposed project is 1,965,500 kilowatt-hours (kWh) per year. In 2019, California consumed approximately 279,401 gigawatt-hours (GWh) or 279,401,879,875 kWh.[6] Of this total, Alameda County consumed 10,684 GWh or 10,684,085,867 kWh.[7] Therefore, electricity demand associated with the proposed project would only be approximately 0.02 percent of Alameda County's total electricity demand.

The estimated potential increased natural gas demand associated with the proposed project is 17,614 therms per year, as shown in Table 3.B. In 2019, California consumed approximately 13,158 million therms or 13,158,207,489 therms, while Alameda County consumed approximately 384 million therms or approximately 384,150,529 therms.[8] Therefore, natural gas demand associated with the proposed project would be less than 0.01 percent of Alameda County's total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. This analysis considers the distance traveled by vehicles associated with the proposed project and is centered on the overall VMT associated with the new development allowed by the proposed project and its associated transportation energy use. As discussed in Section 3.17, Transportation, the project site is located in a zone where the average vehicle miles traveled (VMT) per employee is higher than the average threshold VMT per employee; however, the project applicant has proposed a Transportation Demand Management (TDM) program and monitoring plan that identifies programs to reduce VMT and describes how those programs would be monitored for adherence. Implementation of these TDM measures, which have been incorporated into the proposed project, would ensure that impacts related to VMT would not occur.

In addition to the employee trips, the project would also include trips by the delivery vans to customers throughout Hayward and the region. As discussed in Section 3.17, while the project may generate some new deliveries, the bulk of the deliveries are already occurring within Hayward. Deliveries within Hayward currently come from an Amazon facility in San Leandro, which is approximately 10 miles away from Hayward. The proposed project would result in a reduction of average trip length by approximately 20 miles (10 miles each way). Thus, having a more distributed delivery network with establishment of a local delivery station in Hayward would reduce the trip length for each delivery van, resulting in a reduction in VMT for delivery vans compared to existing conditions at a regional level. Although an increase in online shopping may increase the number of delivery vans on the road, selling more products online would reduce the need for customers to individually drive to stores to buy products, which could lead to a reduction in VMT. Therefore, the impact of the delivery van trips on VMT would be less than significant.

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6 California Energy Commission, 2021. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed January 2021).

7 Ibid.

8 California Energy Commission, 2021. Energy Consumption Data Management Service. Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed January 2021).

Given that VMT impacts would be less than significant, implementation of the proposed project would not result in a substantial increase in transportation-related energy uses, such that it would result in a wasteful, inefficient, or unnecessary consumption of energy resources. Impacts related to the project energy usage associated with gasoline or diesel to fuel project-related trips would not occur as a result of the proposed project. Moreover, the fuel efficiency of vehicles is expected to continue to increase and improve throughout the life of the project as new fuel economy standards are established and as Amazon electrifies their fleet.[9]

Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Impacts related to consumption of energy resources would be less than significant. The proposed project would not result in any new or more severe impacts compared to those previously identified in the 2017 IS/MND, and no new mitigation would be required.

3.6.2 State and Local Plans

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The most recently CEC adopted energy report is the 2019 Integrated Energy Policy Report.[10] The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

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9 Meisenzahl, Mary. "Amazon's first electric delivery vans are now making deliveries — see how they were designed" *Business Insider*. February 3, 2021. Available online: www.businessinsider.com/amazon-creating-fleet-of-electric-delivery-vehicles-rivian-2020-2 alistapart.com/article/writeliving. (accessed February 12, 2021).

10 California Energy Commission, 2019. *2019 Integrated Energy Policy Report.* California Energy Commission. Docket # 19-IEPR-01.

As described above, the project site is developed and the proposed tenant modifications would not result in an inefficient use of energy. Energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and this impact would be less than significant.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to result in the wasteful, inefficient or unnecessary consumption of energy as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects in regards to energy would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.7 GEOLOGY AND SOILS

The 2017 IS/MND concluded that the 2017 project would have less-than-significant impacts related to ground rupture, seismic ground shaking, lateral spreading, seismic settlement, and landslides due to adherence to the California Building Code (CBC). In addition, the 2017 IS/MND concluded that the 2017 project would have a less-than-significant impact related to soil erosion as the project would comply with the State Water Resources Control Board's Construction General Permit, and a less-than-significant impact related to alternative wastewater disposal as it would connect to existing local wastewater facilities. Similarly, the proposed project would be required to adhere to the current CBC and Construction General Permit and would connect to existing local wastewater facilities, and these impacts would be less-than-significant.

The 2017 IS/MND identified potentially significant impacts related to liquefaction, liquefaction-induced settlement, and expansive soils. However, the 2017 IS/MND determined that this impact would be reduced to a less-than-significant level with implementation of Mitigation Measure GEO-1, which requires the project sponsor to incorporate all of the recommendations of the Preliminary Geotechnical Investigation[11] and any recommendations included in a design-level geotechnical investigation into the project development plans. The 2017 project has been constructed; therefore, this measure has already been implemented. No impacts associated with construction of minor tenant improvements or operation of the proposed project would result from the modification of the 2017 project.

[11] Cornerstone Earth Group, 2017. *Preliminary Geotechnical Investigation, 2663, 2695, 2707, 2711, 2725, and 2893 West Winton Avenue, Hayward, California.* March 10.

Impacts related to paleontological resources were evaluated in Section 4.5, Cultural Resources, of the 2017 IS/MND. The 2017 IS/MND concluded that the 2017 project would have no impact on paleontological resources, as no paleontological resources or unique geological features are known to exist within or near the project site and project excavation is not expected to occur within any paleontologically sensitive deposits. As described previously, the project site has been developed and proposed tenant modifications would have no impact on paleontological resources.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to expose people or structures to substantial adverse effects associated with geology and soils or result in impacts to paleontological resources as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects in regards to geology and soils would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.8 GREENHOUSE GAS EMISSIONS

The 2017 IS/MND concluded that the 2017 project would have less-than-significant impacts related to greenhouse gas emissions. As described in Section 2.0, Project Description, the project has already been constructed and proposed tenant modifications would not result in substantial greenhouse gas emissions.

Similar to the 2017 project, long-term operation of the proposed project would generate greenhouse gas emissions from area and mobile sources, as well as indirect emissions from sources associated with energy consumption. However, like the 2017 project, the proposed project would implement features consistent with applicable policies and implementing programs of the Hayward 2040 General Plan that serves as the City's GHG Reduction Strategy. Therefore, operation of the proposed project would not conflict with plans adopted for the purposed of reducing the emissions of greenhouse gases and greenhouse gas emissions would be less than significant.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in greenhouse gas emissions. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to greenhouse gas emissions as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to greenhouse gas emissions would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The 2017 IS/MND concluded that the 2017 project would have a less-than-significant impact related to the routine transport, use or disposal of hazardous materials, as the project sponsor would be required to comply with existing hazardous materials regulations and programs. Similarly the proposed project would be required to adhere to these federal, State and local regulations and programs, and this impact would be less-than-significant. Like the 2017 project, the proposed

project would have no impact related to the emission of hazardous materials near schools, as no schools are located within one-quarter mile of the project site.

As described in the 2017 IS/MND, past releases of hazardous materials at the project site resulted in contamination of soil, soil vapor and groundwater. The 2017 IS/MND found that hazardous materials could be released during construction exposing the environment, workers, and/or the public to potentially contaminated soil, soil vapor, and/or groundwater. In addition, two existing water wells on the property were to be appropriately decommissioned prior to redevelopment of the project site. Implementation of Mitigation Measures HAZ-1 and HAZ-2, requiring the preparation and implementation of a Site Management Plan and the proper decommissioning of the existing wells at the site, respectively, were identified to reduce potential impacts to less than significant. The project was constructed; therefore, these measures were already implemented. The proposed minor tenant modifications associated with the proposed project are not anticipated to result in the release of hazardous materials at the project site.

As stated in Section 4.8, Hazards and Hazardous Materials, of the 2017 IS/MND, the project site is located within the airport influence area (AIA) of the Oakland International Airport (Safety Compatibility Zone 7) and the Hayward Executive Airport (Safety Compatibility Zone 6: Traffic Pattern Zone). The proposed use of the site for industrial warehouse and commercial distribution facility does not conflict with the Safety Compatibility Criteria in the Oakland International Airport Land Use Compatibility Plan (ALUCP) or Hayward Executive Airport ALUCP or the Hayward Municipal Code Chapter 10, Article 6, Airport Overlay Zone Ordinance. However, the Alameda County Airport Land Use Commission (ALUC) requests that certain types of actions be referred to ALUC for determination of consistency prior to approval by the local jurisdictions, including any discretionary development proposal having a building floor area of 20,000 square feet or greater. Consistent with Mitigation Measure HAZ-3 identified in the 2017 IS/MND, the 2017 project was submitted to the ALUC for review and approval and was constructed. The proposed minor tenant modifications associated with the proposed project would not require additional ALUC review, and are consistent with the City's Airport Overlay Ordinance; therefore, impacts associated with aviation hazards would be less than significant.

As described in the 2017 IS/MND, the project site is located within an area mapped by the Association of Bay Area Governments as a wildland-urban interface fire threatened community. The 2017 IS/MND determined that construction and operation of the 2017 project could increase fire risks. The proposed project would be located on the same site analyzed as part of the 2017 project and would be subject to similar conditions related to wildfire. As described above, the 2017 project has been constructed and Mitigation Measure HAZ-4a, which requires the construction contractor to ensure spark arrestors are fitted on all construction vehicles and equipment, has already been implemented. Proposed tenant modifications are not anticipated to result in a significant risk related to wildfire. Mitigation Measure HAZ-4b requires the project sponsor to prepare and implement a Vegetation Management Plan prior to, during, and after construction. Consistent with Mitigation Measure HAZ-4b, the Vegetation Management Plan was prepared and implemented as part of construction of on-site improvements associated with the 2017 project; therefore this mitigation measure has been implemented. However, the land owner and tenant will be responsible

for maintaining on-site vegetation, consistent with the Vegetation Management Plan, as part of operation of the proposed project. Impacts related to wildland fires would be less-than-significant.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in impacts associated with hazardous materials, aviation hazards, and/or wildfire. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to hazards and hazardous materials as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to hazards and hazardous materials would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.10 HYDROLOGY AND WATER QUALITY

The 2017 IS/MND concluded that the 2017 project would have no impact or less-than-significant impacts related to groundwater recharge, erosion/siltation, and inundation by dam failure, seiche, tsunami, or mudflow. The proposed project would be located on the same site as that evaluated in the 2017 IS/MND, and therefore would also result in these less-than-significant impacts.

The 2017 IS/MND identified a potentially significant impact related to waste discharge requirements associated with the potential for hazardous materials present in existing soils re-used on the project site or in imported fill materials to leach into stormwater runoff and potentially reduce the quality of the receiving water. However, the 2017 IS/MND determined this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure HAZ-1, which requires fill to be tested and approved for use by the City and the Regional water Quality Control Board prior to use at the project site. The 2017 project has been constructed and this mitigation measure has already been implemented. Proposed tenant modifications would occur within the already disturbed area; therefore, construction-related impacts to water quality would be less than significant and Mitigation Measure HAZ-1 would not be required for the proposed project.

The 2017 IS/MND determined that operation of the 2017 project could result in a potentially significant impact related to the potential discharge of groundwater and untreated stormwater directly to stormwater drainage systems, in violation of National Pollutant Discharge Elimination System (NPDES) regulations. However, the 2017 IS/MND determined this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure HYD-2, which requires evaluation of high groundwater levels and incorporation of design recommendations for stormwater facilities to prevent infiltration of groundwater. These design features were constructed with on-site improvements associated with construction of the 2017 project; therefore this mitigation measure has been implemented. However, the land owner and tenant would be responsible for maintenance of the stormwater control facilities as part of operation of the proposed project.

The 2017 IS/MND also identified a potentially significant impact related to increased quantities of stormwater runoff, which could increase the likelihood of flooding conditions during construction and operation of the 2017 project, and the placement of structures in the 100-year flood-hazard area, which could impede or redirect flood flow. However, the 2017 IS/MND determined these impacts could be reduced to less-than-significant levels with implementation of Mitigation

Measures HYD-3 and HYD-4, which require the project sponsor to prepare and implement a Construction Period Stormwater Drainage Control Plan and to perform hydraulic modeling to ensure project modifications would not exceed the capacity of off-site stormwater drainage systems, respectively. As described above, because the project site has been developed, both of these mitigation measures have already been implemented. Proposed tenant improvements are not anticipated to significantly change the results of the hydraulic modeling that has already been done. Therefore, the proposed project would not result in impacts associated with flood flows. This impact would be less than significant.

The 2017 IS/MND identified a potentially significant impact related to the stability of the levee along the west side of the project site, potentially making it susceptible to failure during storm and coastal flooding events, which could result in flooding of the site and damage to property. However, the IS/MND determined that this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure HYD-6, which requires that the design level geotechnical evaluation include an evaluation of the levee and the potential impacts of the proposed grading activities to the stability of the levee. Because the building has already been constructed, this mitigation measure has been implemented. However, the land owner and tenant will be responsible for maintaining the stability of the levee throughout project operation, consistent with Mitigation Measure HYD-6. This impact would be less than significant.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in impacts associated with hydrology and water quality. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to hydrology and water quality as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to hydrology and water quality would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.11 LAND USE AND PLANNING

The 2017 IS/MND concluded that the 2017 project would have no impact related to land use and planning. Specifically, the 2017 project would not result in the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community and therefore would not physically divide an established community. The 2017 project would represent a general continuation of the industrial uses found adjacent to the project site and would be consistent with the type and intensity of development in the area.

The proposed project would not result in the removal of any means of access, and would result in similar development as that associated with the 2017 project. However, as outlined in Section 2.3, Project Description, the proposed project does not comply with the City's current Zoning Ordinance. To allow the proposed use at the project site, the City's Zoning Code would be amended to conditionally permit truck terminal uses within the IP subdistrict and this change would apply Citywide. Allowing truck terminals, which are commercial distribution facilities, as a conditionally permitted use in the IP subdistrict would not be inconsistent with the Industrial Technology and

Innovation Corridor General Plan land use designation, which calls for expansion of employee intensive uses such as truck terminal and commercial delivery services, among other warehouse, distribution, manufacturing and research and development uses typical of the area.

As described above, with approval of the requested zoning code amendments to allow truck terminal uses in the IP subdistrict, the proposed project would also require approval of a Conditional Use Permit to allow the proposed project to be located at the project site. The Conditional Use Permit request would be reviewed by the City's Planning Commission and City Council in conjunction with the proposed Zoning Code Amendments, and would make specific findings to approve, conditionally approve, or deny the proposed project. Therefore, no new or substantially more severe significant effects in regards to land use and planning would occur associated with the minor changes to the revised project and no additional mitigation measures are required.

3.12 MINERAL RESOURCES

The 2017 IS/MND concluded that the 2017 project would have no impact related to mineral resources. More specifically, no known mineral resources were identified on the site associated with the project. As such, the proposed project would not result in the loss of availability of a known mineral resource.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to impact known mineral resources as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects in regards to mineral resources would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.13 NOISE

The 2017 IS/MND concluded that the 2017 project would have a less-than-significant impact related to noise levels in excess of standards, groundbourne vibration, increases in permanent noise levels, and airport noise levels. Specifically, the project site lies outside of any major noise areas identified in the General Plan and would not produce a significant amount of trips per day compared to the existing traffic volumes on West Winston Avenue and the trips analyzed in the 2017 IS/MND. Like the 2017 project, the distance of the proposed loading docks from the project site boundary would ensure that noise levels associated with loading/unloading activity at any point outside of the property plan would not exceed the City's noise level standards for industrial land uses.

The 2017 IS/MND identified potentially significant impacts related to temporary increases in ambient noise levels associated with construction activities. However, the 2017 IS/MND determined that these impacts could be reduced to less-than-significant levels with implementation of Mitigation Measure NOI-1, limiting the days and hours of construction activity. The project site has been developed; therefore, this mitigation measure has already been implemented and construction of proposed tenant modifications would not result in new or greater construction noise impacts.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in noise impacts, depending on their location, including their proximity to sensitive receptors. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations, including performance standards in the Hayward Municipal Code, and would be further evaluated for any site specific impacts related to noise as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to noise would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.14 POPULATION AND HOUSING

The 2017 IS/MND concluded that the 2017 project would have a less-than-significant impact related to population and housing, as the project would include the construction of a light industrial building with office space and parking area, which would not contribute to permanent residency on site. Further, the 2017 IS/MND concluded that the 2017 project was consistent with the General Plan's Industrial Technology and Innovation Corridor (IC) land use designation and would not generate growth beyond that anticipated in the General Plan. Similarly, the proposed project would not induce substantial growth as development on the project site is consistent with development assumed in the General Plan, would not displace any existing housing units or people, and would not necessitate the construction of replacement housing elsewhere.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict, which are not anticipated to induce substantial growth. However, individual projects that would locate truck terminal uses within the IP subdistrict would be evaluated for any potential population and house impacts as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to population and housing would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.15 PUBLIC SERVICES

The 2017 IS/MND concluded that the 2017 project would have a less-than-significant impact related to public services, as the 2017 project is consistent with the site's General Plan designation and does not represent unplanned growth. The proposed project would be located on the same site as that evaluated in the 2017 IS/MND and, like the 2017 project, would not result in the need for increased public services. In particular, the proposed project would be required to comply with all applicable codes for safety, security and emergency access. In addition, the project applicant would be required to submit tenant improvement plans to the City Fire Department for review and approval prior to the issuance of building permits to ensure the project would conform to applicable building codes and would provide an on-site fire hydrant system in the event of an on-site fire.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in increased demand for public services. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to public services as part of the Conditional Use Permit process. Therefore, no new or substantially more severe

significant effects related to public services would occur associated with proposed project and no additional mitigation measures are required.

3.16 RECREATION

The 2017 IS/MND concluded that the 2017 project would have no impact related to recreation. Similar to the 2017 project, the proposed project would involve the development of a light industrial building and would not generate population growth that would result in an increase in the use of existing neighborhood and regional parks or other recreational facilities.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to impact recreation facilities as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to recreation would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.17 TRANSPORTATION

Section 4.16 of the 2017 IS/MND analyzed impacts to transportation associated with the proposed project. The 2017 IS/MND concluded that the 2017 project would have less than significant impacts related to traffic operations, pedestrian, bicycle, and transit facilities, and emergency access. The 2017 IS/MND determined that if vehicles were to park near the driveways it could interfere with sight distance, resulting in a potentially significant design hazard. The proposed project would utilize the same driveways as the 2017 project and would be subject to the same impacts related to design hazards. Implementation of Mitigation Measure TRA-1, identified in the 2017 IS/MND would preserve sight distance and reduce impacts due to design features to a less-than-significant level.

The 2017 IS/MND did not include an evaluation of potential impacts associated with CEQA Guidelines Section 15064.3(b), which require the evaluation of VMT as the criteria for analyzing transportation for land use projects, as the 2017 IS/MND was adopted prior to July 1, 2020, when this requirement became effective. In June 2020, the City adopted a resolution with amendments to the Hayward 2040 General Plan establishing new VMT thresholds for CEQA analysis. Per the City's VMT screening criteria for industrial uses, "industrial employment land use projects located in areas with below regional average VMT per employee and/or within a half mile of a major transit stop or corridor and that include low VMT-supporting features will produce low VMT per employee. This is based on a threshold of average VMT per capita, rather than 15 percent below average VMT per employee, as applies to other employment land uses." According to the Transportation Analysis – CEQA Analysis[12] prepared for the proposed project, the project site is located in a zone where the average VMT per employee is higher than the average threshold VMT per employee. However, the project applicant has proposed a transportation demand management (TDM) program and monitoring plan that identifies programs to reduce VMT and describes how those programs would be monitored for adherence, as described in Section 2.0, Project Description. Implementation of

[12] Hexagon Transportation Consultants, Inc. 2021. *2791 Winton Avenue Warehouse Development Transportation Analysis – CEQA Analysis.* Prepared for: City of Hayward. January 25.

these TDM measures, which have been incorporated into the proposed project, would ensure that VMT impacts would be less than significant.

In addition to the employee trips, the project would also include trips by the delivery vans to customers throughout Hayward and the region. As described in Section 3.6.1, the Transportation Analysis – CEQA Analysis prepared for the proposed project concludes that having a local delivery station in Hayward would reduce the trip length for each delivery van, resulting in a reduction in VMT for delivery vans compared to existing conditions. Specifically, deliveries within Hayward currently come from an Amazon facility in San Leandro, which is approximately 10 miles away from Hayward. The proposed project would result in a reduction of average trip length by approximately 20 miles (10 miles each way) for deliveries to Hayward. Thus, having a more distributed delivery network with establishment of a local delivery station in Hayward would reduce the trip length for each delivery van, resulting in a reduction in VMT for delivery vans compared to existing conditions at a regional level. Although an increase in online shopping may increase the number of delivery vans on the road, selling more products online would reduce the need for customers to individually drive to stores to buy products, which could also lead to a reduction in VMT. Therefore, the impact of the delivery van trips on VMT would be less than significant.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in increased VMT or impacts to other transportation modes. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to transportation as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to transportation and traffic would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.18 TRIBAL CULTURAL RESOURCES

Section 4.17 of the 2017 IS/MND analyzed impacts to tribal cultural resources associated with the proposed project. No significant impacts to tribal resources were identified. The CEQA process requires consultation with Native Americans under Assembly Bill (AB) 52. As stated in the 2017 IS/MND, the City did not receive a response to its AB 52 consultation outreach letter to the Ione Band and the cultural resource records search of the project site did not identify any previously recorded cultural resources in or within 0.5 miles of the project site. The proposed project would be located on the same site analyzed as part of the 2017 project.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to impact tribal cultural resource as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects in regards to tribal cultural resources would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.19 UTILITIES AND SERVICE SYSTEMS

The 2017 IS/MND concluded that the proposed project would have less-than-significant impacts related to water and wastewater capacity and facilities, storm drain capacity, and the disposal of solid waste. Specifically, these impacts would be less than significant because the 2017 project would be consistent with the development assumed for the project site under the General Plan. Similarly, the proposed project would be consistent with the General Plan, and these impacts would be less than significant.

The proposed Zoning Code amendment would allow truck terminal uses within the IP subdistrict. New construction within these areas could result in increased demand for utilities and service systems. However, individual projects that would locate truck terminal uses within the IP subdistrict would be governed by existing regulations and would be evaluated for any potential impacts related to utilities and service systems as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to utilities and service systems would occur associated with proposed project and no additional mitigation measures are required.

3.20 WILDFIRE

The 2017 IS/MND analyzed impacts related to wildfire in Section 4.8, Hazards and Hazardous Materials. As noted in Section 3.9, Hazards and Hazardous Materials of this Addendum, the project site is located within an area mapped by the Association of Bay Area Governments as a wildland-urban interface fire threatened community. The 2017 IS/MND determined that construction and operation of the 2017 project could increase fire risks. The proposed project would be located on the same site analyzed as part of the 2017 project, and would be subject to similar conditions related to wildfire. As described above, the project has been constructed and Mitigation Measure HAZ-4a, which requires the construction contractor to ensure spark arrestors are fitted on all construction vehicles and equipment, has already been implemented. Proposed tenant modifications are not anticipated to result in a significant risk related to wildfire. However, similar to the 2017 project, the project sponsor would be required to prepare and implement a Vegetation Management Plan, consistent with Mitigation Measure HAZ-4b. Implementation of this mitigation measure would ensure that impacts related to wildland fires would be reduced to less-than-significant levels.

The proposed project would allow truck terminal uses to be located within existing industrial areas of the City and individual construction projects would be evaluated based on their location and potential to result in increased risk from wildfire as part of the Conditional Use Permit process. Therefore, no new or substantially more severe significant effects related to wildfire would occur associated with the minor changes to the 2017 project and no additional mitigation measures are required.

3.21 COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTIONS 15162 AND 15164

The following discussion summarizes the reasons that a new IS/MND or EIR, pursuant to CEQA Guidelines Sections 15162 and 15163, is not required to evaluate the environmental effects of the proposed project. The analyses prepared for each CEQA topic in the previous sections demonstrate

that the proposed project is addressed within the scope of the 2017 IS/MND, and no new impacts are identified, no impacts are more severe, no new mitigation measures are required, and no substantial changes to the existing environmental circumstances have occurred leading to new or more severe previously identified impacts.

3.21.1 Substantial Changes to the Project

As discussed in Section 2.0, Project Description, the proposed project has not substantially changed from the project identified and evaluated in the 2017 IS/MND. Additionally, the changes identified for the proposed project do not substantially change the assumptions concerning the future development of the project site and evaluated in the 2017 IS/MND. With regard to the proposed zoning text amendment to allow truck terminals as a conditionally permitted use in the IP subdistrict, as described throughout this document, any future proposal would be subject to site specific review and analysis prior to approval therefore the zoning text amendment would not result in a significant impact on the environment. As such, an Addendum is the appropriate document to address these minor modifications rather than a Subsequent IS/MND or EIR.

3.21.2 Substantial Changes in Circumstances

As described for each CEQA topic in the previous sections, the existing environmental conditions or circumstances in and around the project sites have not changed such that implementation of the proposed minor modifications to the project would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the 2017 IS/MND, and thus major revisions to the 2017 IS/MND are not required.

3.21.3 New Information

No new information of substantial importance, which was not known and could not have been known when the 2017 IS/MND was adopted, has been identified to show that the proposed minor modifications to the project would be expected to result in: 1) new significant environmental effects not identified in the 2017 IS/MND; 2) substantially more severe environmental effects than shown in the 2017 IS/MND; 3) mitigation measures or alternatives previously determined to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project sponsor declines to adopt the mitigation measure or alternative; or 4) mitigation measures or alternatives which are considerably different from those identified in the 2017 IS/MND would substantially reduce one or more significant effects of the project but the project sponsor declines to adopt the mitigation measure or alternative. In addition, the proposed minor modifications to the project and proposed zoning text amendment would require no new mitigation measures because no new or substantially more severe impacts are expected beyond those identified in the 2017 IS/MND.

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4.0 CONCLUSION

On the basis of the evaluation presented in Section 3.0, the minor modifications to the 2017 project evaluated in the 2017 IS/MND associated with the zoning text amendment and tenant improvements at the existing building located at 2701 West Winton Avenue in order to construct a commercial distribution center, would not trigger any of the conditions listed in Section 1.2 of the Addendum requiring preparation of a subsequent or supplemental IS/MND.

Overall, the proposed project would result in similar effects to those of the 2017 project with similar uses as those, which were originally proposed and would therefore generate comparable effects. The proposed project would not result in new significant effects or effects that would be substantially more severe than those identified in the 2017 IS/MND. As stated in Section 3.0, for the topics of aesthetics; agricultural and forestry resources; air quality; biological resources; cultural resources; energy; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; transportation; tribal cultural resources; utilities and service systems; and wildfire, the proposed project would not result in any new or more severe significant environmental impacts. The mitigation measures included in the 2017 IS/MND would remain applicable to the proposed project.

The analyses and conclusions in the 2017 IS/MND remain current and valid. The proposed revisions to the project, would not cause new or substantially more severe significant effects than identified in the 2017 IS/MND. No change has occurred with respect to circumstances surrounding the revised project that would cause new or substantially more severe significant environmental effects than identified in the 2017 IS/MND, and no new information has become available that shows that the project would cause significant environmental effects not already analyzed in the 2017 IS/MND. Therefore, no further environmental review is required beyond this Addendum to the 2017 IS/MND, and the Addendum satisfies the requirements of CEQA Guidelines Section 15162 and 15164.

This Addendum demonstrates that no major revisions are necessary to the 2017 IS/MND to include the proposed project; none of the conditions described above are triggered by the proposed project, and an Addendum to the 2017 IS/MND is the appropriate CEQA document.

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5.0 REPORT PREPARATION

5.1 REPORT PREPARERS

LSA Associates, Inc.

157 Park Place
Richmond, CA 94801

Theresa Wallace, AICP, Principal in Charge
Matthew Wiswell, AICP, Project Manager
Shanna Guiler, AICP, Associate
Patty Linder, Graphics and Production

5.2 REFERENCES

California Energy Commission, 2019. 2019 Integrated Energy Policy Report. California Energy Commission. Docket # 19-IEPR-01.

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APPENDIX A

AIR QUALITY MODELING RESULTS

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2701 West Winton Project

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	507.50	1000sqft	11.65	507,500.00	0
Parking Lot	1,243.00	Space	11.19	497,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 emission factor based on 5-year average (PG&E 2015).

Land Use - Parking spaces include the van and flex loading and staging parking.

Construction Phase - Default construction schedule.

Vehicle Trips - Trip generation based on the 2791 Winton Avenue Development Local Transportation Analysis (Hexagon, 2021).

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	1.68	8.18
tblVehicleTrips	SU_TR	1.68	8.18
tblVehicleTrips	WD_TR	1.68	8.18

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2916	2.9077	2.2511	6.7500e-003	0.4777	0.0984	0.5761	0.1766	0.0916	0.2682	0.0000	613.9266	613.9266	0.0817	0.0000	615.9695
2022	0.4465	4.3210	3.7795	0.0133	0.5746	0.1122	0.6868	0.1561	0.1055	0.2617	0.0000	1,216.3205	1,216.3205	0.1096	0.0000	1,219.0612
2023	2.7874	0.1871	0.2531	5.8000e-004	0.0189	7.7000e-003	0.0266	5.0900e-003	7.1800e-003	0.0123	0.0000	51.6292	51.6292	8.7300e-003	0.0000	51.8474
Maximum	**2.7874**	**4.3210**	**3.7795**	**0.0133**	**0.5746**	**0.1122**	**0.6868**	**0.1766**	**0.1055**	**0.2682**	**0.0000**	**1,216.3205**	**1,216.3205**	**0.1096**	**0.0000**	**1,219.0612**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2916	2.9077	2.2511	6.7500e-003	0.4777	0.0984	0.5761	0.1766	0.0916	0.2682	0.0000	613.9263	613.9263	0.0817	0.0000	615.9692
2022	0.4465	4.3210	3.7795	0.0133	0.5746	0.1122	0.6868	0.1561	0.1055	0.2617	0.0000	1,216.3201	1,216.3201	0.1096	0.0000	1,219.0609
2023	2.7874	0.1871	0.2531	5.8000e-004	0.0189	7.7000e-003	0.0266	5.0900e-003	7.1800e-003	0.0123	0.0000	51.6292	51.6292	8.7300e-003	0.0000	51.8474
Maximum	**2.7874**	**4.3210**	**3.7795**	**0.0133**	**0.5746**	**0.1122**	**0.6868**	**0.1766**	**0.1055**	**0.2682**	**0.0000**	**1,216.3201**	**1,216.3201**	**0.1096**	**0.0000**	**1,219.0609**

2701 West Winton Project - Alameda County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**6-7-2021**	**9-6-2021**	1.5161	1.5161
2	**9-7-2021**	**12-6-2021**	1.2966	1.2966
3	**12-7-2021**	**3-6-2022**	1.2128	1.2128
4	**3-7-2022**	**6-6-2022**	1.2020	1.2020
5	**6-7-2022**	**9-6-2022**	1.1987	1.1987
6	**9-7-2022**	**12-6-2022**	1.1946	1.1946
7	**12-7-2022**	**3-6-2023**	3.2932	3.2932
		Highest	3.2932	3.2932

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2907	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0313	0.0313	8.0000e-005	0.0000	0.0333
Energy	9.5000e-003	0.0863	0.0725	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	387.1112	387.1112	0.0277	7.0700e-003	389.9101
Mobile	1.1023	6.8474	13.3034	0.0556	4.5331	0.0454	4.5785	1.2184	0.0425	1.2609	0.0000	5,132.8120	5,132.8120	0.1863	0.0000	5,137.4688
Waste						0.0000	0.0000		0.0000	0.0000	96.8368	0.0000	96.8368	5.7229	0.0000	239.9092
Water						0.0000	0.0000		0.0000	0.0000	37.2327	94.7094	131.9421	3.8325	0.0920	255.1783
Total	**3.4025**	**6.9338**	**13.3920**	**0.0561**	**4.5331**	**0.0520**	**4.5851**	**1.2184**	**0.0492**	**1.2675**	**134.0696**	**5,614.6638**	**5,748.7334**	**9.7694**	**0.0991**	**6,022.4997**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2907	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0313	0.0313	8.0000e-005	0.0000	0.0333
Energy	9.5000e-003	0.0863	0.0725	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	387.1112	387.1112	0.0277	7.0700e-003	389.9101
Mobile	1.1023	6.8474	13.3034	0.0556	4.5331	0.0454	4.5785	1.2184	0.0425	1.2609	0.0000	5,132.8120	5,132.8120	0.1863	0.0000	5,137.4688
Waste						0.0000	0.0000		0.0000	0.0000	96.8368	0.0000	96.8368	5.7229	0.0000	239.9092
Water						0.0000	0.0000		0.0000	0.0000	37.2327	94.7094	131.9421	3.8325	0.0920	255.1783
Total	**3.4025**	**6.9338**	**13.3920**	**0.0561**	**4.5331**	**0.0520**	**4.5851**	**1.2184**	**0.0492**	**1.2675**	**134.0696**	**5,614.6638**	**5,748.7334**	**9.7694**	**0.0991**	**6,022.4997**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/7/2021	6/18/2021	5	10	
2	Grading	Grading	6/19/2021	8/6/2021	5	35	
3	Building Construction	Building Construction	8/7/2021	1/6/2023	5	370	
4	Paving	Paving	1/7/2023	2/3/2023	5	20	
5	Architectural Coating	Architectural Coating	2/4/2023	3/3/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 11.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 761,250; Non-Residential Outdoor: 253,750; Striped Parking Area: 29,832 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	422.00	165.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.1500e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6106	0.6106	1.0000e-005	0.0000	0.6110
Total	**2.9000e-004**	**2.0000e-004**	**2.1500e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.6106**	**0.6106**	**1.0000e-005**	**0.0000**	**0.6110**

3.2 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.1500e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6106	0.6106	1.0000e-005	0.0000	0.6110
Total	**2.9000e-004**	**2.0000e-004**	**2.1500e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.6106**	**0.6106**	**1.0000e-005**	**0.0000**	**0.6110**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e-003		0.0347	0.0347		0.0320	0.0320	0.0000	95.3662	95.3662	0.0308	0.0000	96.1373
Total	**0.0734**	**0.8120**	**0.5404**	**1.0900e-003**	**0.1518**	**0.0347**	**0.1865**	**0.0629**	**0.0320**	**0.0949**	**0.0000**	**95.3662**	**95.3662**	**0.0308**	**0.0000**	**96.1373**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	8.0000e-004	8.3400e-003	3.0000e-005	2.7700e-003	2.0000e-005	2.7900e-003	7.4000e-004	2.0000e-005	7.5000e-004	0.0000	2.3747	2.3747	6.0000e-005	0.0000	2.3761
Total	**1.1200e-003**	**8.0000e-004**	**8.3400e-003**	**3.0000e-005**	**2.7700e-003**	**2.0000e-005**	**2.7900e-003**	**7.4000e-004**	**2.0000e-005**	**7.5000e-004**	**0.0000**	**2.3747**	**2.3747**	**6.0000e-005**	**0.0000**	**2.3761**

3.3 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e-003		0.0347	0.0347		0.0320	0.0320	0.0000	95.3661	95.3661	0.0308	0.0000	96.1372
Total	**0.0734**	**0.8120**	**0.5404**	**1.0900e-003**	**0.1518**	**0.0347**	**0.1865**	**0.0629**	**0.0320**	**0.0949**	**0.0000**	**95.3661**	**95.3661**	**0.0308**	**0.0000**	**96.1372**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	8.0000e-004	8.3400e-003	3.0000e-005	2.7700e-003	2.0000e-005	2.7900e-003	7.4000e-004	2.0000e-005	7.5000e-004	0.0000	2.3747	2.3747	6.0000e-005	0.0000	2.3761
Total	**1.1200e-003**	**8.0000e-004**	**8.3400e-003**	**3.0000e-005**	**2.7700e-003**	**2.0000e-005**	**2.7900e-003**	**7.4000e-004**	**2.0000e-005**	**7.5000e-004**	**0.0000**	**2.3747**	**2.3747**	**6.0000e-005**	**0.0000**	**2.3761**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0998	0.9152	0.8702	1.4100e-003		0.0503	0.0503		0.0473	0.0473	0.0000	121.6096	121.6096	0.0293	0.0000	122.3431
Total	**0.0998**	**0.9152**	**0.8702**	**1.4100e-003**		**0.0503**	**0.0503**		**0.0473**	**0.0473**	**0.0000**	**121.6096**	**121.6096**	**0.0293**	**0.0000**	**122.3431**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0268	0.9266	0.1963	2.3700e-003	0.0569	1.9300e-003	0.0588	0.0165	1.8500e-003	0.0183	0.0000	226.9320	226.9320	0.0125	0.0000	227.2437
Worker	0.0708	0.0504	0.5281	1.6600e-003	0.1752	1.1800e-003	0.1764	0.0466	1.0800e-003	0.0477	0.0000	150.3156	150.3156	3.5900e-003	0.0000	150.4054
Total	**0.0976**	**0.9770**	**0.7243**	**4.0300e-003**	**0.2321**	**3.1100e-003**	**0.2352**	**0.0631**	**2.9300e-003**	**0.0660**	**0.0000**	**377.2477**	**377.2477**	**0.0161**	**0.0000**	**377.6491**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0998	0.9152	0.8702	1.4100e-003		0.0503	0.0503		0.0473	0.0473	0.0000	121.6094	121.6094	0.0293	0.0000	122.3429
Total	**0.0998**	**0.9152**	**0.8702**	**1.4100e-003**		**0.0503**	**0.0503**		**0.0473**	**0.0473**	**0.0000**	**121.6094**	**121.6094**	**0.0293**	**0.0000**	**122.3429**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0268	0.9266	0.1963	2.3700e-003	0.0569	1.9300e-003	0.0588	0.0165	1.8500e-003	0.0183	0.0000	226.9320	226.9320	0.0125	0.0000	227.2437
Worker	0.0708	0.0504	0.5281	1.6600e-003	0.1752	1.1800e-003	0.1764	0.0466	1.0800e-003	0.0477	0.0000	150.3156	150.3156	3.5900e-003	0.0000	150.4054
Total	**0.0976**	**0.9770**	**0.7243**	**4.0300e-003**	**0.2321**	**3.1100e-003**	**0.2352**	**0.0631**	**2.9300e-003**	**0.0660**	**0.0000**	**377.2477**	**377.2477**	**0.0161**	**0.0000**	**377.6491**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0621	2.1792	0.4552	5.8100e-003	0.1409	4.1400e-003	0.1450	0.0408	3.9600e-003	0.0447	0.0000	556.4323	556.4323	0.0295	0.0000	557.1697
Worker	0.1627	0.1118	1.1970	3.9700e-003	0.4338	2.8400e-003	0.4366	0.1154	2.6200e-003	0.1180	0.0000	358.6454	358.6454	7.9600e-003	0.0000	358.8445
Total	**0.2247**	**2.2910**	**1.6522**	**9.7800e-003**	**0.5746**	**6.9800e-003**	**0.5816**	**0.1561**	**6.5800e-003**	**0.1627**	**0.0000**	**915.0777**	**915.0777**	**0.0375**	**0.0000**	**916.0142**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0621	2.1792	0.4552	5.8100e-003	0.1409	4.1400e-003	0.1450	0.0408	3.9600e-003	0.0447	0.0000	556.4323	556.4323	0.0295	0.0000	557.1697
Worker	0.1627	0.1118	1.1970	3.9700e-003	0.4338	2.8400e-003	0.4366	0.1154	2.6200e-003	0.1180	0.0000	358.6454	358.6454	7.9600e-003	0.0000	358.8445
Total	**0.2247**	**2.2910**	**1.6522**	**9.7800e-003**	**0.5746**	**6.9800e-003**	**0.5816**	**0.1561**	**6.5800e-003**	**0.1627**	**0.0000**	**915.0777**	**915.0777**	**0.0375**	**0.0000**	**916.0142**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0360	0.0406	7.0000e-005		1.7500e-003	1.7500e-003		1.6500e-003	1.6500e-003	0.0000	5.7951	5.7951	1.3800e-003	0.0000	5.8296
Total	**3.9300e-003**	**0.0360**	**0.0406**	**7.0000e-005**		**1.7500e-003**	**1.7500e-003**		**1.6500e-003**	**1.6500e-003**	**0.0000**	**5.7951**	**5.7951**	**1.3800e-003**	**0.0000**	**5.8296**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7000e-004	0.0324	7.6500e-003	1.1000e-004	2.7100e-003	3.0000e-005	2.7400e-003	7.8000e-004	3.0000e-005	8.2000e-004	0.0000	10.3962	10.3962	4.5000e-004	0.0000	10.4075
Worker	2.9100e-003	1.9300e-003	0.0211	7.0000e-005	8.3400e-003	5.0000e-005	8.3900e-003	2.2200e-003	5.0000e-005	2.2700e-003	0.0000	6.6333	6.6333	1.4000e-004	0.0000	6.6367
Total	**3.7800e-003**	**0.0344**	**0.0287**	**1.8000e-004**	**0.0111**	**8.0000e-005**	**0.0111**	**3.0000e-003**	**8.0000e-005**	**3.0900e-003**	**0.0000**	**17.0294**	**17.0294**	**5.9000e-004**	**0.0000**	**17.0442**

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0360	0.0406	7.0000e-005		1.7500e-003	1.7500e-003		1.6500e-003	1.6500e-003	0.0000	5.7951	5.7951	1.3800e-003	0.0000	5.8296
Total	**3.9300e-003**	**0.0360**	**0.0406**	**7.0000e-005**		**1.7500e-003**	**1.7500e-003**		**1.6500e-003**	**1.6500e-003**	**0.0000**	**5.7951**	**5.7951**	**1.3800e-003**	**0.0000**	**5.8296**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7000e-004	0.0324	7.6500e-003	1.1000e-004	2.7100e-003	3.0000e-005	2.7400e-003	7.8000e-004	3.0000e-005	8.2000e-004	0.0000	10.3962	10.3962	4.5000e-004	0.0000	10.4075
Worker	2.9100e-003	1.9300e-003	0.0211	7.0000e-005	8.3400e-003	5.0000e-005	8.3900e-003	2.2200e-003	5.0000e-005	2.2700e-003	0.0000	6.6333	6.6333	1.4000e-004	0.0000	6.6367
Total	**3.7800e-003**	**0.0344**	**0.0287**	**1.8000e-004**	**0.0111**	**8.0000e-005**	**0.0111**	**3.0000e-003**	**8.0000e-005**	**3.0900e-003**	**0.0000**	**17.0294**	**17.0294**	**5.9000e-004**	**0.0000**	**17.0442**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	0.0147					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0250**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0269**	**20.0269**	**6.4800e-003**	**0.0000**	**20.1888**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.7000e-004	3.0000e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	2.0000e-005	0.0000	0.9436
Total	**4.1000e-004**	**2.7000e-004**	**3.0000e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**2.0000e-005**	**0.0000**	**0.9436**

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	0.0147					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0250**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0268**	**20.0268**	**6.4800e-003**	**0.0000**	**20.1888**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.7000e-004	3.0000e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	2.0000e-005	0.0000	0.9436
Total	**4.1000e-004**	**2.7000e-004**	**3.0000e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**2.0000e-005**	**0.0000**	**0.9436**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.7500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**2.7519**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3200e-003	1.5400e-003	0.0168	6.0000e-005	6.6400e-003	4.0000e-005	6.6800e-003	1.7700e-003	4.0000e-005	1.8100e-003	0.0000	5.2815	5.2815	1.1000e-004	0.0000	5.2842
Total	**2.3200e-003**	**1.5400e-003**	**0.0168**	**6.0000e-005**	**6.6400e-003**	**4.0000e-005**	**6.6800e-003**	**1.7700e-003**	**4.0000e-005**	**1.8100e-003**	**0.0000**	**5.2815**	**5.2815**	**1.1000e-004**	**0.0000**	**5.2842**

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.7500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**2.7519**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3200e-003	1.5400e-003	0.0168	6.0000e-005	6.6400e-003	4.0000e-005	6.6800e-003	1.7700e-003	4.0000e-005	1.8100e-003	0.0000	5.2815	5.2815	1.1000e-004	0.0000	5.2842
Total	**2.3200e-003**	**1.5400e-003**	**0.0168**	**6.0000e-005**	**6.6400e-003**	**4.0000e-005**	**6.6800e-003**	**1.7700e-003**	**4.0000e-005**	**1.8100e-003**	**0.0000**	**5.2815**	**5.2815**	**1.1000e-004**	**0.0000**	**5.2842**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1023	6.8474	13.3034	0.0556	4.5331	0.0454	4.5785	1.2184	0.0425	1.2609	0.0000	5,132.8120	5,132.8120	0.1863	0.0000	5,137.4688
Unmitigated	1.1023	6.8474	13.3034	0.0556	4.5331	0.0454	4.5785	1.2184	0.0425	1.2609	0.0000	5,132.8120	5,132.8120	0.1863	0.0000	5,137.4688

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	4,151.35	4,151.35	4151.35	12,119,913	12,119,913
Total	4,151.35	4,151.35	4,151.35	12,119,913	12,119,913

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704
Unrefrigerated Warehouse-No Rail	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	293.1362	293.1362	0.0259	5.3500e-003	295.3767
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	293.1362	293.1362	0.0259	5.3500e-003	295.3767
NaturalGas Mitigated	9.5000e-003	0.0863	0.0725	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	93.9750	93.9750	1.8000e-003	1.7200e-003	94.5335
NaturalGas Unmitigated	9.5000e-003	0.0863	0.0725	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	93.9750	93.9750	1.8000e-003	1.7200e-003	94.5335

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.76102e+006	9.5000e-003	0.0863	0.0725	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	93.9750	93.9750	1.8000e-003	1.7200e-003	94.5335
Total		**9.5000e-003**	**0.0863**	**0.0725**	**5.2000e-004**		**6.5600e-003**	**6.5600e-003**		**6.5600e-003**	**6.5600e-003**	**0.0000**	**93.9750**	**93.9750**	**1.8000e-003**	**1.7200e-003**	**94.5335**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.76102e+006	9.5000e-003	0.0863	0.0725	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	93.9750	93.9750	1.8000e-003	1.7200e-003	94.5335
Total		**9.5000e-003**	**0.0863**	**0.0725**	**5.2000e-004**		**6.5600e-003**	**6.5600e-003**		**6.5600e-003**	**6.5600e-003**	**0.0000**	**93.9750**	**93.9750**	**1.8000e-003**	**1.7200e-003**	**94.5335**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	174020	25.9536	2.2900e-003	4.7000e-004	26.1519
Unrefrigerated Warehouse-No Rail	1.79148e+006	267.1827	0.0236	4.8800e-003	269.2247
Total		**293.1362**	**0.0259**	**5.3500e-003**	**295.3767**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	174020	25.9536	2.2900e-003	4.7000e-004	26.1519
Unrefrigerated Warehouse-No Rail	1.79148e+006	267.1827	0.0236	4.8800e-003	269.2247
Total		**293.1362**	**0.0259**	**5.3500e-003**	**295.3767**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2907	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0313	0.0313	8.0000e-005	0.0000	0.0333
Unmitigated	2.2907	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0313	0.0313	8.0000e-005	0.0000	0.0333

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2750					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0142					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4900e-003	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0313	0.0313	8.0000e-005	0.0000	0.0333
Total	**2.2907**	**1.5000e-004**	**0.0161**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0313**	**0.0313**	**8.0000e-005**	**0.0000**	**0.0333**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2750					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0142					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4900e-003	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0313	0.0313	8.0000e-005	0.0000	0.0333
Total	**2.2907**	**1.5000e-004**	**0.0161**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0313**	**0.0313**	**8.0000e-005**	**0.0000**	**0.0333**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	131.9421	3.8325	0.0920	255.1783
Unmitigated	131.9421	3.8325	0.0920	255.1783

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	117.359 / 0	131.9421	3.8325	0.0920	255.1783
Total		**131.9421**	**3.8325**	**0.0920**	**255.1783**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	117.359 / 0	131.9421	3.8325	0.0920	255.1783
Total		**131.9421**	**3.8325**	**0.0920**	**255.1783**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	96.8368	5.7229	0.0000	239.9092
Unmitigated	96.8368	5.7229	0.0000	239.9092

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	477.05	96.8368	5.7229	0.0000	239.9092
Total		**96.8368**	**5.7229**	**0.0000**	**239.9092**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	477.05	96.8368	5.7229	0.0000	239.9092
Total		**96.8368**	**5.7229**	**0.0000**	**239.9092**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2701 West Winton Project

Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	507.50	1000sqft	11.65	507,500.00	0
Parking Lot	1,243.00	Space	11.19	497,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 emission factor based on 5-year average (PG&E 2015).

Land Use - Parking spaces include the van and flex loading and staging parking.

Construction Phase - Default construction schedule.

Vehicle Trips - Trip generation based on the 2791 Winton Avenue Development Local Transportation Analysis (Hexagon, 2021).

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	1.68	8.18
tblVehicleTrips	SU_TR	1.68	8.18
tblVehicleTrips	WD_TR	1.68	8.18

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2587	46.4400	31.3994	0.1067	18.2141	2.0454	20.2595	9.9699	1.8818	11.8517	0.0000	10,776.7591	10,776.7591	1.9466	0.0000	10,800.4387
2022	3.4955	32.9853	29.7084	0.1050	4.5847	0.8623	5.4469	1.2414	0.8113	2.0528	0.0000	10,606.7988	10,606.7988	0.9237	0.0000	10,629.8913
2023	275.4364	27.9517	28.3747	0.1024	4.5847	0.7346	5.3193	1.2414	0.6910	1.9325	0.0000	10,345.8053	10,345.8053	0.8643	0.0000	10,367.4132
Maximum	**275.4364**	**46.4400**	**31.3994**	**0.1067**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8517**	**0.0000**	**10,776.7591**	**10,776.7591**	**1.9466**	**0.0000**	**10,800.4387**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2587	46.4400	31.3994	0.1067	18.2141	2.0454	20.2595	9.9699	1.8818	11.8517	0.0000	10,776.7591	10,776.7591	1.9466	0.0000	10,800.4386
2022	3.4955	32.9853	29.7084	0.1050	4.5847	0.8623	5.4469	1.2414	0.8113	2.0528	0.0000	10,606.7988	10,606.7988	0.9237	0.0000	10,629.8913
2023	275.4364	27.9517	28.3747	0.1024	4.5847	0.7346	5.3193	1.2414	0.6910	1.9325	0.0000	10,345.8053	10,345.8053	0.8643	0.0000	10,367.4132
Maximum	**275.4364**	**46.4400**	**31.3994**	**0.1067**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8517**	**0.0000**	**10,776.7591**	**10,776.7591**	**1.9466**	**0.0000**	**10,800.4386**

2701 West Winton Project - Alameda County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Energy	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Mobile	6.9221	36.6236	76.8310	0.3225	25.8567	0.2493	26.1060	6.9274	0.2335	7.1609		32,785.6858	32,785.6858	1.1304		32,813.9446
Total	**19.5341**	**37.0983**	**77.4070**	**0.3254**	**25.8567**	**0.2859**	**26.1426**	**6.9274**	**0.2701**	**7.1975**		**33,353.6838**	**33,353.6838**	**1.1422**	**0.0104**	**33,385.3407**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Energy	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Mobile	6.9221	36.6236	76.8310	0.3225	25.8567	0.2493	26.1060	6.9274	0.2335	7.1609		32,785.6858	32,785.6858	1.1304		32,813.9446
Total	**19.5341**	**37.0983**	**77.4070**	**0.3254**	**25.8567**	**0.2859**	**26.1426**	**6.9274**	**0.2701**	**7.1975**		**33,353.6838**	**33,353.6838**	**1.1422**	**0.0104**	**33,385.3407**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/7/2021	6/18/2021	5	10	
2	Grading	Grading	6/19/2021	8/6/2021	5	35	
3	Building Construction	Building Construction	8/7/2021	1/6/2023	5	370	
4	Paving	Paving	1/7/2023	2/3/2023	5	20	
5	Architectural Coating	Architectural Coating	2/4/2023	3/3/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 11.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 761,250; Non-Residential Outdoor: 253,750; Striped Parking Area: 29,832 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	422.00	165.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0608	0.0362	0.4689	1.4600e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		145.1480	145.1480	3.4500e-003		145.2341
Total	**0.0608**	**0.0362**	**0.4689**	**1.4600e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**145.1480**	**145.1480**	**3.4500e-003**		**145.2341**

3.2 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0608	0.0362	0.4689	1.4600e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		145.1480	145.1480	3.4500e-003		145.2341
Total	**0.0608**	**0.0362**	**0.4689**	**1.4600e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**145.1480**	**145.1480**	**3.4500e-003**		**145.2341**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0676	0.0402	0.5210	1.6200e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		161.2755	161.2755	3.8300e-003		161.3713
Total	**0.0676**	**0.0402**	**0.5210**	**1.6200e-003**	**0.1643**	**1.0600e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**161.2755**	**161.2755**	**3.8300e-003**		**161.3713**

3.3 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0676	0.0402	0.5210	1.6200e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		161.2755	161.2755	3.8300e-003		161.3713
Total	**0.0676**	**0.0402**	**0.5210**	**1.6200e-003**	**0.1643**	**1.0600e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**161.2755**	**161.2755**	**3.8300e-003**		**161.3713**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4990	17.4766	3.4729	0.0457	1.1180	0.0363	1.1543	0.3219	0.0347	0.3567		4,820.4820	4,820.4820	0.2504		4,826.7408
Worker	1.4256	0.8476	10.9929	0.0341	3.4666	0.0224	3.4891	0.9195	0.0207	0.9402		3,402.9132	3,402.9132	0.0808		3,404.9336
Total	**1.9246**	**18.3242**	**14.4658**	**0.0798**	**4.5846**	**0.0587**	**4.6434**	**1.2414**	**0.0554**	**1.2968**		**8,223.3952**	**8,223.3952**	**0.3312**		**8,231.6744**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4990	17.4766	3.4729	0.0457	1.1180	0.0363	1.1543	0.3219	0.0347	0.3567		4,820.4820	4,820.4820	0.2504		4,826.7408
Worker	1.4256	0.8476	10.9929	0.0341	3.4666	0.0224	3.4891	0.9195	0.0207	0.9402		3,402.9132	3,402.9132	0.0808		3,404.9336
Total	**1.9246**	**18.3242**	**14.4658**	**0.0798**	**4.5846**	**0.0587**	**4.6434**	**1.2414**	**0.0554**	**1.2968**		**8,223.3952**	**8,223.3952**	**0.3312**		**8,231.6744**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4664	16.6107	3.2539	0.0452	1.1180	0.0314	1.1495	0.3219	0.0300	0.3520		4,773.6488	4,773.6488	0.2393		4,779.6308
Worker	1.3228	0.7590	10.0911	0.0329	3.4666	0.0218	3.4885	0.9195	0.0201	0.9396		3,278.8165	3,278.8165	0.0725		3,280.6283
Total	**1.7892**	**17.3697**	**13.3450**	**0.0781**	**4.5847**	**0.0532**	**4.6379**	**1.2414**	**0.0502**	**1.2916**		**8,052.4652**	**8,052.4652**	**0.3118**		**8,060.2591**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4664	16.6107	3.2539	0.0452	1.1180	0.0314	1.1495	0.3219	0.0300	0.3520		4,773.6488	4,773.6488	0.2393		4,779.6308
Worker	1.3228	0.7590	10.0911	0.0329	3.4666	0.0218	3.4885	0.9195	0.0201	0.9396		3,278.8165	3,278.8165	0.0725		3,280.6283
Total	**1.7892**	**17.3697**	**13.3450**	**0.0781**	**4.5847**	**0.0532**	**4.6379**	**1.2414**	**0.0502**	**1.2916**		**8,052.4652**	**8,052.4652**	**0.3118**		**8,060.2591**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3416	12.8857	2.8645	0.0439	1.1181	0.0136	1.1316	0.3219	0.0130	0.3349		4,637.2662	4,637.2662	0.1915		4,642.0546
Worker	1.2303	0.6811	9.2661	0.0316	3.4666	0.0213	3.4880	0.9195	0.0197	0.9392		3,153.3292	3,153.3292	0.0649		3,154.9526
Total	**1.5719**	**13.5668**	**12.1307**	**0.0755**	**4.5847**	**0.0349**	**4.6196**	**1.2414**	**0.0326**	**1.2741**		**7,790.5953**	**7,790.5953**	**0.2565**		**7,797.0072**

3.4 Building Construction - 2023

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3416	12.8857	2.8645	0.0439	1.1181	0.0136	1.1316	0.3219	0.0130	0.3349		4,637.2662	4,637.2662	0.1915		4,642.0546
Worker	1.2303	0.6811	9.2661	0.0316	3.4666	0.0213	3.4880	0.9195	0.0197	0.9392		3,153.3292	3,153.3292	0.0649		3,154.9526
Total	**1.5719**	**13.5668**	**12.1307**	**0.0755**	**4.5847**	**0.0349**	**4.6196**	**1.2414**	**0.0326**	**1.2741**		**7,790.5953**	**7,790.5953**	**0.2565**		**7,797.0072**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.4659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4986**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0437	0.0242	0.3294	1.1200e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		112.0852	112.0852	2.3100e-003		112.1429
Total	**0.0437**	**0.0242**	**0.3294**	**1.1200e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**112.0852**	**112.0852**	**2.3100e-003**		**112.1429**

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.4659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4986**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0437	0.0242	0.3294	1.1200e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		112.0852	112.0852	2.3100e-003		112.1429
Total	**0.0437**	**0.0242**	**0.3294**	**1.1200e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**112.0852**	**112.0852**	**2.3100e-003**		**112.1429**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	274.9999					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**275.1915**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2449	0.1356	1.8444	6.2900e-003	0.6900	4.2500e-003	0.6943	0.1830	3.9100e-003	0.1869		627.6769	627.6769	0.0129		628.0001
Total	**0.2449**	**0.1356**	**1.8444**	**6.2900e-003**	**0.6900**	**4.2500e-003**	**0.6943**	**0.1830**	**3.9100e-003**	**0.1869**		**627.6769**	**627.6769**	**0.0129**		**628.0001**

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	274.9999					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**275.1915**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2449	0.1356	1.8444	6.2900e-003	0.6900	4.2500e-003	0.6943	0.1830	3.9100e-003	0.1869		627.6769	627.6769	0.0129		628.0001
Total	**0.2449**	**0.1356**	**1.8444**	**6.2900e-003**	**0.6900**	**4.2500e-003**	**0.6943**	**0.1830**	**3.9100e-003**	**0.1869**		**627.6769**	**627.6769**	**0.0129**		**628.0001**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.9221	36.6236	76.8310	0.3225	25.8567	0.2493	26.1060	6.9274	0.2335	7.1609		32,785.6858	32,785.6858	1.1304		32,813.9446
Unmitigated	6.9221	36.6236	76.8310	0.3225	25.8567	0.2493	26.1060	6.9274	0.2335	7.1609		32,785.6858	32,785.6858	1.1304		32,813.9446

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	4,151.35	4,151.35	4151.35	12,119,913	12,119,913
Total	4,151.35	4,151.35	4,151.35	12,119,913	12,119,913

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704
Unrefrigerated Warehouse-No Rail	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
NaturalGas Unmitigated	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	4824.73	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Total		**0.0520**	**0.4730**	**0.3973**	**2.8400e-003**		**0.0360**	**0.0360**		**0.0360**	**0.0360**		**567.6148**	**567.6148**	**0.0109**	**0.0104**	**570.9879**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	4.82473	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Total		**0.0520**	**0.4730**	**0.3973**	**2.8400e-003**		**0.0360**	**0.0360**		**0.0360**	**0.0360**		**567.6148**	**567.6148**	**0.0109**	**0.0104**	**570.9879**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Unmitigated	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0366					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0166	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Total	**12.5600**	**1.6300e-003**	**0.1787**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**		**0.3831**	**0.3831**	**1.0000e-003**		**0.4082**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0366					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0166	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Total	**12.5600**	**1.6300e-003**	**0.1787**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**		**0.3831**	**0.3831**	**1.0000e-003**		**0.4082**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2701 West Winton Project

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	507.50	1000sqft	11.65	507,500.00	0
Parking Lot	1,243.00	Space	11.19	497,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 emission factor based on 5-year average (PG&E 2015).

Land Use - Parking spaces include the van and flex loading and staging parking.

Construction Phase - Default construction schedule.

Vehicle Trips - Trip generation based on the 2791 Winton Avenue Development Local Transportation Analysis (Hexagon, 2021).

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	1.68	8.18
tblVehicleTrips	SU_TR	1.68	8.18
tblVehicleTrips	WD_TR	1.68	8.18

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2617	46.4498	31.3686	0.1028	18.2141	2.0454	20.2595	9.9699	1.8818	11.8517	0.0000	10,372.6384	10,372.6384	1.9464	0.0000	10,396.8330
2022	3.5817	33.2752	29.6058	0.1012	4.5847	0.8633	5.4480	1.2414	0.8123	2.0537	0.0000	10,213.2365	10,213.2365	0.9435	0.0000	10,236.8239
2023	275.4480	28.1692	28.1660	0.0987	4.5847	0.7351	5.3198	1.2414	0.6915	1.9329	0.0000	9,967.4660	9,967.4660	0.8782	0.0000	9,989.4207
Maximum	**275.4480**	**46.4498**	**31.3686**	**0.1028**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8517**	**0.0000**	**10,372.6384**	**10,372.6384**	**1.9464**	**0.0000**	**10,396.8330**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2617	46.4498	31.3686	0.1028	18.2141	2.0454	20.2595	9.9699	1.8818	11.8517	0.0000	10,372.6384	10,372.6384	1.9464	0.0000	10,396.8330
2022	3.5817	33.2752	29.6058	0.1012	4.5847	0.8633	5.4480	1.2414	0.8123	2.0537	0.0000	10,213.2365	10,213.2365	0.9435	0.0000	10,236.8239
2023	275.4480	28.1692	28.1660	0.0987	4.5847	0.7351	5.3198	1.2414	0.6915	1.9329	0.0000	9,967.4660	9,967.4660	0.8782	0.0000	9,989.4207
Maximum	**275.4480**	**46.4498**	**31.3686**	**0.1028**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8517**	**0.0000**	**10,372.6384**	**10,372.6384**	**1.9464**	**0.0000**	**10,396.8330**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Energy	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Mobile	5.9937	38.1915	76.2276	0.3029	25.8567	0.2503	26.1071	6.9274	0.2345	7.1619		30,802.0515	30,802.0515	1.1617		30,831.0936
Total	**18.6057**	**38.6661**	**76.8036**	**0.3057**	**25.8567**	**0.2869**	**26.1437**	**6.9274**	**0.2711**	**7.1985**		**31,370.0494**	**31,370.0494**	**1.1736**	**0.0104**	**31,402.4897**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Energy	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Mobile	5.9937	38.1915	76.2276	0.3029	25.8567	0.2503	26.1071	6.9274	0.2345	7.1619		30,802.0515	30,802.0515	1.1617		30,831.0936
Total	**18.6057**	**38.6661**	**76.8036**	**0.3057**	**25.8567**	**0.2869**	**26.1437**	**6.9274**	**0.2711**	**7.1985**		**31,370.0494**	**31,370.0494**	**1.1736**	**0.0104**	**31,402.4897**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/7/2021	6/18/2021	5	10	
2	Grading	Grading	6/19/2021	8/6/2021	5	35	
3	Building Construction	Building Construction	8/7/2021	1/6/2023	5	370	
4	Paving	Paving	1/7/2023	2/3/2023	5	20	
5	Architectural Coating	Architectural Coating	2/4/2023	3/3/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 11.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 761,250; Non-Residential Outdoor: 253,750; Striped Parking Area: 29,832 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	422.00	165.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0634	0.0450	0.4412	1.3400e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		133.5675	133.5675	3.2200e-003		133.6481
Total	**0.0634**	**0.0450**	**0.4412**	**1.3400e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**133.5675**	**133.5675**	**3.2200e-003**		**133.6481**

3.2 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0634	0.0450	0.4412	1.3400e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		133.5675	133.5675	3.2200e-003		133.6481
Total	**0.0634**	**0.0450**	**0.4412**	**1.3400e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**133.5675**	**133.5675**	**3.2200e-003**		**133.6481**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0705	0.0499	0.4902	1.4900e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		148.4084	148.4084	3.5800e-003		148.4979
Total	**0.0705**	**0.0499**	**0.4902**	**1.4900e-003**	**0.1643**	**1.0600e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**148.4084**	**148.4084**	**3.5800e-003**		**148.4979**

3.3 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0705	0.0499	0.4902	1.4900e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		148.4084	148.4084	3.5800e-003		148.4979
Total	**0.0705**	**0.0499**	**0.4902**	**1.4900e-003**	**0.1643**	**1.0600e-003**	**0.1654**	**0.0436**	**9.8000e-004**	**0.0446**		**148.4084**	**148.4084**	**3.5800e-003**		**148.4979**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5280	17.6050	4.0426	0.0444	1.1180	0.0375	1.1555	0.3219	0.0358	0.3577		4,687.8579	4,687.8579	0.2762		4,694.7635
Worker	1.4872	1.0538	10.3430	0.0314	3.4666	0.0224	3.4891	0.9195	0.0207	0.9402		3,131.4167	3,131.4167	0.0755		3,133.3053
Total	**2.0152**	**18.6588**	**14.3856**	**0.0758**	**4.5846**	**0.0599**	**4.6445**	**1.2414**	**0.0565**	**1.2979**		**7,819.2745**	**7,819.2745**	**0.3518**		**7,828.0687**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5280	17.6050	4.0426	0.0444	1.1180	0.0375	1.1555	0.3219	0.0358	0.3577		4,687.8579	4,687.8579	0.2762		4,694.7635
Worker	1.4872	1.0538	10.3430	0.0314	3.4666	0.0224	3.4891	0.9195	0.0207	0.9402		3,131.4167	3,131.4167	0.0755		3,133.3053
Total	**2.0152**	**18.6588**	**14.3856**	**0.0758**	**4.5846**	**0.0599**	**4.6445**	**1.2414**	**0.0565**	**1.2979**		**7,819.2745**	**7,819.2745**	**0.3518**		**7,828.0687**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4934	16.7163	3.7866	0.0440	1.1180	0.0324	1.1505	0.3219	0.0310	0.3529		4,641.5987	4,641.5987	0.2640		4,648.1990
Worker	1.3821	0.9433	9.4558	0.0303	3.4666	0.0218	3.4885	0.9195	0.0201	0.9396		3,017.3042	3,017.3042	0.0675		3,018.9927
Total	**1.8755**	**17.6596**	**13.2424**	**0.0742**	**4.5847**	**0.0543**	**4.6390**	**1.2414**	**0.0511**	**1.2926**		**7,658.9030**	**7,658.9030**	**0.3316**		**7,667.1917**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4934	16.7163	3.7866	0.0440	1.1180	0.0324	1.1505	0.3219	0.0310	0.3529		4,641.5987	4,641.5987	0.2640		4,648.1990
Worker	1.3821	0.9433	9.4558	0.0303	3.4666	0.0218	3.4885	0.9195	0.0201	0.9396		3,017.3042	3,017.3042	0.0675		3,018.9927
Total	**1.8755**	**17.6596**	**13.2424**	**0.0742**	**4.5847**	**0.0543**	**4.6390**	**1.2414**	**0.0511**	**1.2926**		**7,658.9030**	**7,658.9030**	**0.3316**		**7,667.1917**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3622	12.9382	3.2769	0.0427	1.1181	0.0140	1.1321	0.3219	0.0134	0.3353		4,510.3413	4,510.3413	0.2100		4,515.5924
Worker	1.2883	0.8462	8.6451	0.0291	3.4666	0.0213	3.4880	0.9195	0.0197	0.9392		2,901.9148	2,901.9148	0.0603		2,903.4222
Total	**1.6505**	**13.7844**	**11.9220**	**0.0718**	**4.5847**	**0.0354**	**4.6201**	**1.2414**	**0.0330**	**1.2745**		**7,412.2561**	**7,412.2561**	**0.2703**		**7,419.0146**

3.4 Building Construction - 2023

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3622	12.9382	3.2769	0.0427	1.1181	0.0140	1.1321	0.3219	0.0134	0.3353		4,510.3413	4,510.3413	0.2100		4,515.5924
Worker	1.2883	0.8462	8.6451	0.0291	3.4666	0.0213	3.4880	0.9195	0.0197	0.9392		2,901.9148	2,901.9148	0.0603		2,903.4222
Total	**1.6505**	**13.7844**	**11.9220**	**0.0718**	**4.5847**	**0.0354**	**4.6201**	**1.2414**	**0.0330**	**1.2745**		**7,412.2561**	**7,412.2561**	**0.2703**		**7,419.0146**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.4659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4986**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0301	0.3073	1.0300e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		103.1486	103.1486	2.1400e-003		103.2022
Total	**0.0458**	**0.0301**	**0.3073**	**1.0300e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**103.1486**	**103.1486**	**2.1400e-003**		**103.2022**

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.4659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4986**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0301	0.3073	1.0300e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		103.1486	103.1486	2.1400e-003		103.2022
Total	**0.0458**	**0.0301**	**0.3073**	**1.0300e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**103.1486**	**103.1486**	**2.1400e-003**		**103.2022**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	274.9999					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**275.1915**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2564	0.1684	1.7208	5.7900e-003	0.6900	4.2500e-003	0.6943	0.1830	3.9100e-003	0.1869		577.6323	577.6323	0.0120		577.9324
Total	**0.2564**	**0.1684**	**1.7208**	**5.7900e-003**	**0.6900**	**4.2500e-003**	**0.6943**	**0.1830**	**3.9100e-003**	**0.1869**		**577.6323**	**577.6323**	**0.0120**		**577.9324**

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	274.9999					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**275.1915**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2564	0.1684	1.7208	5.7900e-003	0.6900	4.2500e-003	0.6943	0.1830	3.9100e-003	0.1869		577.6323	577.6323	0.0120		577.9324
Total	**0.2564**	**0.1684**	**1.7208**	**5.7900e-003**	**0.6900**	**4.2500e-003**	**0.6943**	**0.1830**	**3.9100e-003**	**0.1869**		**577.6323**	**577.6323**	**0.0120**		**577.9324**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.9937	38.1915	76.2276	0.3029	25.8567	0.2503	26.1071	6.9274	0.2345	7.1619		30,802.0515	30,802.0515	1.1617		30,831.0936
Unmitigated	5.9937	38.1915	76.2276	0.3029	25.8567	0.2503	26.1071	6.9274	0.2345	7.1619		30,802.0515	30,802.0515	1.1617		30,831.0936

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	4,151.35	4,151.35	4151.35	12,119,913	12,119,913
Total	4,151.35	4,151.35	4,151.35	12,119,913	12,119,913

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704
Unrefrigerated Warehouse-No Rail	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
NaturalGas Unmitigated	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	4824.73	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Total		**0.0520**	**0.4730**	**0.3973**	**2.8400e-003**		**0.0360**	**0.0360**		**0.0360**	**0.0360**		**567.6148**	**567.6148**	**0.0109**	**0.0104**	**570.9879**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	4.82473	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360		567.6148	567.6148	0.0109	0.0104	570.9879
Total		**0.0520**	**0.4730**	**0.3973**	**2.8400e-003**		**0.0360**	**0.0360**		**0.0360**	**0.0360**		**567.6148**	**567.6148**	**0.0109**	**0.0104**	**570.9879**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Unmitigated	12.5600	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0366					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0166	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Total	**12.5600**	**1.6300e-003**	**0.1787**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**		**0.3831**	**0.3831**	**1.0000e-003**		**0.4082**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0366					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0166	1.6300e-003	0.1787	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3831	0.3831	1.0000e-003		0.4082
Total	**12.5600**	**1.6300e-003**	**0.1787**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**		**0.3831**	**0.3831**	**1.0000e-003**		**0.4082**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation