

ASCENT

# Environmental Information Supporting a Type 32 Categorical Exemption for the 600 E. Campbell Project

Prepared for:  
**Community Development  
Department**  
City of Campbell

January 2026

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Prepared by:



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## LIST OF ABBREVIATIONS

APN	assessor parcel number
BAAD	Bay Area Air District
BMP	best management practice
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CBC	California building code
CB-MU	Central Business Mixed Use
CC-MU	Commercial Corridor Mixed Use
CE	Categorical Exemption
CEQA	California Environmental Quality Act
CFC	California fire codes
CNEL	community noise equivalent level
CO	carbon monoxide
C-PD	Condominium Planned Development
DBL	California Density Bonus Law
DTSC	California Department of Toxic Substances Control
EV	electric vehicle
gsf	gross square feet
HVAC	heating ventilation and cooling
lb/day	pounds per day
LID	low impact design
MRP	Municipal Regional Stormwater Permit
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NO <sub>x</sub>	oxides of nitrogen
PG&E	Pacific Gas and Electric
PM <sub>10</sub>	respirable particulate matter
PM <sub>2.5</sub>	fine particulate matter
project	600 E. Campbell Project
ROG	reactive organic gases
SCVURPPP	Santa Clara Valley Urban Pollution Prevention Plan
SCVWD	Santa Clara Valley Water District
sf	square feet
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAZ	Traffic Analysis Zone

# 1 INTRODUCTION

This report serves as the technical documentation of an environmental analysis performed by Ascent for the 600 E. Campbell Project (“project”) in the City of Campbell. The intent of the analysis is to determine whether the project is eligible for a Class 32 Categorical Exemption (CE) pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332. The report provides an introduction, project description, and evaluation of the project’s consistency with the requirements for a Class 32 exemption. The report concludes that the project is eligible for a Class 32 Exemption.

CEQA Guidelines Section 15332 states that a CE is allowed when:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c. The project site has no value as habitat for endangered, rare, or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e. The site can be adequately served by all required utilities and public services

In addition, CEQA Guidelines Section 15300.2 outlines exceptions to the applicability of a CE, including cumulative impacts, significant effects due to unusual circumstances, scenic highways, hazardous waste sites, and historical resources. A full listing of these exceptions and an assessment of their applicability to the project is provided in this report.

Ascent evaluated the project’s consistency with the above requirements, including its potential impacts in the areas of biological resources, air quality, traffic, noise, and water quality, as well as the exceptions to the applicability of a Class 32 exemption, to confirm the project’s eligibility for the Class 32 CE.

## 2 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION AND SETTING

The project is a proposed mixed-use multi-family development located in the heart of Campbell, California on a one-acre parcel (Assessor Parcel Number [APN] 412-09-066) at 600 East Campbell Avenue on the corner of East Campbell Avenue, Dillon Avenue, and Gilman Avenue. The project would be located in a vacant lot west of Campbell Park and Los Gatos Creek and associated trail. The site is bound by 1-2 story retail, office, and residential buildings to the north, west, and south. The two detached residential units adjacent to the south side of the proposed project site are slated for redevelopment into townhomes by a separate developer. The project site is generally flat and has been previously graded. The project site has a General Plan land use designation of Central Business Mixed Use (26-33 units/gross acre) (CB-MU) and Commercial Corridor Mixed Use (CC-MU). The associated zoning is Condominium Planned Development (C-PD). Figure 1 shows the regional location, Figure 2 and Figure 3 show the proposed site plan and zoning, and Figure 4 shows the proposed project from the street level and includes proposed elevations.



Source: Adapted by Ascent Environmental in 2025.

Figure 1 Vicinity Map

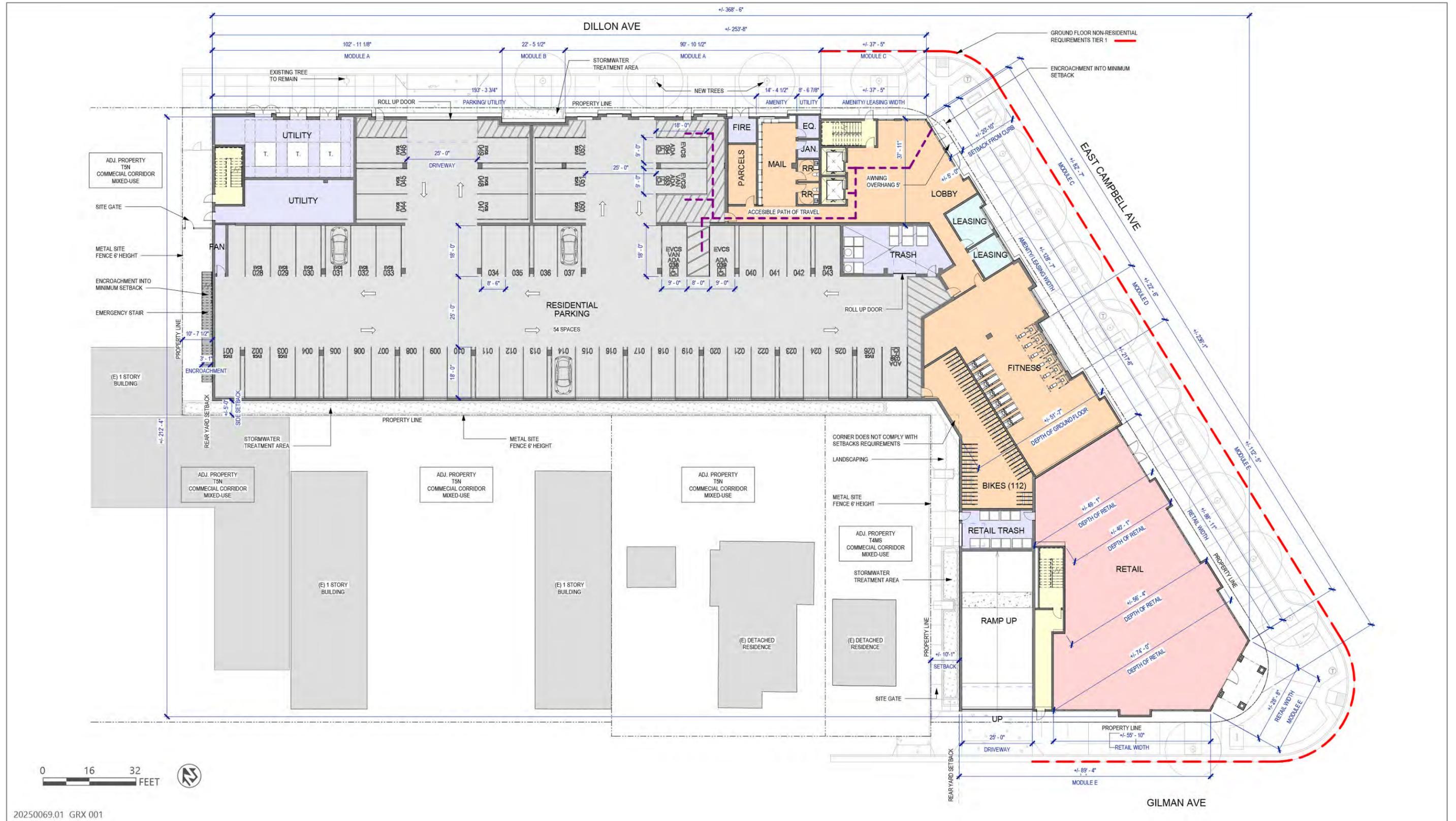
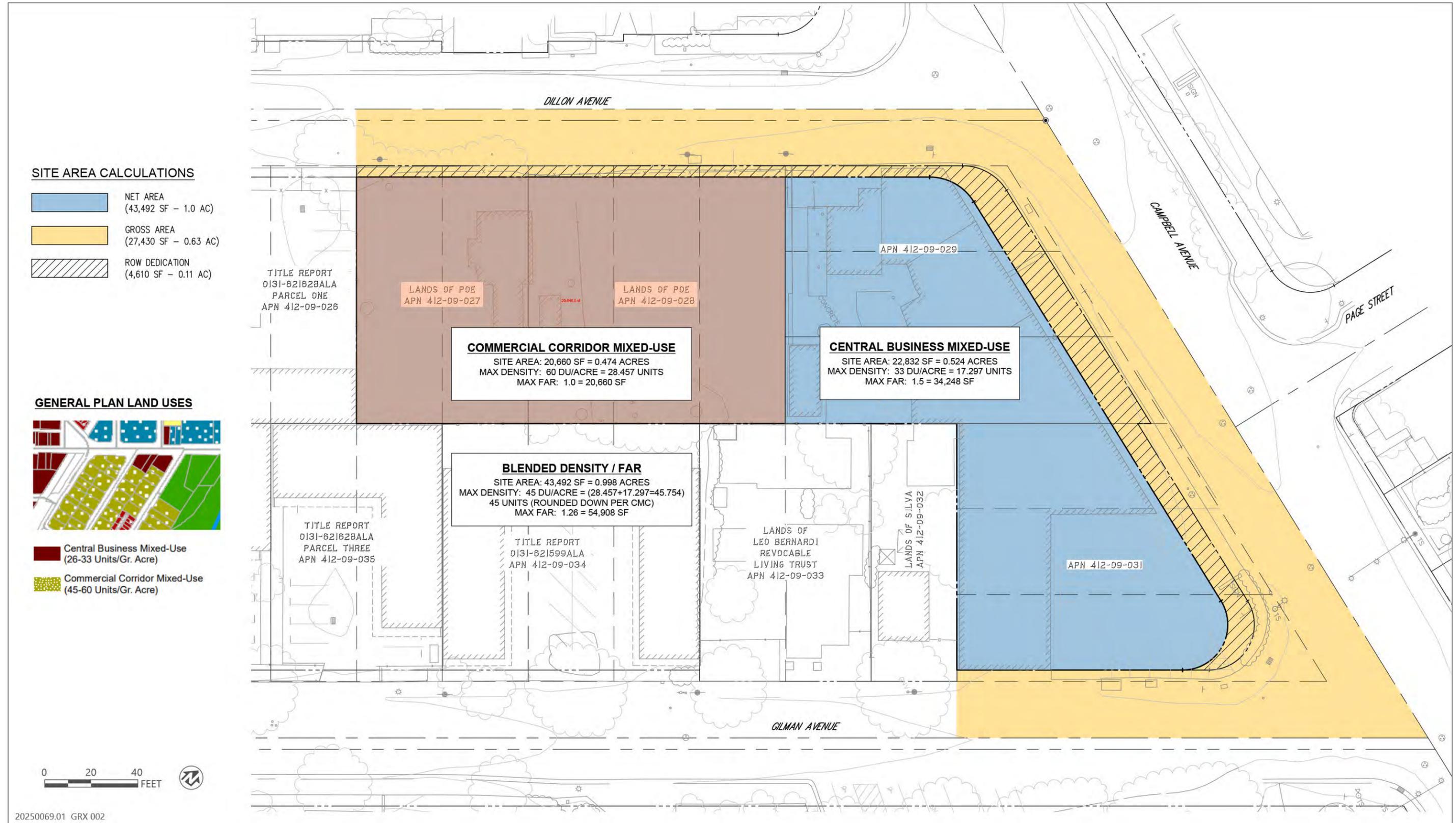


Figure 2 Site Plan





20250069.01 GRX 002

Source: LPAS Architecture and Design 2025.

Figure 3 Zoning on Site





Source: LPAS Architecture and Design 2025.

Figure 4 Streetscape Elevations and Depictions



## 2.2 PROJECT CHARACTERISTICS

The development currently proposes 90 residential units along with retail space at the prominent corner of East Campbell and Gilman Avenues. However, if a new city ordinance passes, the project will increase to 120 dwelling units per acre by leveraging the increased density allowance—counting certain small units under 625 square-feet as ½ of a unit—while maintaining the same building envelope. The City of Campbell has agreed to move the project forward with 90 units but to allow the Community Development Director to grant a minor change—up to 120 units—within the approved building envelope if the ordinance is adopted.

The project is designed to support a vibrant, pedestrian-friendly urban environment. The ground floor is activated by double-height retail space and a main residential lobby with a striking double-height entrance located at the corner of East Campbell Avenue and Dillon Avenue. The building amenities include a fitness center, mail room, leasing office, roof terrace, and clubhouse to serve the residents' needs.

Parking is provided through a two-level garage accessible from Dillon and Gilman Avenues, with 111 car parking spaces and 112 bike parking spaces, supporting sustainable transportation options. There would be 44 electric vehicle (EV) changing stations installed, however, all the parking spaces would be EV ready if future installations are required. To maintain the building's aesthetic continuity, garage openings on Dillon Avenue are designed to echo the residential windows above, blending the parking structure into the building's overall design.

Development of the project site would result in nearly 1.00 acres of new paved/impervious area as shown in Figure 1. The project aims to address housing needs by providing a variety of dwelling unit sizes and types ranging from studios to three-bedroom units of 621 gross square feet (gsf) to 1,287 gsf, respectively (Table 1). Seven of the units would be reserved for occupants who qualify as having very low income and six of the units would be reserved for occupants who qualify as having moderate income. These units would be designated and deed restricted as affordable.

No natural gas infrastructure is proposed. In addition, landscaping would be located around the proposed project, which would include new street trees, small bio-retention gardens, a podium courtyard on level three, and a roof deck with resident facilities on top of the 6<sup>th</sup> floor of the project. Table 1 depicts the square footage of the project and Table 2 summarizes the characteristics of the project. Appendix A is the fully detailed project site and design plan.

**Table 1 Project Square Footage**

Unit Name	Description	Quantity	Unit (sf) <sup>1</sup>	Total Net Space (sf) <sup>2</sup>
Condo 1	1 br Studio	7	621	4,436
Condo 2	1 br	13	706	9,177
Condo 3	2 br	52	1,023	53,172
Condo 4	3 br	18	1,287	23,159
Retail 1	Total designated space on 1st Floor	1	5,026	5,026
Bike Storage	Residential Bike Parking area	112	1,169	1,169
Lobby	Located on first floor along Campbell Avenue	1	1,483	1,483
Utility Areas	Larger maintenance areas located on first floor	4	1,873	4,635
Parking	Residential spaces 111, Retails spaces 26	137	20,198	41,488
Leasing Office	Located on first floor	1	353	353
Common Open Space	Street Level, Podium Courtyard, and Roof Deck	3	NA	8,100
Fitness Center	Located on first floor	1	2,439	2,439
<b>Total</b>		<b>90 residential</b>		<b>89,854 rentable</b>

Notes: sf = square feet; br = bedroom.

- 1 Average square feet of each type of unit are included in this table; various unit square feet measurements may vary slightly.
- 2 Total Net rentable space in square feet per condo type.

Source: LPAS Architecture and Design 2025.

**Table 2 Project Characteristics**

Characteristic	Project
Address	600 E Campbell Avenue
Assessor's Parcel Numbers	412-09-066
Gross Lot Area	1.00 acres
Development Area	1.00 acre
Height	< 77 feet
Residential Units	90, potentially 120 if City ordinances change
Vehicle Parking	111 total spaces
EV-Ready Parking	67 spaces
Bicycle Parking	112 total spaces
Building Energy	All Electric

Notes: EV= Electric Vehicle; EV-Ready includes 120-volt circuit/receptable for each space.

Source: LPAS Architecture and Design 2025.

## 2.2.1 Construction

Construction activities are anticipated to last for 18 months. The building is designed as four levels of Type VA construction over two levels of Type IA, consistent with the C-PD (Condominium Planned Development) zoning requirements. This construction approach allows for the efficient use of space, ensuring durability and quality while supporting the high-density residential model encouraged within the Central Business Mixed-Use General Plan.

Construction activities would involve site preparation and grading, paving, landscaping, and building construction. No pile driving is proposed. No trees are within the proposed development footprint. Site preparation and grading activities have largely been completed, as the site is flat and has been graded previously. However, the earth would be disturbed, and the project applicant anticipates five days of grading activities on the site (NCE 2024). No cut or fill materials are proposed for the project. New paving and coverage associated with the buildings and walkways would result in approximately 37,722 square feet (sf) of impervious surface on-site from the total of 43,492 sf of net area on-site. Construction activities within the project area shall occur pursuant to the hours and days outlined in the City of Campbell Municipal Code to the maximum extent feasible. Specifically, construction activities shall be limited to the hours of 8:00 AM – 5:00 PM, Monday through Friday, 9:00 AM – 4:00 PM on Saturday, and no construction on Sunday.

## 3 CONSISTENCY ANALYSIS

### 3.1 CRITERION (A)

*The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

#### 3.1.1 General Plan and Zoning

To qualify for the Class 32 exemption, a project must be “consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations” (CEQA Guidelines Section 15532[a]).

The project site is designated Commercial Corridor Mixed-Use (45-60 units per gross acre) and Central Business Mixed-Use (26-33 units per gross acre) and zoned as Commercial Corridor Mixed-Use in the City General Plan and Central Business Mixed-Use (26-33 units per gross acre). The project site is generally flat and is already developed with existing commercial uses and single-family homes. The project plans to construct 120 dwelling units (including 13 proposed affordable units).

The project would designate 13 units as affordable housing set at several affordability levels and therefore is a housing project under the California Density Bonus Law (DBL) for a density bonus of 50 percent and AB-1287 for a stacked density bonus, which provides an additional 50 percent bonus on top of the primary 50 percent bonus. The 120 units is also consistent with an anticipated zoning code update that would allow small units (under 625 sq. ft.) to count as “half a unit” for density purposes. The City has agreed to proceed with the project as 90 units but to allow the Community Development Director to grant a minor change—up to 120 units—within the approved building envelope if the zoning code update is adopted.

The project would seek additional waivers due to the State DBL. These would include 15 waiver requests that are detailed in Table 3. Additionally, the project would follow General Plan guidance and requirements for water requirements, stormwater planning, traffic, noise, air quality, and construction guidance. Therefore, the project is compliant with DBL and the City of Campbell General Plan.

**Table 3 Proposed State Density Bonus Waivers for the Project**

No.	Requirement Details	Requested Standard	Proposal for Project
1	Stories	4	6
2	Height to Top Plate	47 ft (max)	70 ft 0 inches
3	Height Overall	57 ft (max)	75 ft 0 inches
4	Depth of ground-floor habitable space	30 ft (min), 85% of façade length	<61%
5	Retail	1 per 200 square ft	0 Parking
6	Parking Setback Front	30 ft (min)	2 ft
7	Parking Setback Side Street	30 ft (min)	2 ft
8	Downtown Development Area	Leasing offices and amenities available only for residents are not allowed, Lobby shall be no wider than 16.5 ft	Leasing and amenities located in ground floor; Lobby is wider than 16.5 ft
9	Frontage Types	Each module shall include at least one frontage type, as allowed by the zone	The modules with building access have frontage permitted by the zoning, whereas Modules B and D do not include building access

10	Ground Floor Tenant Spaces	Ground floor tenant spaces shall not exceed 50 feet in width	The retail space is 88'-11" wide, but it could be divided into two spaces, each smaller than 50 feet.
11	Windows	B. All windows or window groupings shall include a sill: 1. The sill shall extend beyond the wall surface by at least 1.5 inches min. 2. The sill shall extend past the sides of the opening by at least 1/2 of the sill height. 3. The sill shall be sloped toward the exterior	We have used other elements in the composition, such as recessed windows, Juliet balconies, window trims, and canopies.
12	Windows	E. Windows surrounded with masonry shall comply with Section 7.060.2 Waiver Two windows on Dillon Ave are surrounded by brick and don't have lintels.	Two windows on Dillon Ave are surrounded by brick and don't have lintels.
14	Buildings wider than 120 feet in all zones except T5N and T5MS	1) Modules shall be at least 40 feet wide	Module B 22 ft 6 inches Module D 22 ft 6 inches
15	Standards for Exterior Materials: Masonry Openings	(b) Lintel shall extend beyond the opening by at least half its height on both sides of the opening	Masonry is used only at the corner of East Campbell and Gilman Ave. The design does not accommodate the extension of the lintels.

Notes: ft = feet.

Source: LPAS Architecture and Design 2025.

To evaluate consistency with non-land use designation General Plan policies, the relevant policies are included in the analysis below.

### 3.2 CRITERION (B)

*The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is located on a 1.0-acre site within the City of Campbell and the developed area would be approximately 1 acre. Existing development includes 1-2 story commercial uses in the surrounding area and two adjacent parcels of single-family homes slated for redevelopment. The project would be consistent with criterion (b).

### 3.3 CRITERION (C)

*The project has no value as habitat for endangered, rare, or threatened species.*

A technical study was prepared to evaluate impacts related to biological resources and is included as Appendix B. The following assessment is based on the findings and conclusions of the Biological Resources technical study (Appendix B). The site is a developed parcel near the urban core of the city of Campbell, west of Highway 17, at an approximate elevation of 197 feet. It is surrounded by residential development to the northeast and commercial development to the north, west, and south. Campbell Park is located to the east of the site (Salix Consulting Inc. 2016).

The field survey confirmed that the project site has no potential for occurring onsite due to the total absence of suitable habitat or substrates. Thus, the project site does not contain habitat suitable for special-status species. In addition, the project site does not have value as habitat for endangered, rare, or threatened species.

City of Campbell has adopted tree protection regulations that "establish policies, regulations, and standards to protect and manage trees on private property to ensure that development is compatible with and enhances Campbell's small-town quality and character." The ordinance defines "protected trees" and specifies procedures for obtaining removal permits. It is advised that the applicant consult with the City to determine what, if any, regulations apply to trees within the study area.

The following further discusses the reviews and analyses conducted in determining this conclusion. See Appendix B for additional information.

### 3.3.1 Special Status Species

To determine which special-status species could occur within or near the study area Salix biologists queried the California Natural Diversity Data Base and the California Native Plant Society Inventory (Salix Consulting Inc. 2016) for reported occurrences of special-status fish, wildlife, and plant species in the region surrounding the study area. The nine-quadrangle search area included the San Jose West, Mountain View, Milpitas, Calaveras Reservoir, Cupertino, San Jose East, Castle Rock ridge, Lost Gatos, and Santa Teresa Hills USGS quadrangles. Additionally, the U.S. Fish and Wildlife Service IPaC Trust Resource Report, the California Department of Fish and Wildlife Special Animals List, and California Department of Fish and Wildlife Special Vascular Plants, Bryophytes, and Lichens List were reviewed for potential presence of special-status species lists for the project vicinity (Appendix B).

A field assessment of the study area was conducted by Jeff Glazner on November 5, 2016, to identify existing conditions and assess the site for the presence or absence of sensitive resources.

Of the 41 potentially occurring special-status plant species listed in Appendix B, nine were identified as occurring within or near a 5-mile radius of the study area. All of these species and all of the remaining species in Appendix B, were determined to have no potential for occurring on-site due to the total absence of suitable habitat or substrates.

Of the 37 potentially occurring animal species listed in Appendix B, eight were identified as occurring within or near the 5-mile radius of the study area. All of the animal species occurring within the 5-mile radius, as well as all of the remaining species in Appendix B, were determined to have no potential for occurring onsite due to the absence of suitable habitats.

The project site does not provide habitat suitable for any special-status plant species due to the lack of vegetation on-site and the pre-graded nature of the site. Therefore, it was determined that no special-status plant species would be expected to occur on the site.

### 3.3.2 Migratory Nesting Birds

The Urban Mix habitat of the study area does not provide suitable nesting habitat for common raptors. However, it may provide suitable nesting habitat for other birds protected by the Migratory Bird Treaty Act. If tree removal activities take place during the breeding/nesting season (February 1 through August 31), disturbance of nesting activities could occur. Take of any active raptor nest is prohibited under California Fish and Game Code sections 3503, 3503.5, and 3513. Loss of active nests of common migratory bird species would not constitute a significant impact under CEQA, as it would not substantially affect local or regional populations nor elevate their risk of endangerment. The project would comply with MBTA and Section 3503 of the California Fish and Game Code which prohibit destruction of migratory bird nests by taking common and appropriate steps to protect nesting birds during construction.

The project applicants have agreed to the following biological commitment; to avoid impacts to nesting birds, necessary tree removal should occur outside of the nesting season (February 1 through August 31). If tree removal must occur at any time during the typical nesting season, a pre-construction survey should be conducted by a qualified biologist no more than 15 days prior to initiation of proposed development activities. If active nests are found on or immediately adjacent to the site, CDFW should be contacted to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal could then proceed.

## 3.4 CRITERION (D)

*Approval of the project would not result in any significant effects relating to air quality, transportation, noise, or water quality.*

Technical studies were prepared for the Air Quality and Traffic (Appendix C), Noise (Appendix D), and Water Quality (within Appendix B and LPAS Architecture and Design 2025, TM5.1) analyses. The following discussion provides an analysis of the project's potential effects with respect to air quality, traffic, noise, and water quality and is based on the findings and conclusions of the technical studies.<sup>1</sup>

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<sup>1</sup> Since completion of these technical reports, the applicant has requested an increase in the unit count to up to 120 units. This would not substantially alter the impact conclusions in these reports that would result in the identification of a significant impact

### 3.4.1 Air Quality

#### CRITERIA AIR POLLUTANTS AND OZONE PRECURSORS

##### Construction

Based on project-specific information, including building type and size, and location, emissions modeling was conducted using the latest version of the California Emissions Estimator Model (CalEEMod). Table 4 summarizes construction emissions associated with the project in comparison to BAAD thresholds of significance. All emissions modeling inputs and outputs are presented in Appendix C.

**Table 4 Estimated Construction Emissions by Year (Average Daily)**

Construction Emissions	ROG	NO <sub>x</sub>	PM <sub>10</sub> Exhaust	PM <sub>10</sub> Total <sup>1</sup>	PM <sub>2.5</sub> Exhaust	PM <sub>2.5</sub> Total <sup>1</sup>
2025 Average Daily Emissions (lb/day)	<1	4.7	<1	<1	<1	<1
2026 Average Daily Emissions (lb/day)	1.8	0.8	<1	<1	<1	<1
<b>BAAD Construction Threshold (average daily)</b>	<b>54</b>	<b>54</b>	<b>82</b>	<b>N/A</b>	<b>54</b>	<b>N/A</b>
<b>Exceeds Threshold?</b>	No	No	No	N/A	N/A	No

Notes: BAAD=Bay Area Air District; ROG = reactive organic gases; NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = fine particulate matter; PM<sub>10</sub> = respirable particulate matter; lb/day = pounds per day.

<sup>1</sup> Total = Total of exhaust and fugitive emissions of PM. Note that thresholds are for exhaust portions of PM; thus, exhaust emissions are lower than reported totals. See Appendix C, CalEEMod outputs for a breakdown by pollutant type.

Source: NCE 2024.

As shown in Table 4, project-generated construction emissions would not exceed any adopted BAAD thresholds of significance for any criteria air pollutant or ozone precursor. Additionally, the project applicants have agreed to the following noise related project commitments:

- ▶ Diesel construction equipment shall use Renewable Diesel.
- ▶ Implement Best Management Practices for dust control, such as watering exposed surfaces twice daily.
- ▶ All heavy-duty construction equipment should meet US EPA Tier 4F.
- ▶ Limit engine idling to five minutes or less, per California State Law (13 CCR 2480 and 2485).

Therefore, the project would not contribute to the nonattainment status of the region or contribute to an adverse health outcome from exposure to concentrations of criteria air pollutants.

##### Operations

Project operations would result in the generation of criteria air pollutants and precursors from mobile-source emissions related to vehicle trips to and from the project site, area sources associated with landscaping equipment, and energy-related emissions (i.e., indirect emissions from electricity generation). Modeling was conducted using project-specific information (e.g., building size/type, operational year) and model defaults. The operational modeling results are summarized in Table 5.

**Table 5 Estimated Operational Emissions (Average Daily)**

Emissions Source	ROG (lb/day)	NO <sub>x</sub> (lb/day)	PM <sub>10</sub> Exhaust (lb/day)	PM <sub>10</sub> Total (lb/day)	PM <sub>2.5</sub> Exhaust (lb/day)	PM <sub>2.5</sub> Total (lb/day)
Mobile	1.7	1.3	<1	2.69	<1	<1
Area	1.4	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
<b>Total Emissions</b>	<b>3.1</b>	<b>1.6</b>	<b>&lt;1</b>	<b>2.7</b>	<b>&lt;1</b>	<b>&lt;1</b>
<b>BAAD Operations Threshold (daily)</b>	<b>54</b>	<b>54</b>	<b>82</b>	<b>N/A</b>	<b>54</b>	<b>N/A</b>

Exceeds Threshold?	No	No	No	N/A	No	N/A
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Notes: ROG = reactive organic gases; NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = fine particulate matter; PM<sub>10</sub> = respirable particulate matter; lb/day = pounds per day; BAAD = Bay Area Air District.

Note: Since completion of the air quality analysis, the applicant has requested an increase in the unit count to up to 120 units. This would not substantially alter the operational emission estimates above that would result in the identification of a significant impact.

<sup>1</sup> Total = Total of exhaust and fugitive emissions of PM. See Appendix C for a breakdown of exhaust, fugitive, and total PM emissions.

Source: NCE 2024.

As shown in Table 5, the project operational emissions would not exceed adopted BAAD thresholds of significance for any criteria air pollutant or ozone precursor. Additionally, the project applicant has agreed to the following noise related project commitments;

- ▶ Heating and ventilation systems for all inhabited rooms should provide enhanced air filtration at the US EPA recommends air filtration at MERV 13 or better for HVAC Systems or HEPA grade and captures particulate down to 0.3 microns for PTAC systems.

Because the project does not exceed the thresholds it would not contribute to the nonattainment status of the region. Further, the project would not include natural gas infrastructure and would include solar. These features all serve to reduce onsite emissions sources, consistent with the primary objectives of the 2017 Clean Air Plan.

The project's construction and operational emissions of criteria air pollutants and ozone precursors would not exceed adopted thresholds of significance and would not contribute to the nonattainment status of the region or conflict with the implementation of the 2017 Clean Air Plan. In addition, the project would not contribute to an adverse health outcome from exposure to concentrations of criteria air pollutants exceeding the national ambient air quality standards (NAAQS) or California ambient air quality standards (CAAQS).

## TOXIC AIR CONTAMINANTS

The project would construct all-electric single-family apartments and condos which would not include any major stationary toxic air contaminants (TAC) sources. Development projects whose only operational emissions come from increased vehicular traffic such as residential can be screened based on project size or activity. The proposed project would construct 120 units on an infill site, a size that is well below the BAAQMD operational screening levels for mid-size apartments (more than 494 units) and therefore would not exceed BAAQMD or state operational thresholds. Additionally, the project would not include natural gas infrastructure (reducing on-site TAC emissions). Thus, because project-generated TAC sources would not be substantial, they would likewise not result in considerable contributions to the cumulative risk levels in the project vicinity. Implementation of the project would not result in a new major TAC source that could exceed project-level or cumulative risk thresholds at any nearby existing receptor.

## EMISSIONS THAT GENERATE ODORS

The project would not introduce new odor sources to the project area. The use of heavy-duty diesel equipment during project construction would be intermittent and short-term in nature and would dissipate rapidly with increasing distance from the source. Therefore, the project would not result in substantial odor impacts adversely affecting a substantial number of people. As stated above, the project applicant has agreed to limit dust control, and all heavy-duty construction equipment would meet US EPA Tier 4F.

## CARBON MONOXIDE EMISSIONS

In accordance with BAAQMD guidance, if a project would result in more than 44,000 vehicles per hour in an affected intersection, the project could potentially increase localized concentrations of carbon monoxide (CO) resulting in a CO impact (BAAQMD 2017). Additional trips associated with project construction and operations would be under 600

trips per day (Appendix C, 47). Therefore, the project would not result in localized concentrations that could exceed the applicable thresholds or expose sensitive receptors to substantial concentrations of CO.

## APPLICABLE THRESHOLDS AND STANDARDS

The City of Campbell is within the BAAQMD and would be required to follow guidance about air pollution control from BAAQMD thresholds and associated guidance from the City of Campbell General Plan. Appendix C contains a complete list of BAAQMD thresholds relevant to the project and City of Campbell General Plan policies that the project would follow for design guidelines.

### 3.4.2 Traffic

#### POTENTIAL TO CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM

As identified in Impacts 3.14-1 of the General Plan Draft EIR, the General Plan would increase the demand for transit and transit travel times would be adversely impacted due to the increased roadway traffic congestion that may affect several transit corridors by increasing travel times and decreasing headway reliability for transit vehicles associated with the implementation of the General Plan (City of Campbell 2023b). Potential increases in transit vehicle delays are a result of buses operating in mixed-flow lanes with other vehicles. Impact 3.14-1 pertaining to the increased demand for transit was determined to be less than significant; however, in relation to the Regional Transportation Plan/Sustainable Community Strategy Plan consistency, the impact analysis concluded that impacts related to capacity for regional roads would be significant and unavoidable with implementation of all feasible mitigation measures.

As identified in Impact 3.14-1 of the General Plan EIR, the General Plan includes policies and actions including improving bicycle facilities as part of transportation improvement projects, providing linkages to all modes of travel, and implementation of a citywide bike plan to improve bicycle access. Impact 3.14-1 related to bicycle facilities was determined to be less than significant. As identified in Impact 3.14-1 of the General Plan EIR, the General Plan includes policies and actions including closing existing sidewalk gaps, building new pedestrian connections, enhancing pedestrian intersection crossings, and enhancing pedestrian comfort levels on sidewalks. Impact 3.14-1 related to pedestrian facilities was determined to be less than significant.

There are existing bicycle lanes and pedestrian walkways on Campbell Avenue. Implementation of the project would not modify existing bicycle and pedestrian facilities or interfere with any proposed facilities included in the City Bikeways Master Plan or Master Walkways Plan. In addition, the project would include landscaping and implementation of a walkway and bicycle thoroughfare along the project site, thus enhancing pedestrian and bicycle connectivity and facilities within and around the project site. Gilman Avenue and Dillion Avenue would also be used as access to the project site do have sidewalks and are residential streets with less traffic. Directly west of the project site is Campbell Park that connects to the Los Gatos Creek Trail. During construction within the public right-of-way, in accordance with City requirements, the construction contractor would prepare and implement a traffic control plan to facilitate the movement of all travelers. Implementation of a traffic control plan would minimize disruption to existing bicycle and pedestrian facilities during construction activities. For these reasons, the project would not adversely affect an existing or planned roadway, transit, bicycle, or pedestrian facility; and would not conflict with any adopted plans, policies, or standards related to such facilities.

#### POTENTIAL TO CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3(B)

The General Plan EIR disclosed the results of a VMT assessment which determined that implementation of the General Plan would result in a significant and unavoidable impact. In April 2023, Campbell adopted its updated

General Plan and Housing Element Update (City of Campbell 2023a). The EIR prepared for this effort stated that “General Plan implementation would result in a significant VMT impact” and the impact would be significant and unavoidable. Projects consistent with a general plan EIR are evaluated under State CEQA Guidelines Section 15183 that do not require subsequent environmental review except where it might be necessary to examine whether there are project-specific significant effects that are particular to the project or site. As per the City’s revised VMT Policy, amended on April 16, 2024, the proposed project would not generate a significant VMT impact if:

1. The proposed land use is consistent with the General Plan,
2. The incremental change in residential units falls within the incremental change assumed in the General Plan EIR VMT analysis, and
3. The proposed project is consistent with the City’s VMT policies.

The approved General Plan zoning for the project parcel is Commercial Corridor Mixed-Use (45-60 units per gross acre) and Central Business Mixed-Use (26-33 units per gross acre). The project’s proposed residential density is approximately above that amount, however, due to the affordable housing units, the project qualifies for the California Density Bonus Law (DBL) for a density bonus of 50 percent and AB-1287 for a stacked density bonus, which provides an additional 50 percent bonus on top of the primary 50 percent bonus. See Section 3.3.1, “General Plan and Zoning,” for more information. The VMT analysis conducted for the General Plan EIR assumed more housing growth (986 additional units) in the Traffic Analysis Zone (TAZ) 25, which the project is located in, than proposed by the project. Therefore, the project’s proposed housing units are assumed to be part of the General Plan VMT analysis.

The General Plan EIR also outlined potential policies and actions in the General Plan’s Transportation Element Goal T-3 (City of Campbell 2022b, page T-6, also see Appendix) “Manage Traffic Demand and Reduce Vehicle Miles Traveled.” The Policies and Action Items outlined in Goal T-3 provide general policy-level directions and actions for the City to reduce its overall VMT and vehicular trip making. As there are no specific actions relevant to residential developments, the proposed project is considered consistent with the General Plan’s Goal T-3.

Since the project is 1) consistent with the General Plan, 2) covered under the General Plan EIR VMT analysis, and 3) consistent with the City’s VMT Policies, the proposed project would not have a VMT impact per the City’s VMT policy.

## **POTENTIAL TO SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE**

The project would be subject to and comply with all City design standards and safety regulations that are intended to reduce transportation hazards. The project applicant would be required to prepare and submit a traffic control plan to ensure that construction activity would minimize potential safety impacts during construction in the public right-of-way. In addition, the project plans would be subject to review by City staff to ensure that applicable design standards and specifications are met to minimize transportation hazards during operations. For these reasons, the project would not substantially increase hazards due to a design feature or incompatible use.

The project would be subject to and comply with all City of Campbell design and safety standards and regulations that are intended to reduce transportation hazards. Additionally, the project is subject to the City of Campbell review process which would ensure that adequate sight distance would be provided at all access points. The project applicant would be required to prepare and submit a traffic control plan to ensure that construction activity would minimize potential safety impacts during construction in the public right-of-way. In addition, the project plans would be subject to review by City staff to ensure that applicable design standards and specifications are met to minimize transportation hazards during operations. For these reasons, the project would not substantially increase hazards due to a design feature or incompatible use.

## POTENTIAL TO RESULT IN INADEQUATE EMERGENCY ACCESS

As identified in Impact 3.14-4, the General Plan states that the City of Campbell maintains the roadway network, emergency access to new development sites proposed under the Project would be subject to review by the City of Campbell in accordance with industry design standards, including the City of Campbell Standard Specifications (2022a) and responsible emergency service agencies, ensuring the projects would be designed to meet all emergency access and design standards. The City also requires the preparation of construction management plans that minimize temporary obstruction of traffic during site construction. Impact 3.14-4 related to emergency access was determined to be less than significant.

Emergency access into and through the project site has been reviewed by the Santa Clara County Fire District. Santa Clara County Fire Department determined that the project applicant would have to comply with the California Fire (CFC) and Building (CBC) codes. The project plan includes an emergency access plan that has been reviewed by the Fire Department, which identified necessary changes to the project application, which was incorporated into the project design plan (LPAS Architecture and Design 2025, A.33).

All new and modified roadways would be designed and constructed in accordance with applicable City and California Fire Code design regulations and guidelines. For these reasons, the project would be designed to meet applicable access and design standards, and the project would not result in inadequate emergency access.

### 3.4.3 Noise

#### POTENTIAL TO RESULT IN SUBSTANTIAL TEMPORARY (CONSTRUCTION) NOISE

Construction activities associated with the project would include site preparation, grading, and building construction. No pile driving or blasting is anticipated. During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. Appendix D shows that activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours. General Plan Policy N-1.11 requires developers to prepare a construction management plan that defines best management practices to reduce construction noise and includes proposed truck routes as a part of the entitlement process (See Appendix D for detailed noise modeling results and requirements). Therefore, an impact would not occur where the City of Campbell construction noise reduction best practices are followed.

In addition, construction activity shall occur pursuant to the hours and days outlined in the City of Campbell Municipal Code to the maximum extent feasible. Specifically, construction activities shall be limited to the hours of 8:00 AM – 5:00 PM, Monday through Friday, 9:00 AM – 4:00 PM on Saturday, and no construction on Sunday. Therefore, construction activity would not take place during hours when people are more sensitive to noise increases (i.e., nighttime).

#### POTENTIAL TO RESULT IN LONG-TERM (OPERATIONAL) NOISE (MOBILE AND STATIONARY)

##### Stationary Noise

The project would result in long-term operational stationary source noise associated with residential land uses (e.g., heating ventilation and cooling [HVAC] systems, people congregating/talking) and mobile source noise associated with project-generated vehicle trips. The project would result in long-term operational stationary source noise associated with residential land uses (e.g., heating ventilation and cooling [HVAC] systems, people congregating/talking) and mobile source noise associated with project-generated vehicle trips. The project would be

designed to comply with the City Municipal Code, 21.16.70.E and the City of Campbell General Plan Policy N-1.4 which establishes an interior community noise equivalent level [CNEL] for residential land use may not exceed 45 dB in any habitable room.

As shown in Appendix D, Figure 3, the project is predicted to expose nearby residences to noise levels up to 42 dBA Leq. These noise levels are predicted to comply with the daytime and nighttime average noise level standards. The noise produced by the project is predicted to be largely driven by the parking garage and rooftop mechanical equipment. Therefore, exceedances of the City's maximum noise level standards are not predicted to occur.

The City of Campbell General Plan states: *A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or for instances where the ambient noise level is already above the standards contained in this element, the project will result in an increase in ambient noise levels by more than 3 dB.* As previously discussed, the proposed project stationary noise levels would comply with the City's noise level standards. Therefore, this is a less-than-significant impact, and no mitigation is required.

## Traffic Noise

The project would result in new vehicle trips and an associated increase in traffic noise. Appendix D states that the proposed rooftop terraces are predicted to be exposed to exterior transportation noise levels up to approximately 56 dBA Ldn. This would fall under the "Normally Acceptable" range of noise exposure for multifamily residential projects. Additionally, this complies with the City's Municipal Code standard of 60 dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas. Therefore, no additional noise control measures would be required to comply with exterior noise level standards.

Modern building construction methods typically yield an exterior-to-interior noise level reduction of 25 dBA<sub>1</sub>. Therefore, where exterior noise levels are 70 dBA Ldn, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 67 dBA Ldn at the buildings facades facing East Campbell Avenue. This would result in interior noise levels of up to 42 dBA Ldn based on typical building construction. This complies with the City of Campbell noise level standards which require that interior noise levels do not exceed 45 dB Ldn. Therefore, no additional noise control measures are required to reduce interior noise to acceptable levels.

As stated above, because the project and its traffic related impacts were identified and analyzed in the General Plan EIR, the project would not cause a more significant impact due to additional traffic noise. Therefore, project-generated traffic noise would not exceed the City's allowable increase in residential areas or result in a long-term increase in traffic noise.

## POTENTIAL TO RESULT IN EXCESSIVE VIBRATION

Development of the project would not result in the long-term operation of a significant source of ground vibration (i.e., train or highway).

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. With the exception of vibratory compactors, Appendix D data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distance of 26 feet. However, the proposed project includes parking garage and building construction which would occur at distances of approximately 15 feet from the adjacent single-family residential uses. Therefore, use of vibratory compactors within 26 feet of the adjacent residential buildings could cause vibrations in excess of 0.2 in/sec.

The project applicant has agreed to the following noise related project commitments;

- ▶ Any compaction required less than 26 feet from the adjacent commercial and residential structures to the south should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction

vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.

- ▶ Use of bulldozers, loaded trucks, auger/drill rigs, and vibratory hammers shall occur at distances of 15 feet or greater from adjacent residential structures.
- ▶ Noise-generating construction activities within the project area shall occur pursuant to the hours and days outlined in the City of Campbell Municipal Code to the maximum extent feasible. Specifically, construction activity shall be limited to the hours of eight a.m. and five p.m. daily, Monday through Friday. Saturday hours of construction shall be nine a.m. and four p.m. There shall be no construction activity on Sundays or Public holidays, as defined by Title 5 U.S. Code § 6103(a).
- ▶ The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- ▶ At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences. - Unnecessary idling of internal combustion engines shall be prohibited.
- ▶ Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.
- ▶ The required construction-related noise mitigation plan shall also specify that haul truck deliveries are to occur within the same range of hours specified for construction equipment.
- ▶ The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

In addition, project construction would not require the use of vibration-intensive equipment such as pile drivers or blasting. Vibration associated with project construction would dissipate rapidly from the source and would not exceed the applicable FTA thresholds for human response at nearby residential receptors (i.e., 80 VdB) or the thresholds for structural damage (i.e., 0.20 in/sec PPV) (see Appendix D for detailed modeling inputs). For these reasons, the project would not result in the generation of excessive groundborne vibration or groundborne noise levels.

## POTENTIAL TO EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE AIRPORT NOISE LEVELS

The project site is not located within an airport land use plan area, or within 3 miles of a public airport, public use airport, or within 2 miles of a private airstrip. San Jose International Airport is the closest airport and is located approximately 7.6 miles northeast of the project site. For these reasons, the project would not result in noise impacts related to the exposure of people residing or working in the project area to excessive aircraft-related noise levels.

### 3.4.4 Water Quality

## POTENTIAL FOR THE PROJECT IMPLEMENTATION TO RESULT IN VIOLATIONS OF WATER QUALITY STANDARDS/WASTE DISCHARGE REQUIREMENTS/SURFACE OR GROUNDWATER QUALITY

The project would disturb over 1 acre of soil and would therefore be required to comply with the California Construction General Permit Order 2022-0057-DWQ. The Permit requires the implementation of a Stormwater

Pollution Prevention Plan (SWPPP) which identifies site-specific temporary best management practices (BMPs) (e.g., tarping of any stockpiled materials or soil) and permanent BMPs to reduce pollutants in construction stormwater discharges and reduce the potential for soil erosion and sedimentation. The SWPPP would also include BMPs for hazardous waste and contaminated soils management and a spill prevention and control plan. Individual development projects would be required to comply with Chapter 14.02 Stormwater Pollution Control of the City of Campbell Municipal Code, as well as implement BMPs per General Plan Policy CSF-5.4 for the prevention of erosion and the control of loose soil and sediment, to ensure that construction does not result in the movement of unwanted material into waters within or outside the plan area. The Stormwater Pollution Control chapter provides regulations and gives legal effect to certain requirements of the NPDES permit issued to Campbell regarding municipal stormwater and urban runoff requirements. During construction of projects in the City, the dischargers, through individual coverage under the State's General Construction NPDES permit must develop and implement a SWPPP and perform monitoring of discharges to stormwater systems to ensure compliance with State regulations and General Plan Policy CSF-5.2 Construction impacts would be less than significant under project and cumulative conditions (Impact 4.9).

Additionally, the City requires new development projects to include appropriate features to meet applicable regional Municipal Regional Stormwater Permit (MRP) Provision C.3 requirements and implement low impact design (LID). Common LID strategies that would be appropriate for the plan area would include treatment methods such as bio-retention basins and flow-through planters, green roofs, media filtration devices, and pervious surfaces. These features would be included within individual sites on a project-by-project basis. Compliance with existing requirements of Chapter 14.02 of the Municipal Code, Chapter 20.80 of the Municipal Code, the City's Municipal Code Chapter 21.26, the Santa Clara Valley Runoff Pollution Prevention Program, The City of Campbell Stormwater Management Plan and MS4 requirements, along with implementation of General Plan policies COS-7.6, CSF-5.2, CSF-5.3, CSF-5.4, and CSF-5.6, would reduce surface water quality impacts associated with occupancy of projects in the General Plan.

The project is subject to the water quality control requirements identified above. Project design plans include water quality control features for the site (LPAS Architecture and Design 2025, TM5.1). Prior to occupancy, the design engineer shall provide written certification that the development has been built per the engineered grading and drainage plans. Additionally, The study area contains no areas that qualify as waters of the United States. Thus, no Clean Water Act permits (Section 404 from U.S. Army Corps of Engineers or Section 401 Water Quality Certification from Regional Water Quality Control Board) would be required. The study area contains no streams, ponds, or riparian habitat. Thus, no Lake or Streambed Alteration Agreement would be required from California Department of Fish and Wildlife (Appendix B).

The project would not violate any water quality standards or waste discharge requirements during construction or operation due to adherence to the California Construction General Permit and the City of Campbell Municipal Code.

## **POTENTIAL FOR PROJECT IMPLEMENTATION TO RESULT IN ALTERATION OF EXISTING DRAINAGE PATTERN OR THE SITE THROUGH ADDITION OF IMPERVIOUS SURFACE WHICH WOULD RESULT IN EROSION, INCREASE RUNOFF WHICH WOULD RESULT IN FLOODING, EXCEED EXISTING STORM DRAIN SYSTEM, OR IMPEDE FLOOD FLOWS.**

The General Plan EIR identifies locations in the City of Campbell that are within FEMA-designated 100-year flood hazard Zone A or could be inundated from levee failure. Construction activities are regulated by the NPDES General Construction Storm Water Permit. Compliance with the storm water permit during construction activities requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that contains BMPs to control the discharge of pollutants, including sediment, into local surface water drainages. Additionally, the City, in accordance with its approved SWMP, must implement Post-Construction Storm Water Management in new development and redevelopment. Further, the Santa Clara Valley Urban Pollution Prevention Plan (SCVURPPP) implements pollution prevention, source control, monitoring and outreach programs aimed at reducing pollutants in stormwater runoff and protecting water quality and beneficial uses of the San Francisco Bay and Santa Clara Valley creeks and rivers. Additionally, the General Plan regulates LID and BMPs for minimizing flood hazards to occur because of new

development that would result from the General Plan. Compliance with the existing regulations contained in the City's Municipal Code would reduce potential impacts associated with flooding and stormwater drainage to a level that is less than significant for the General Plan under project and cumulative conditions (Impact 4.9).

The project site is located outside of the 100-year flood hazard Zone A (FEMA 2025). The project is required to comply with Chapter 21.22.050 Provisions for flood hazard reduction and Chapter 14.01 stormwater pollution control from the City's Municipal Code. Project design plans include water quality control and drainage features for the site (LPAS Architecture and Design 2025, TM5.1). The stormwater management facilities have been strategically integrated into the project design to maximize both feasibility and functionality, while complementing the overall site layout. Because the project is replacing more than 50 percent of the site with imperviousness, stormwater treatment is required for the while site (LPAS Architecture and Design 2025, TM5.1).

Implementation of the stormwater control plan would prevent the project from creating or contributing runoff that would exceed the capacity of the existing stormwater conveyance infrastructure or otherwise result in flooding on or near the project site. In addition, although the existing drainage pattern through the site would be altered, it would not result in erosion or increased runoff which would result in flooding, exceedance of storm drain systems, or impediment of flood flow.

## POTENTIAL FOR PROJECT IMPLEMENTATION TO OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN

The City of Campbell is entirely within the Santa Clara Subbasin recharge area and six Santa Clara Valley Water District (SCVWD) groundwater recharge facilities with a total of 122.4 acres are located within the City boundaries. The Santa Clara Subbasin is not subject to the Sustainable Groundwater Management Act. The project would not substantially change development patterns and the areas of impermeable surfaces from those approved in the General Plan. The project is located in a developed urban area and would have less of an impact than a project converting open lands and spaces. Therefore, the project would not conflict with the Water Quality Control Plan for the SCVWD.

### 3.5 CRITERION (E)

*The site can be adequately served by all required utilities and public services.*

The project would be located within an existing urban area served by existing public utilities and services. The municipal water supply is provided by San Jose Water Company and would serve the site (Bariteau, pers. comm., 2024). Pacific Gas and Electric (PG&E) currently provides electricity services to the project site and would continue to do so with implementation of the project (Miller pers. comm., 2024). Sewer connections would be made to existing West Valley Sanitation District facilities (Kam, pers. comm., 2024). No natural gas is proposed for the project; thus, electricity would be provided through existing transmission lines near the project site. Separate encroachment permits for the installation of utilities to serve the development would be required (including water, sewer, gas, electricity, etc.). The project applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work. The project would be consistent with criterion (e).

## 4 EXCEPTIONS TO THE EXEMPTION

### 4.1 CUMULATIVE IMPACTS CRITERION

As discussed in Section 3.3, Criterion (C) above, the project site does not have value as habitat to endangered, rare, or threatened species, and project activities would not result in any impacts related to sensitive biological resources. Therefore, the project would not contribute to any cumulative impacts related to biological resources. As discussed in Section 3.4.1 "Air Quality" air quality analyses already consider cumulative impacts and these impacts were found to be less

than significant. Because the project would result in less-than-significant air quality impacts, it would not result in a cumulatively considerable contribution to cumulative air quality impacts. As described in Section 3.4.2, "Traffic," the project would be subject to and designed in accordance with adopted local plans and policies that regulate the City circulation system as well as design specifications and standards that minimize transportation hazards and ensure adequate emergency access. Therefore, the project's contribution to a cumulative impact related to the circulation system, transportation hazards, and inadequate emergency access would not be cumulatively considerable. Similar to air quality analyses, VMT analyses consider cumulative impacts, and the project's VMT would be within the VMT analyzed as part of the City of Campbell General Plan and would not create a new significant impact. Thus, the project would not result in a cumulatively considerable contribution to cumulative VMT impacts.

The project would involve temporary noise and vibration during construction; however, these effects are localized and would cease upon completion of construction activities. In addition, project noise levels from on-site stationary noise sources would not exceed City Municipal Code thresholds and additional vehicle trips associated with project implementation would not result in a substantial increase in traffic noise beyond what was analyzed in the City of Campbell General Plan, as discussed in Section 3.4.3, "Noise." Therefore, the project would not result in a cumulatively considerable contribution to a cumulative noise impact. As discussed in Section 3.4.4 "Water Quality," the project would not contribute pollutants such that water quality would be impacted and would be served by available utilities and public services.

Additionally, as stated above, the project site has been approved by the City of Campbell General Plan for residential affordable housing development. With implementation of General Plan policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the proposed General Plan, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds, beyond those disclosed and analyzed throughout the General Plan EIR. Therefore, impacts related to these issue areas were found to be less than significant and the project would not result in a cumulatively considerable contribution to potential cumulative impacts. This exception does not apply to the project.

## 4.2 SIGNIFICANT EFFECTS DUE TO UNUSUAL CIRCUMSTANCES CRITERION

CEQA Guidelines Section 15300.2 states that "a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances." There are no unusual circumstances that exist in connection with the project, project site, or surrounding environmental conditions. The project site is located within an existing, developed area adjacent to a commercial area and residential neighborhood near existing community amenities and transportation. The project's residential land uses would complement the existing physical arrangement of residential and commercial properties within the vicinity of the project site. Developing new apartments and associated amenities adjacent to an existing, developed residential area is not unusual. In addition, the project site does not possess any characteristics which could qualify as unusual. Further, the unusual circumstances exception requires findings of both unusual circumstances and a potentially significant effect from the unusual circumstances. As discussed above, there are neither potentially significant effects from the project, nor any unusual circumstances. There are no unique or unusual circumstances at the project site or related to construction and operation of the project that have the potential to result in a significant environmental impact to the environment. This exception would not apply to the project.

## 4.3 SCENIC HIGHWAYS CRITERION

CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway." The project site is located on East Campbell Avenue and the corner of Dillon Avenue and Gillman Avenue. The project is located 3.6 miles south of

Route 280, an eligible State-designated Scenic Highway (Caltrans 2025). Existing land uses between Route 280 and the project site include several residential neighborhoods, community parks, and commercial spaces. The project site would not be visible from eligible Route 280. Therefore, the project would not damage scenic resources including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This exception would not apply to the project.

## 4.4 HAZARDOUS WASTE SITES CRITERION

CEQA Guidelines Section 15300.2 states that a categorical exemption “shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code,” which is known as the Cortese list. The project is not currently listed as a Cortese site. A search of the California Department of Toxic Substances Control (DTSC) EnviroStor Database (DTSC 2025) and the State Water Resources Control Board (SWRCB) GeoTracker Database (SWRCB 2025) was conducted in June 2025. The records review indicated that this project site is listed open for cleanup on the SWRCB database. The Phase I Environmental Site Assessment for the discovered volatile organic compounds (VOCs) in soil gas beneath the subject property (Terraphase Engineering 2024). The Phase I report determined this to be a de minimus condition that does not present a threat to human health or the environment and would not be subject to enforcement action. While the VOCs detected slightly exceeded conservative regulatory screening levels. The potential for migration of these VOCs has been assessed by both Terraphase and ToxStrategies, each concurring that the concrete slab and heating, ventilation, and air conditioning (HVAC) systems of the building in the planned redevelopment would alone be sufficient to prevent vapor intrusion (Terraphase Engineering 2024). Based on these findings no additional investigation is recommended or warranted at this time (Terraphase Engineering 2024). The County of Santa Clara Department of Environmental Health determined that the project site land has gone through the necessary remediation and no additional excavation is necessary (Flora pers. comm., 2023). Therefore, due to the remediation actions, project design, and the Phase I recommendations, this exception does not apply to the project.

## 4.5 HISTORICAL RESOURCES CRITERION

Section 15332 of the State CEQA Guidelines allows for the use of a categorical exemption for infill development, provided that the contemplated development meets certain criteria, and that none of the exceptions to the exemptions apply (CEQA Guidelines Section 15300.2). This includes not causing a substantial adverse change in the significance of a historical resource; this includes both built environmental features and archaeological sites. The project site would be located on a pre-graded site with no existing development. The project would be required to comply with cultural standards of the General Plan (City of Campbell 2022b).

In the event of inadvertent cultural resource discovery, the following actions will apply:

COS-6.2: If found during construction, ensure that human remains are treated with sensitivity and dignity, and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

COS-6.3: Work with Native American representatives to identify and appropriately address, through avoidance or mitigation, impacts to Native American cultural resources and sacred sites during the development review process.

COS-6.b: Require all development, infrastructure, and other ground disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains:

- ▶ If construction or grading activities result in the discovery of significant historic or prehistoric archaeological artifacts or unique paleontological resources, all work within 100 feet of the discovery shall cease, the Planning Division shall be notified, the resources shall be examined by a qualified archaeologist, paleontologist, or historian for appropriate protection and preservation measures; and work may only resume when appropriate protections are in place and have been approved by the Planning Division.

- ▶ If human remains are discovered during any ground disturbing activity, work shall stop until the Planning Division and the County Coroner have been contacted; if the human remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) and the most likely descendants have been consulted; and work may only resume when appropriate measures have been taken and approved by the Planning Division. Adopt an ordinance codifying these requirements into the Campbell Municipal Code

## 5 SUMMARY

Based on this analysis, the project meets all criteria for a Class 32 Categorical Exemption pursuant to CEQA Guidelines Section 15332. Further, none of the exceptions to the Categorical Exemption listed in CEQA Guidelines Section 15300.2 apply to the project.

## 6 REFERENCES

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**Appendix A: Project Plans**

Available online at:

<https://www.campbellca.gov/ArchiveCenter/ViewFile/Item/3402>

**BIOLOGICAL AND WETLANDS RESOURCES ASSESSMENT  
FOR THE  
±2.3-ACRE CAMPBELL/DELGRANDE STUDY AREA  
CAMPBELL, SANTA CLARA COUNTY, CALIFORNIA**



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**NOVEMBER 2016**

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# Biological and Wetlands Resources Assessment for the ±2.3-ACRE CAMPBELL/DEL GRANDE STUDY AREA

## INTRODUCTION

---

### Project Location

Salix Consulting, Inc. (Salix) has prepared a Biological and Wetlands Resources Assessment for the ±2.3-acre study area located at the intersection of Dillon Avenue and East Campbell Avenue in the City of Campbell, Santa Clara County, California.

The site is located in the city of Campbell and is situated in Section 35 of Township 7 South and Range 1 West on the San Jose West USGS 7 ½ minute quadrangle (Figure 1). The approximate coordinates for the center of the property are: 37° 17' 11.96" N and 121° 56' 26.04" W.

### Project Setting

The site is a developed parcel near the urban core of the city of Campbell, west of Highway 17, at an approximate elevation of 197 feet. It is surrounded by residential development to the northeast and commercial development to the north, west, and south. Campbell Park is located to the east of the site (Figure 2).

### Objectives of Biological and Wetlands Resources Assessment

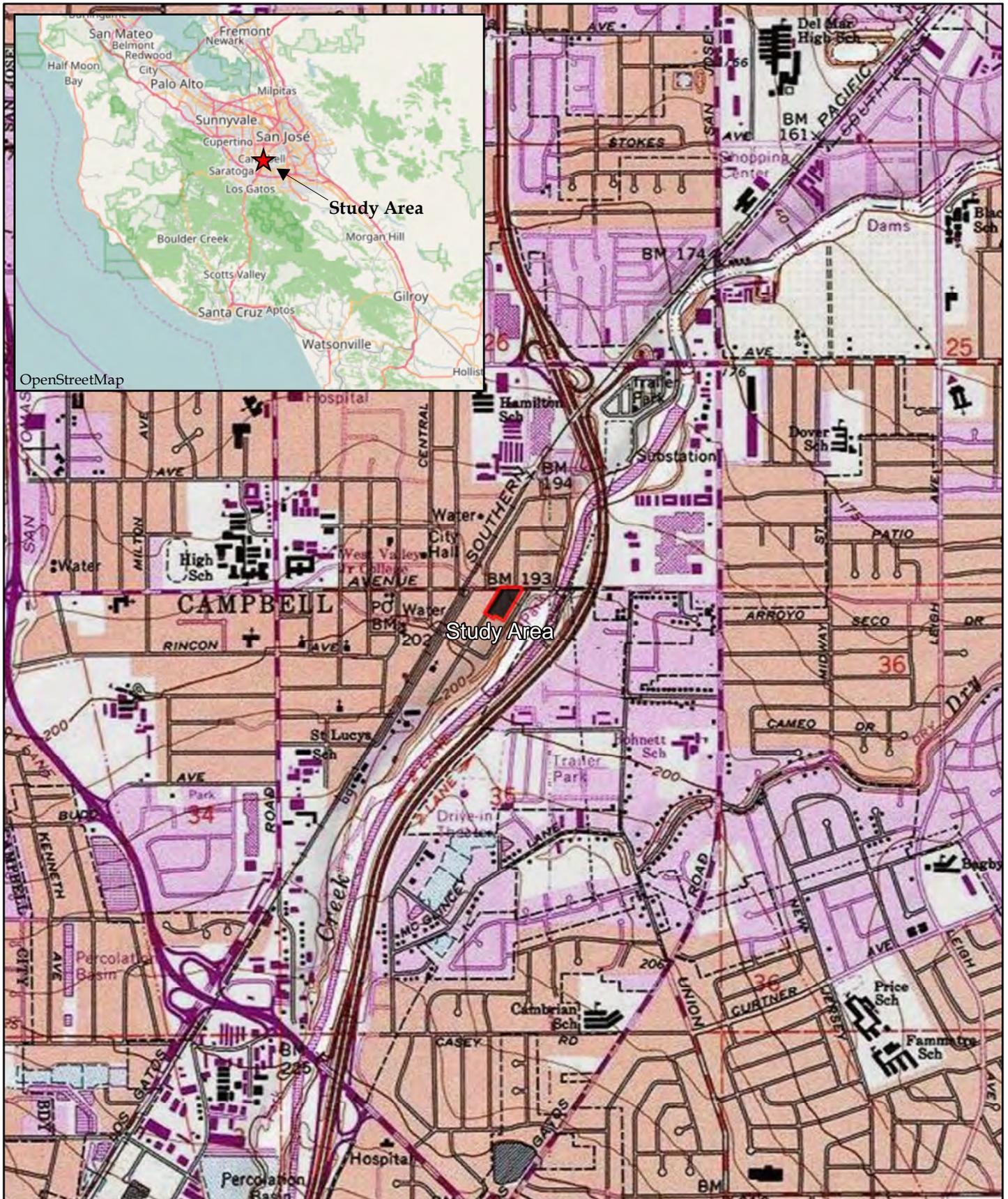
- Identify and describe the biological communities present in the study area
- Record plant and animal species observed in the study area
- Determine if the study area may or could contain sensitive resources that could be affected directly or indirectly by project activities
- If needed, provide recommendations for mitigations to avoid or minimize impacts to the extent feasible.

## METHODS

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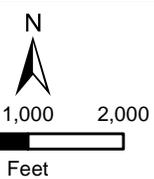
### Literature Review

As part of this assessment, Salix biologists reviewed aerial photographs, USGS maps, and site maps for the study area. Standard publications were reviewed to provide information on life history, habitat requirements and distribution, of regionally occurring animal species. They include published books, peer-reviewed articles, field guides, and the California Wildlife Habitats Relationships Program. Publications utilized in this assessment are included in the References section of this document.



OpenStreetMap

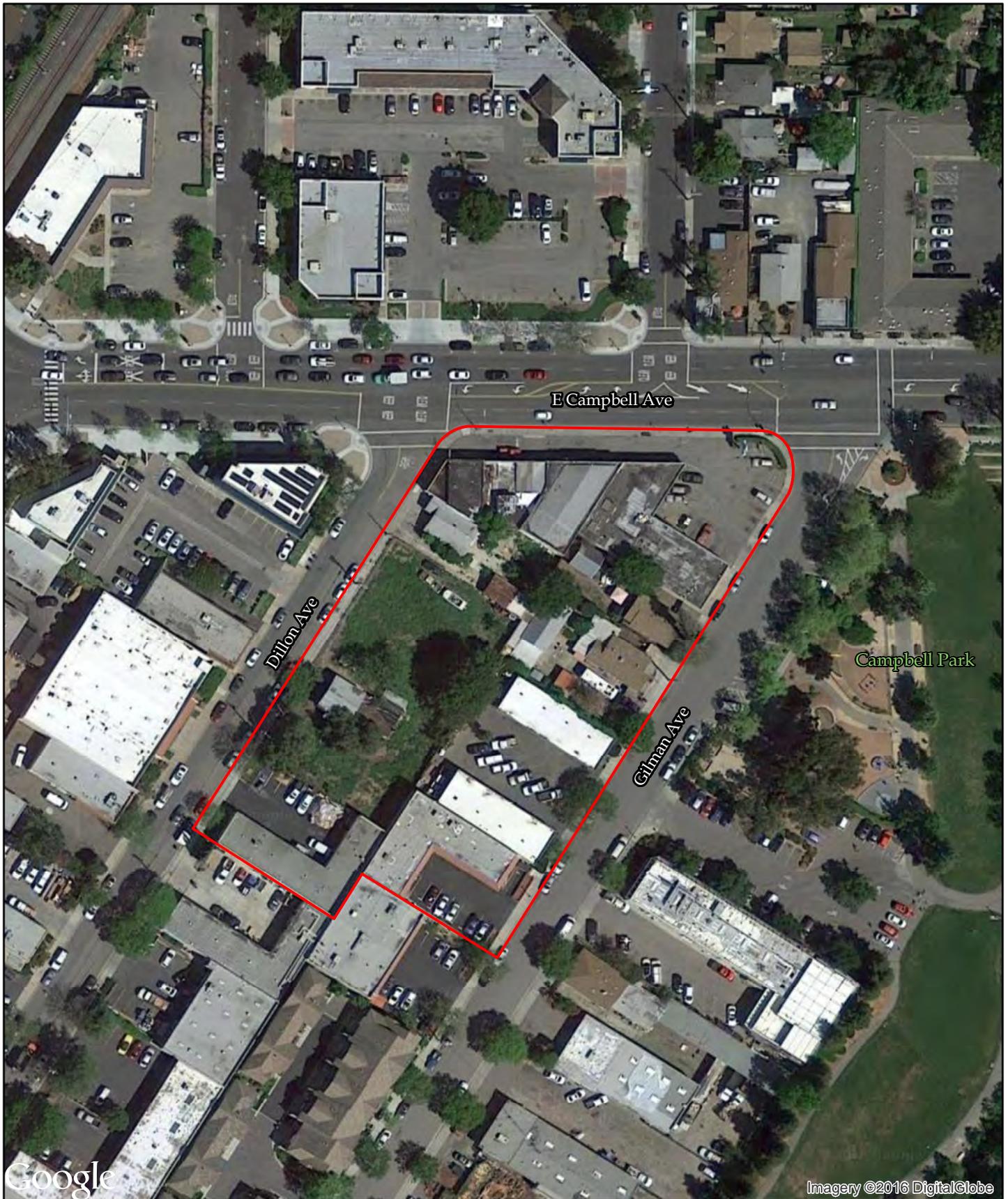
Study Area



Source Maps: USGS Topographic Map  
 San Jose West Quad 1:24,000  
 Section 035 Township 07S Range 01W

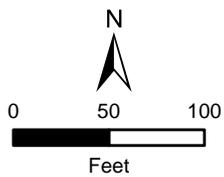


**Figure 1**  
**SITE AND VICINITY MAP**  
*Campbell-Del Grande*  
 Campbell, Santa Clara County, CA



Google

Imagery ©2016 DigitalGlobe



 Study Area  
(±2.3 acres)

Imagery: Google, April 2016

## Figure 2

### AERIAL MAP

*Campbell-Del Grande*

Campbell, Santa Clara County, CA

## Special-Status Species Reports

To determine which special-status species could occur within or near the study area Salix biologists queried the California Natural Diversity Data Base (CDFW 2016) and the California Native Plant Society Inventory (CNPS 2016) for reported occurrences of special-status fish, wildlife, and plant species in the region surrounding the study area. The nine-quadrangle search area included the San Jose West, Mountain View, Milpitas, Calaveras Reservoir, Cupertino, San Jose East, Castle Rock ridge, Lost Gatos, and Santa Teresa Hills USGS quadrangles. . Salix biologists also reviewed the following special-status species lists for the project vicinity:

- U.S. Fish and Wildlife Service (USFWS) IPaC Trust Resources Report generated for the study area;
- California Department of Fish and Wildlife Special Animals List, and
- California Department of Fish and Wildlife Special Vascular Plants, Bryophytes, and Lichens List.

For the purposes of this report, special-status species are those that fall into one or more of the following categories:

- Listed as endangered or threatened under the federal Endangered Species Act (or candidate species, or formally proposed for listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as rare, protected, or fully protected pursuant to California Fish and Game Code;
- Designated a Species of Special Concern by the California Department of Fish and Wildlife, or
- Designated as Ranks 1, 2, or 3 on lists maintained by the California Native Plant Society.

## Field Assessments

A field assessment of the study area was conducted by Jeff Glazner on November 5, 2016, to identify existing conditions and assess the site for the presence or absence of sensitive resources. During the field assessments, plants and animals observed on site were recorded, habitat types were determined, and the potential for the site to support special-status species known from the region was assessed. Appendix A is a list of plants observed, and wildlife observed onsite are described within the text in the Wildlife section (page 8). Plant names are according to *The Jepson Manual: Vascular Plants of California, Second Edition* (Baldwin et. al. 2012). Standard manuals were used to identify wildlife species observed.

## SURVEY AND LITERATURE SEARCH RESULTS

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### Soils

One soil unit was identified on the site: Urbanland-Elder complex, 0 to 2 percent slopes, protected.

Urbanland makes up 70% of the soil unit, which includes disturbed and human-transported material.

The Elder Series makes up 20% of the soil unit. The Elder series consists of very deep and deep, well drained soils that formed in moderately coarse textured alluvium derived from sedimentary, granitic, and basic igneous rock sources. Elder soils are on alluvial fans and in flood plains and have slopes of 0 to 15 percent. The mean annual precipitation is about 20 inches and the mean annual air temperature is about 58 degrees F. Elevations are 20 to 1,500 feet. The climate is dry, subhumid mesothermal with warm, dry summers and cool, wet winters. This soil does not meet hydric criteria.

The Canine Creek Series makes up 10% of the soil unit. The Canine Creek series consists of very deep, well drained soils that formed in alluvium from mixed rock sources. Canine Creek soils are on floodplains and alluvial fans. Slopes range from 1 to 5 percent. This soil does not meet hydric criteria.

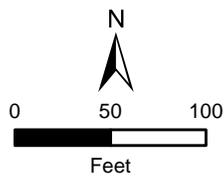
### Biological Communities

One biological community is represented in the study area, "Urban Mix," summarized in Table 1 and illustrated in Figure 3. Representative photographs of the study area are presented in Figure 4. A list of plant species observed provided in Appendix A.

<b>Table 1. Biological Communities/Habitat Types within the Campbell/Del Grande Study Area</b>	
<b>Biological Community</b>	<b>Approximate Acreage</b>
Urban Mix	±2.3
<b>Total</b>	<b>±2.3</b>

### Habitat Components

 Urban Mix (±2.3 acres)



 Study Area (±2.3 acres)

Imagery: Google, April 2016

### Figure 3

#### HABITAT COMPONENTS

*Campbell-Del Grande*  
Campbell, Santa Clara County, CA



Fruit trees and ruderal lot along Dillon Avenue. *Photo date 11-5-16*

Large tree of heaven near center of site. *Photo date 11-5-16*



Peruvian pepper tree in southern portion of site. *Photo date 11-5-16*

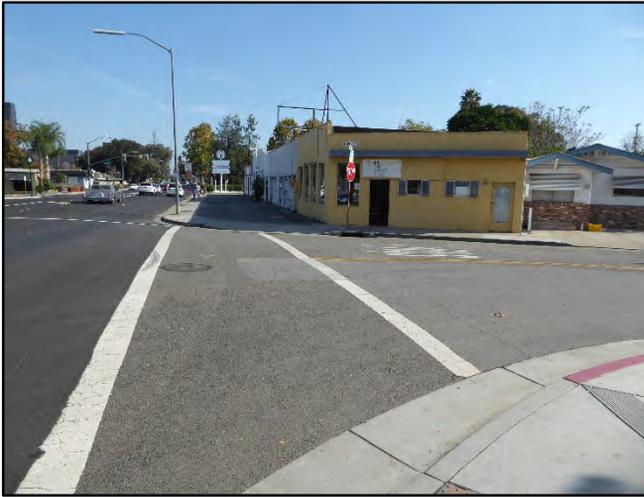


**Figure 4a**

**SITE PHOTOS**

*Campbell Del-Grande*

Campbell, Santa Clara County, CA



Looking east at Campbell Avenue at north west corner of study area. *Photo date 11-5-16*

Mexican tree yucca and other ornamentals near center of study area. *Photo date 11-5-16*



Looking north east along eastern portion of study area. *Photo date 11-5-16*



**Figure 4b**

**SITE PHOTOS**

*Campbell Del-Grande*  
Campbell, Santa Clara County, CA

### **Urban Mix**

The study area has long been developed and is a mix of commercial and residential land uses. The majority of the 2.3 acres is covered with pavement or buildings while the remainder is ruderal (non paved and disturbed).

The foothill woodland habitat (about 5-acres) consists of patchy tree distribution and open disturbed and undisturbed grassland areas. Blue oak (*Quercus douglasii*) is the most common tree species in the northern area while interior live oak (*Quercus wislizeni*) is the most common tree species in the southern areas. They comeingle throughout the site and particularly in the middle areas. Foothill pine (*Pinus sabiniana*) is common and scattered throughout the site. The shrub layer is patchy and minimal. Buckbrush (*Ceanothus cuneatus* var. *cuneatus*) is the primary component. The herbaceous layer is primarily grasses, including soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), wild oat (*Avena fatua*), hedgehog dogtailgrass (*Cynosurus echinatus*), and wall barley (*Hordeum murinum*). Non-grass species include red stem filaree (*Erodium cicutarium*), rancher's fireweed (*Amsinckia menziesii*), miniature lupine (*Lupinus bicolor*), rose clover (*Trifolium hirtum*), miner's lettuce (*Claytonia perfoliata*), and goose grass (*Galium aparine*).

### **Wildlife**

The site provides habitat for species adapted to the urban mix habitat and human interface. Tree and shrubs provide suitable nesting habitat for common species and the stie in general provides foraging habitat for the same species. Animals observed or detected in the study area include house finch (*Haemorhous mexicanus*), Nuttall's woodpecker (*Picoides nuttallii*), Anna's hummingbird (*Calypte anna*), house sparrow (*Passer domesticus*), American crow (*Corvus brachyrhynchos*), bushtit (*Psaltriparus minimus*), and mourning dove (*Zenaida macroura*). Western gray squirrel (*Sciurus griseus*) was observed in the study area during the field survey.

### **Waters of the United States**

The study area was examined for areas that might meet the definition of waters of the U.S. (e.g., streams, wetland swales, seasonal marsh). No areas of the site were identified as being potential waters of the U.S. within the Study Area.

## Special-Status Species

To determine potentially-occurring special-status species, the standard databases from the USFWS, CDFW (CNDDDB 2016), and CNPS were queried and reviewed. These searches provided a comprehensive list of regionally occurring special-status species and were used to determine which species may have potential to occur within or near the study area. Appendix B lists potentially-occurring special-status plants, and Appendix C lists potentially-occurring special-status animals compiled from our queries as described above. The field survey and the best professional judgment of the Salix biologist were used to further refine the tables in Appendices B and C. Additionally, plant species found on the CNPS List 4 are not considered further in the document. Figure 5 shows approximate locations of reported occurrences of CNDDDB special-status wildlife within a five-mile radius of the study area, and Figure 6 shows approximate locations of reported occurrences of CNDDDB special-status animals within a five-mile radius of the study area.

Of the 41 potentially-occurring special-status plant species listed in Appendix B, nine (9) were identified as occurring within or near a 5-mile radius of the study area (Figure 5). All of these species and all of the remaining species in Appendix B, were determined have no potential for occurring onsite due to the total absence of suitable habitat or substrates. These species are listed below in Table 2, and their status and descriptions of their habitats are provided in Appendix B.

<b>Common Name</b>	<b>Taxon</b>
Hoover's button-celery	<i>Eryngium aristulatum hooveri</i>
Big-scale balsam-root	<i>Balsamorhiza macrolepis</i>
Congdon's tarplant	<i>Centromadia parryi congdonii</i>
Mount Hamilton thistle	<i>Cirsium fontinale campylon</i>
Contra Costa goldfields	<i>Lasthenia conjugens</i>
Woolly-headed lessingia	<i>Lessingia hololeuca</i>
Smooth lessingia	<i>Lessingia micradenia glabrata</i>
Mount Diablo cottonweed	<i>Micropus amphibolus</i>

**Table 2.**  
**Special-status Plants with No Potential to Occur**  
**within the Campbell/Del Grande Study Area**

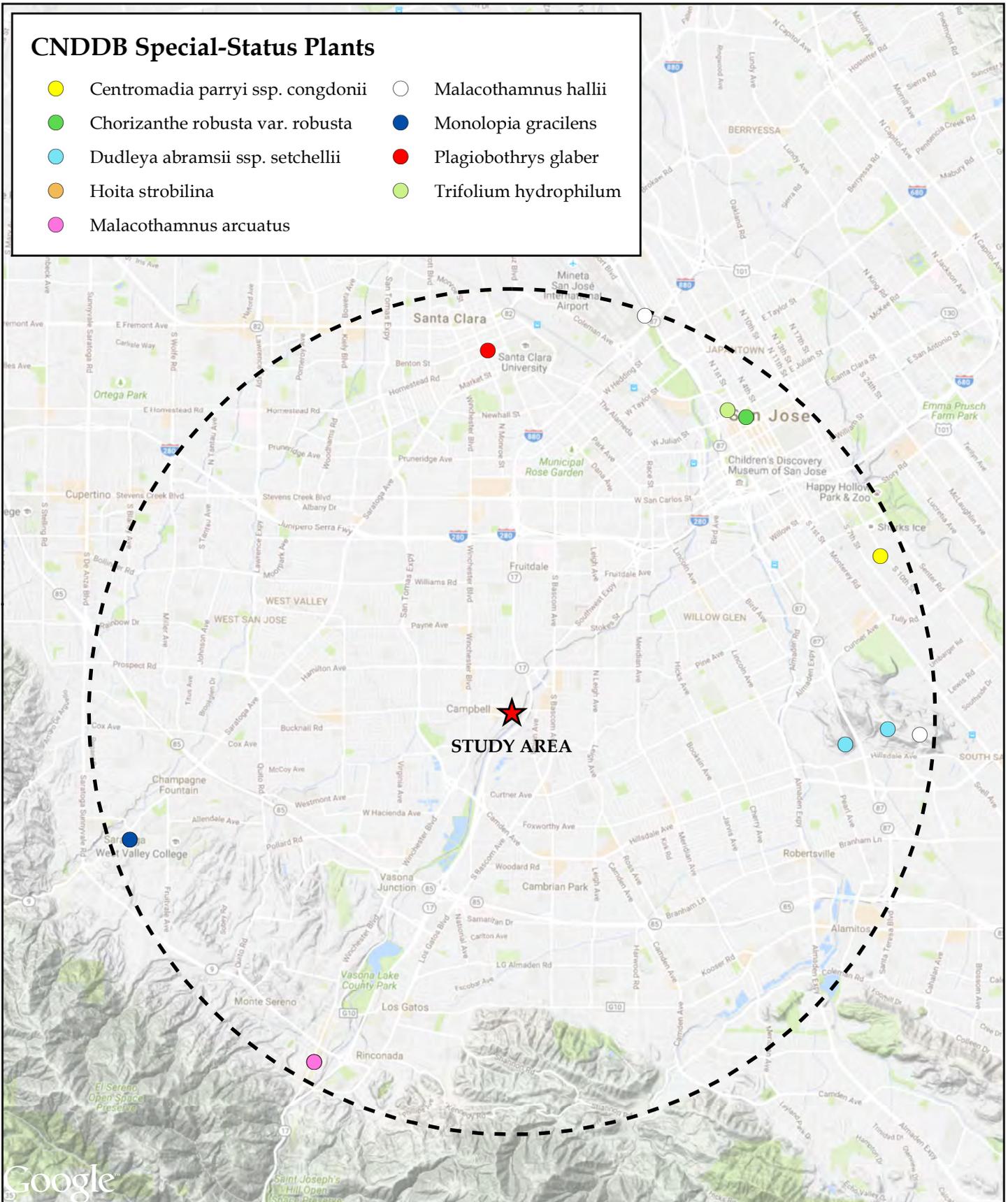
Common Name	Taxon
Small-flowered monolopia	<i>Monolopia gracilens</i>
White-rayed pentachaeta	<i>Pentachaeta bellidiflora</i>
Chaparral ragwort	<i>Senecio aphanactis</i>
Hairless popcornflower	<i>Plagiobothrys glaber</i>
Uncommon jewelflower	<i>Streptanthus albidus peramoenus</i>
Metcalf Canyon jewelflower	<i>Streptanthus glandulosus albidus</i>
Caper-fruited tropidocarpum	<i>Tropidocarpum capparideum</i>
Chaparral harebell	<i>Campanula exigua</i>
Brittlescale	<i>Atriplex depressa</i>
Lesser saltbush	<i>Atriplex minuscule</i>
San Joaquin spearscale	<i>Extriplex joaquinana</i>
California sea-blite	<i>Suaeda californica</i>
Santa Clara Valley dudleya	<i>Dudleya abramsii setchellii</i>
Bonny Doon Manzanita	<i>Arctostaphylos silvicola</i>
Alkali milkvetch	<i>Astragalus tener tener</i>
Loma Prieta hoita	<i>Hoita strobilina</i>
Saline clover	<i>Trifolium hydrophilum</i>
Large-leaf storksbill	<i>California macrophylla</i>
Fragrant fritillary	<i>Fritillaria liliacea</i>

**Table 2.**  
**Special-status Plants with No Potential to Occur**  
**within the Campbell/Del Grande Study Area**

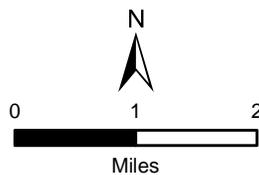
Common Name	Taxon
Arcuate bush mallow	<i>Malacothamnus arcuatus</i>
Hall's bush mallow	<i>Malacothamnus hallii</i>
Santa Cruz Mountains pussypaws	<i>Calyptridium parryi hesseae</i>
White-flowered rein-orchid	<i>Piperia candida</i>
Point Reyes salty bird's-beak	<i>Chloropyron maritimum palustre</i>
Dudley's lousewort	<i>Pedicularis dudleyi</i>
San Francisco collinsia	<i>Collinsia multicolor</i>
Santa Cruz Mountains beardtongue	<i>Penstemon rattanii kleei</i>
California alkali grass	<i>Puccinellia simplex</i>
Prostrate vernal pool navarretia	<i>Navarretia prostrata</i>
Ben Lomand spineflower	<i>Chorizanthe pungens hartwegiana</i>
Robust spineflower	<i>Chorizanthe robusta robusta</i>
Slender-leaved pondweed	<i>Stuckenia filiformis alpina</i>
Western leatherwood	<i>Dirca occidentalis</i>

# CNDDDB Special-Status Plants

- *Centromadia parryi* ssp. *congdonii*
- *Chorizanthe robusta* var. *robusta*
- *Dudleya abramsii* ssp. *setchellii*
- *Hoita strobilina*
- *Malacothamnus arcuatus*
- Malacothamnus hallii*
- *Monolopia gracilens*
- *Plagiobothrys glaber*
- *Trifolium hydrophilum*



Google



★ Study Area  
 5-Mile Radius

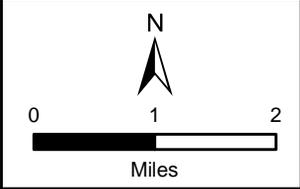
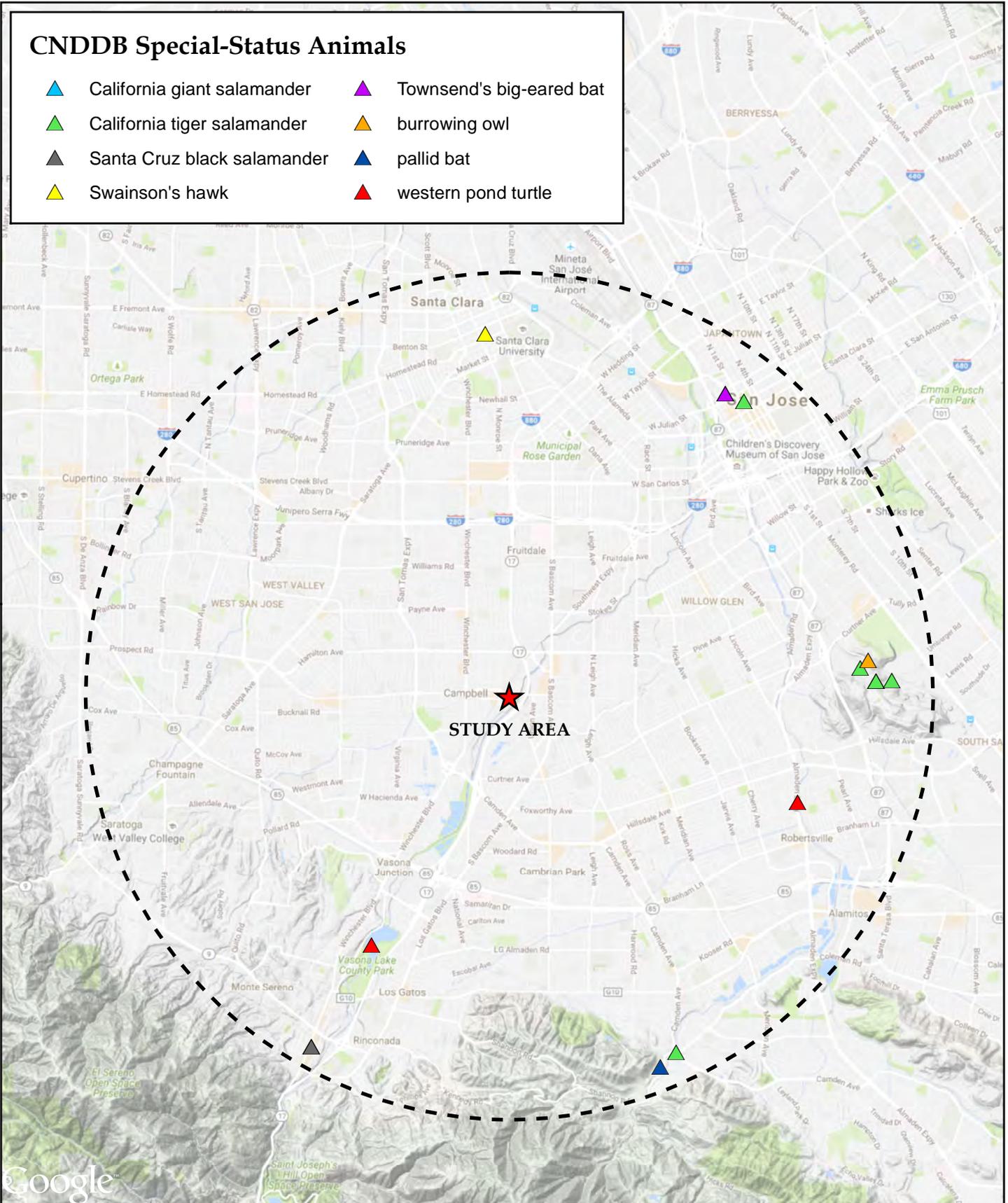
Source: CNDDDB 11-3-16

**Figure 5**

**CNDDDB OCCURENCES MAP**  
*Campbell-Del Grande*  
 Campbell, Santa Clara County, CA

# CNDDDB Special-Status Animals

- ▲ California giant salamander
- ▲ California tiger salamander
- ▲ Santa Cruz black salamander
- ▲ Swainson's hawk
- ▲ Townsend's big-eared bat
- ▲ burrowing owl
- ▲ pallid bat
- ▲ western pond turtle



★ Study Area  
 ○ 5-Mile Radius

Source: CNDDDB 11-3-16

**Figure 6**  
**CNDDDB OCCURENCES MAP**  
*Campbell-Del Grande*  
 Campbell, Santa Clara County, CA

Of the 37 potentially-occurring animal species listed in Appendix C, eight (8) were identified as occurring within or near the 5-mile radius of the study area. All of the animal species occurring within the 5-mile radius, as well as all of the remaining species in Appendix C, were determined to have no potential for occurring onsite due to the absence of suitable habitats. These animal species are listed below in Table 3, and descriptions of their habitats are provided in Appendix C.

<b>Table 3. Special-status Animals with No Potential to Occur within the Campell/Del Grande Study Area</b>	
<b>Common Name</b>	<b>Taxon</b>
Vernal pool tadpole shrimp	<i>Lepidurus packardi</i>
Zayante band-winged grasshopper	<i>Trimerotropis infantilis</i>
Bay checkerspot butterfly	<i>Euphydryas editha bayensis</i>
San Bruno elfin butterfly	<i>Incisalia mossii bayensis</i>
Coho salmon - Central California Coast ESU	<i>Onchorhynchus kisutch</i>
Steelhead - Central California Coast ESU	<i>Oncorhynchus mykiss irideus</i>
Delta smelt	<i>Hypomesus transpacificus</i>
Longfin smelt	<i>Spirinichus thaleichthys</i>
California tiger salamander	<i>Ambystoma californiense</i>
California giant salamander	<i>Dicamptodon ensatus</i>
Santa Cruz black salamander	<i>Aneides niger</i>
California red-legged frog	<i>Rana draytonii</i>
Foothill yellow-legged frog	<i>Rana boylei</i>
Western pond turtle	<i>Actinemys marmorata</i>
Coast horned lizard	<i>Phrynosoma blainvillii</i>
Alameda striped racer (Alameda whipsnake)	<i>Masticophis lateralis euryxanthus</i>

**Table 3.  
Special-status Animals with No Potential to Occur  
within the Campell/Del Grande Study Area**

<b>Common Name</b>	<b>Taxon</b>
White-tailed kite	<i>Elanus leucurus</i>
Northern harrier	<i>Circus cyaneus</i>
Swainson's hawk	<i>Buteo swainsoni</i>
Golden eagle	<i>Aquila chrysaetos</i>
American peregrine falcon	<i>Falco peregrinus anatum</i>
California black rail	<i>Laterallus jamaicensis coturnculus</i>
California clapper rail	<i>Rallus longirostris obsoletus</i>
Western snowy plover	<i>Charadrius alexandrinus nivosus</i>
California least tern	<i>Sterna antillarum browni</i>
Black Skimmer	<i>Rynchops niger</i>
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>
Burrowing owl	<i>Athene cunicularia</i>
Black swift	<i>Cypseloides niger</i>
Purple martin	<i>Progne subis</i>
Saltmarsh common yellowthroat	<i>Geothlypis trichas sinuosa</i>
Alameda song sparrow	<i>Melospiza melodia pusillula</i>
Tricolored blackbird	<i>Agelaius tricolor</i>
Salt-marsh wandering shrew	<i>Sorex vagrans halicoetes</i>
Townsend's big-eared bat	<i>Corynorhinus townsendii townsendii</i>

<p align="center"><b>Table 3.</b>  <b>Special-status Animals with No Potential to Occur</b>  <b>within the Campell/Del Grande Study Area</b></p>	
<b>Common Name</b>	<b>Taxon</b>
Pallid bat	<i>Antrozous pallidus</i>
Saltmarsh harvest mouse	<i>Reithrodontomys raviventris</i>

### *Plants*

Many special-status plants are known from the nine-quadrangle region surrounding the study area, as listed in Appendix B. However, the Campbell/Del Grande is completely developed and lacks vernal pools or similar habitats, marshes, swamps, woodlands, chaparral, grassland, or any other habitats that are necessary to support the listed plants with specific habitat requirements. In addition, the site lacks serpentine soils which may support special status plant species. Thus none have the potential to occur onsite.

Nine special-status plants occur within a 5-mile radius of the study area as shown on Figure 6: Congdon's tarplant, robust spineflower, Santa Clara Valley dudleya, Loma Prieta hoita, arcuate bush mallow, Hall's bush mallow, small-flowered monolopia, hairless popcornflower, and saline clover. As noted above and in Appendix B, all of these species require habitats or soils that are not expressed within the study area.

### *Wildlife*

Of the 37 special-status animals identified as occurring within the broader region surrounding the study area (Appendix C), all were determined to have no potential for occurring within the study area due to the absence of suitable habitat on the site. In particular:

- the site lacks aquatic habitats to support coho salmon, Central Valley steelhead, delta smelt, longfin smelt, California red-legged frog, foothill yellow-legged frog, salamanders, western pond turtle, and giant garter snake, as well as California black rail and other birds that require foraging areas with open water;
- the site lacks vernal pools and similar wetlands that support invertebrate species unique to these habitats (tadpole shrimp), as well as western spadefoot and California tiger salamander;
- the site lacks suitable nesting habitat for special-status birds and bats, including large/tall trees, woodlands, or dense vegetation;
- the site lacks salt marsh or saline wetlands required by mammals such as the salt-marsh wandering shrew and saltmarsh harvest mouse.

In addition, a number of special-status animal species are found only very specific locations (such as the listed insects) or have limited range that does not include the study area.

Eight special-status animals occur within a 5-mile radius of the study area as shown on Figure 6: California giant salamander, California tiger salamander, Santa Cruz black salamander, western pond turtle, Swainson's hawk, burrowing owl, Townsend's big-eared bat, and pallid bat. As discussed above, the site lacks suitable habitat for all of these species.

## **RECOMMENDATIONS**

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### **Waters of the United States**

The study area contains no areas that qualify as waters of the United States. Thus, no Clean Water Act permits (Section 404 from U.S. Army Corps of Engineers or Section 401 Water Quality Certification from Regional Water Quality Control Board) will be required.

### **Streams, Pond, and Riparian Habitat**

The study area contains no streams, ponds, or riparian habitat. Thus, no Lake or Streambed Alteration Agreement will be required from California Department of Fish and Wildlife.

### **Tree Conservation**

City of Campbell has adopted tree protection regulations that "establish policies, regulations, and standards to protect and manage trees on private property to ensure that development is compatible with and enhances Campbell's small town quality and character." The ordinance defines "protected trees" and specifies procedures for obtaining removal permits. It is advised that the applicant consult with the City to determine what, if any, regulations apply to trees within the study area.

### **Special-Status Plants**

An analysis of regionally-occurring special-status plants has been conducted as a part of this study. The study area is completely devoid of habitats or substrates that would support any of the special-status plants with potential to occur in the area. Thus, we do not recommend further studies for special-status plants.

### **Special-Status Wildlife**

An analysis of regionally-occurring special-status animals was also conducted as a part of this study. The study area is completely devoid of habitats that would support any of the special-status animals with potential to occur in the area. Thus, no recommendations are made regarding further studies for these species.

### *Pre-Construction Nesting Surveys*

The Urban Mix habitat of the study area does not provide suitable nesting habitat for common raptors. However, it may provide suitable nesting habitat for other birds protected by the Migratory Bird Treaty Act. If tree removal activities take place during the breeding/nesting season (February 1 through August 31), disturbance of nesting activities could occur. Take of any active raptor nest is prohibited under California Fish and Game Code sections 3503, 3503.5, and 3513. To avoid impacts to nesting birds, necessary tree removal should occur outside of the nesting season (February 1 through August 31). If tree removal must occur at any time during the typical nesting season, a pre-construction survey should be conducted by a qualified biologist no more than 15 days prior to initiation of proposed development activities. If active nests are found on or immediately adjacent to the site, CDFW should be contacted to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal could then proceed.

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**Appendix A.**  
**Plant Species Observed Within the Campbell/Del Grande Study Area**

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## Appendix A

### Plants Observed - Campbell/Del Grande 11-5-16

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#### Gymnosperms

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##### Cupressaceae - Cypress Family

\**Juniperus chinensis* Chinese juniper

#### Angiosperms - Dicots

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##### Anacardiaceae - Cashew or Sumac Family

\**Pistacia chinensis* Chinese pistachio

\**Schinus molle* Peruvian pepper tree

##### Aquifoliaceae - Holly Family

\**Ilex aquifolium* English holly

##### Araliaceae - Ginseng Family

\**Hedera helix* English ivy

##### Asteraceae (Compositae) - Sunflower Family

\**Dimorphotheca sinuata* Cape-marigold

\**Lactuca serriola* Prickly lettuce

\**Sonchus oleraceus* Common sow-thistle

##### Brassicaceae (Cruciferae) - Mustard Family

\**Sisymbrium orientale* Sisymbrium

##### Fabaceae (Leguminosae) - Legume Family

\**Medicago polymorpha* California burclover

##### Geraniaceae - Geranium Family

\**Erodium cicutarium* Red-stem filaree

##### Juglandaceae - Walnut Family

\**Juglans regia* English walnut

##### Malvaceae - Mallow Family

\**Malva parviflora* Cheeseweed

##### Oleaceae - Olive Family

\**Ligustrum japonicum* Japanese privet

\**Olea europaea* Olive

##### Oxalidaceae - Oxalis Family

\**Oxalis pes-caprae* Bermuda buttercup

##### Plantaginaceae - Plantain Family

\**Plantago lanceolata* English plantain

##### Rosaceae - Rose Family

\**Cotoneaster lacteus* Late cotoneaster

##### Simaroubaceae - Quassia Family

\**Ailanthus altissima* Tree of heaven

##### Solanaceae - Nightshade Family

*Solanum americanum* American black nightshade

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\* Indicates a non-native species

## Angiosperms - Monocots

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### Agavaceae - Agave Family

\**Yucca filifera*

Mexican tree yucca

### Arecaceae (Palmae) - Palm Family

\**Washingtonia robusta*

Mexican fan palm

### Poaceae (Gramineae) - Grass Family

\**Bromus hordeaceus*

Soft chess

\**Bromus madritensis*

Foxtail brome

\**Digitaria sanguinalis*

Hairy crabgrass

\**Festuca perennis*

Italian ryegrass

\**Hordeum murinum*

Wall barley

\**Poa annua*

Annual bluegrass

**Appendix B.**  
**Potentially-Occurring Special-Status Plants in the Region of the  
Campbell/Del Grande Study Area**

**Appendix B**  
**Potentially-occurring Special-status Plants - Campbell/Del Grande**

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<b>Apiaceae (Umbelliferae)</b>				
<i>Eryngium aristulatum hooveri</i> Hoover's button-celery	Fed: - State: - CNPS: Rank 1B.	July-July	Vernal pools.	None. No suitable habitat present onsite.
<b>Asteraceae (Compositae)</b>				
<i>Balsamorhiza macrolepis</i> Big-scale balsam-root	Fed: - State: - CNPS: Rank 1B.2	March-June	Cismontane woodland; valley and foothill grassland; [sometimes serpentinite].	None. No suitable habitat present onsite.
<i>Centromadia parryi congdonii</i> Congdon's tarplant	Fed: - State: - CNPS: Rank 1B.1	May-November	Valley and foothill grassland (alkaline).	None. No suitable habitat present onsite.
<i>Cirsium fontinale campylon</i> Mount Hamilton thistle	Fed: - State: - CNPS: Rank 1B.	April-October	Chaparral; cismontane woodland; valley and foothill grassland; [serpentinite seeps].	None. No suitable habitat present onsite.
<i>Lasthenia conjugens</i> Contra Costa goldfields	Fed: FE State: - CNPS: Rank 1B.1	March-June	Valley and foothill grassland (mesic); vernal pools.	None. No suitable habitat present onsite.
<i>Lessingia hololeuca</i> Woolly-headed lessingia	Fed: - State: - CNPS: Rank 3.	June-October	Coastal scrub; lower montane coniferous forest; valley and foothill grassland; [clay, serpentinite].	None. No suitable habitat present onsite.

**Appendix B**  
**Potentially-occurring Special-status Plants - Campbell/Del Grande**

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<i>Lessingia micradenia glabrata</i> Smooth lessingia	Fed: - State: - CNPS: Rank 1B.	August-November	Chaparral (serpentinite, often roadsides).	None. No suitable habitat present onsite.
<i>Micropus amphibolus</i> Mount Diablo cottonweed	Fed: - State: - CNPS: Rank 3.2	March-May	Broad-leaf upland forest; cismontane woodland; valley and foothill grassland.	None. No suitable habitat present onsite.
<i>Monolopia gracilens</i> Small-flowered monolopia	Fed: - State: - CNPS: Rank 1B.2	March-July	Broadleafed upland forest (openings). Chaparral (openings). Cismontane woodland. North Coast coniferous forest (openings). Valley and foothill grassland. [serpentine]	None. No suitable habitat present onsite.
<i>Pentachaeta bellidiflora</i> White-rayed pentachaeta	Fed: FE State: CE CNPS: Rank 1B.1	March-May	Valley and foothill grassland (often serpentinite).	None. No suitable habitat present onsite.
<i>Senecio aphanactis</i> C haparral ragwort	Fed: - State: - CNPS: Rank 2B.2	January-April	Foothill woodland; coastal scrub; (alkaline).	None. No suitable habitat present onsite.
<b>Boraginaceae</b>				
<i>Plagiobothrys glaber</i> Hairless popcornflower	Fed: - State: - CNPS: Rank 1A.	April-May	Meadows (alkaline); marshes and swamps (coastal salt).	None. No suitable habitat present onsite.

**Appendix B**  
**Potentially-occurring Special-status Plants - Campbell/Del Grande**

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<b>Brassicaceae (Cruciferae)</b>				
<i>Streptanthus albidus peramoenus</i> Uncommon jewelflower	Fed: - State: - CNPS: Rank 1B.2	April-June	Chaparral; valley and foothill grassland; [serpentine].	None. No suitable habitat present onsite.
<i>Streptanthus glandulosus albidus</i> Metcalf Canyon jewelflower	Fed: FE State: - CNPS: Rank 1B.	April-July	Valley and foothill grassland (serpentine).	None. No suitable habitat present onsite.
<i>Tropidocarpum capparideum</i> Caper-fruited tropidocarpum	Fed: - State: - CNPS: Rank 1B.1	March-April	Valley and foothill grassland (alkaline hills).	None. No suitable habitat present onsite.
<b>Campanulaceae</b>				
<i>Campanula exigua</i> Chaparral harebell	Fed: - State: - CNPS: Rank 1B.	May-June	Chaparral (rocky, usually serpentine).	None. No suitable habitat present onsite.
<b>Chenopodiaceae</b>				
<i>Atriplex depressa</i> Brittlescale	Fed: - State: - CNPS: Rank 1B.2	May-October	Chenopod scrub; playas; valley and foothill grassland; [alkaline or clay].	None. No suitable habitat present onsite.
<i>Atriplex minuscula</i> Lesser saltbush	Fed: - State: - CNPS: Rank 1B.1	May-October	Chenopod scrub; playas; valley and foothill grassland [alkaline].	None. No suitable habitat present onsite.

**Appendix B**  
**Potentially-occurring Special-status Plants - Campbell/Del Grande**

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<i>Extriplex joaquinana</i> San Joaquin spearscale	Fed: - State: - CNPS: Rank 1B.2	April-September	Chenopod scrub; meadows; valley and foothill grassland; [alkaline].	None. No suitable habitat present onsite.
<i>Suaeda californica</i> California sea-blite	Fed: FE State: - CNPS: Rank 1B.1	July-October	Marshes and swamps (coastal salt).	None. No suitable habitat present onsite.
<b>Crassulaceae</b>				
<i>Dudleya abramsii setchellii</i> Santa Clara Valley dudleya	Fed: FE State: - CNPS: Rank 1B.	May-July	Valley and foothill grassland (serpentine).	None. No suitable habitat present onsite.
<b>Ericaceae</b>				
<i>Arctostaphylos silvicola</i> Bonny Doon manzanita	Fed: - State: - CNPS: Rank 1B.	February-March	Chaparral; closed-cone coniferous forest; lower montane coniferous forest; [inland marine sands].	None. No suitable habitat present onsite.
<b>Fabaceae (Leguminosae)</b>				
<i>Astragalus tener tener</i> Alkali milkvetch	Fed: - State: - CNPS: Rank 1B.2	March-June	Playas; valley and foothill grassland (adobe clay), vernal pools (alkaline).	None. No suitable habitat present onsite.
<i>Hoita strobilina</i> Loma Prieta hoita	Fed: - State: - CNPS: Rank 1B.1	May-October	Chaparral; cismontane woodland; riparian woodland. Usually serpentine, mesic.	None. No suitable habitat present onsite.

**Appendix B**  
**Potentially-occurring Special-status Plants - Campbell/Del Grande**

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<i>Trifolium hydrophilum</i> Saline clover	Fed: - State: - CNPS: Rank 1B.2	April-June	Marshes and swamps; valley and foothill grassland (mesic, alkaline); vernal pools. 0-300 m.	None. No suitable habitat present onsite.
<b>Geraniaceae</b>				
<i>California macrophylla</i> Large-leaf storksbill	Fed: - State: - CNPS: Rank 1B.1	March-May	Cismontane woodland; valley and foothill grassland/clay.	None. No suitable habitat present onsite.
<b>Liliaceae</b>				
<i>Fritillaria liliacea</i> Fragrant fritillary	Fed: - State: - CNPS: Rank 1B.2	February-April	Coastal prairie; coastal scrub; valley and foothill grassland; [often serpentinite].	None. No suitable habitat present onsite.
<b>Malvaceae</b>				
<i>Malacothamnus arcuatus</i> Arcuate bush mallow	Fed: - State: - CNPS: Rank 4.	April-July	Chaparral.	None. No suitable habitat present onsite.
<i>Malacothamnus hallii</i> Hall's bush mallow	Fed: - State: - CNPS: Rank 1B.2	May-September	Chaparral, coastal scrub.	None. No suitable habitat present onsite.
<b>Montiaceae</b>				
<i>Calyptidium parryi hesseae</i> Santa Cruz Mountains pussypaws	Fed: - State: - CNPS: Rank 3.	June-July	Chaparral; cismontane woodland.	None. No suitable habitat present onsite.

**Appendix B**  
**Potentially-occurring Special-status Plants - Campbell/Del Grande**

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<b>Orchidaceae</b>				
<i>Piperia candida</i> White-flowered rein-orchid	Fed: - State: - CNPS: Rank 1B.2	May-August	Lower montane coniferous forest; north coast coniferous forest; [sometimes serpentinite].	None. No suitable habitat present onsite.
<b>Orobanchaceae</b>				
<i>Chloropyron maritimum palustre</i> Point Reyes salty bird's-beak	Fed: - State: - CNPS: Rank 1B.2	June-October	Marshes and swamp (coastal salt).	None. No suitable habitat present onsite.
<i>Pedicularis dudleyi</i> Dudley's lousewort	Fed: - State: CR CNPS: Rank 1B.	June-August	Chaparral (maritime); north coast coniferous forest; valley and foothill grassland.	None. No suitable habitat present onsite.
<b>Plantaginaceae</b>				
<i>Collinsia multicolor</i> San Francisco collinsia	Fed: - State: - CNPS: Rank 1B.2	March-May	Closed-cone coniferous forest; coastal scrub	None. No suitable habitat present onsite.
<i>Penstemon rattanii kleei</i> Santa Cruz Mountains beardtongue	Fed: - State: - CNPS: Rank 1B.	May-June	Chaparral; lower montane coniferous forest; north coast coniferous forest.	None. No suitable habitat present onsite.
<b>Poaceae (Gramineae)</b>				
<i>Puccinellia simplex</i> California alkali grass	Fed: - State: - CNPS: Rank 1B.2	March-May	Alkaline, vernal mesic; sinks, flats, lake margins. Chenopod scrub, meadows and seeps, valley and foothill grassland, vernal pools.	None. No suitable habitat present onsite.

**Appendix B**  
**Potentially-occurring Special-status Plants - Campbell/Del Grande**

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<b>Polemoniaceae</b>				
<i>Navarretia prostrata</i> Prostrate vernal pool navarretia	Fed: - State: - CNPS: Rank 1B.1	April-July	Coastal scrub; Meadows and seeps; Valley and foothill grassland (alkaline); Vernal pools [Mesic]	None. No suitable habitat present onsite.
<b>Polygonaceae</b>				
<i>Chorizanthe pungens hartwegiana</i> Ben Lomond spineflower	Fed: FPE State: - CNPS: Rank 1B.1	April-July	Lower montane coniferous forest (maritime ponderosa pine sandhills).	None. No suitable habitat present onsite.
<i>Chorizanthe robusta robusta</i> Robust spineflower	Fed: FE State: - CNPS: Rank 1B.1	May-September	Cismontane woodland (openings); coastal dunes; coastal scrub.	None. No suitable habitat present onsite.
<b>Potamogetonaceae</b>				
<i>Stuckenia filiformis alpina</i> Slender-leaved pondweed	Fed: FSW State: - CNPS: Rank 2B.2	May-July	Marshes and swamps (assorted shallow freshwater).	None. No suitable habitat present onsite.
<b>Thymelaeaceae</b>				
<i>Dirca occidentalis</i> Western leatherwood	Fed: - State: - CNPS: Rank 1B.2	January-April	Chaparral; riparian, broadleaf, and coniferous woodlands and forests; [mesic locations].	None. No suitable habitat present onsite.

## Appendix B

### Potentially-occurring Special-status Plants - Campbell/Del Grande

Family				
Taxon				
Common Name	Status*	Flowering Period	Habitat	Probability on Project Site

**\*Status**

**Federal:**

FE - Federal Endangered  
 FT - Federal Threatened  
 FPE - Federal Proposed Endangered  
 FPT - Federal Proposed Threatened  
 FC - Federal Candidate  
 FSS - Forest Service Sensitive  
 FSW - Forest Service Watchlist

**State:**

CE - California Endangered  
 CT - California Threatened  
 CR - California Rare  
 CSC - California Species of  
 Special Concern

**CNPS (California Native Plant Society - List.RED Code):**

Rank 1A - Extinct  
 Rank 1B - Plants rare, threatened, or endangered in California and elsewhere  
 Rank 2A- Plants extinct in California, but more common elsewhere  
 Rank 2B - Plants rare, threatened, or endangered in California, more common elsewhere  
 Rank 3 - Plants about which more information is needed, a review list  
 Rank 4 - Plants of limited distribution, a watch list  
 RED Code  
 1 - Seriously endangered (>80% of occurrences threatened)  
 2 - Fairly endangered (20 to 80% of occurrences threatened)  
 3 - Not very endangered (<20% of occurrences threatened)

**Appendix C.**  
**Potentially-Occurring Special-Status Animals in the Region of the**  
**Campbell/Del Grande Study Area**

**Appendix C**  
**Potentially-occurring Special-status Animals - Campbell/Del Grande**

	Status*	Habitat	Probability on Project Site
<b>Invertebrates</b>			
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	Fed: FE State: - Other: -	Found in vernal pools in the Central Valley of California and in the San Francisco Bay area. Inhabits vernal pools with clear to highly turbid water.	None. No suitable habitat present onsite.
<b>Insects</b>			
Zayante band-winged grasshopper <i>Trimerotropis infantilis</i>	Fed: FE State: - Other:	Endemic to isolated sandstone deposits in the Santa Cruz Mountains. Restricted to sand parkland habitat on ridges and hills within the Zayante Sand Hills ecosystem.	None. No suitable habitat present onsite.
Bay checkerspot butterfly <i>Euphydryas editha bayensis</i>	Fed: FT State: - Other:	Found in serpentine grasslands around San Francisco Bay. Dwarf plantain ( <i>Plantago erecta</i> ) is the host plant. Also uses owl's-clover ( <i>Castilleja</i> spp.).	None. No suitable habitat present onsite.
San Bruno elfin butterfly <i>Incisialia mossii bayensis</i>	Fed: FE State: - Other:	Rocky outcrops and ledges, east-facing in coastal scrub on the San Francisco peninsula. Restricted to a few small populations, the largest on San Bruno Mountain. Patchy distribution reflects that of host plant, broadleaf stonecrop ( <i>Sedum spathulifolium</i> ).	None. No suitable habitat present onsite.
<b>Fish</b>			
Coho salmon - Central California Coast ESU <i>Oncorhynchus kisutch</i>	Fed: FE State: CE Other: -	One of six distinct groups, Evolutionarily Significant Units (ESUs). Found in short, coastal drainages from Punta Gorda, CA south to Monterey Bay. Spawning habitat is small streams with stable gravel substrates.	None. No suitable habitat present onsite.
Steelhead - Central California Coast ESU <i>Oncorhynchus mykiss irideus</i>	Fed: FT State: - Other: -	Central coastal basins from the Russian River, south to Soquel Creek, including San Francisco and San Pablo Bay basins, but excludes the Sacramento-San Joaquin River basins.	None. No suitable habitat present onsite.
Delta smelt <i>Hypomesus transpacificus</i>	Fed: FT State: CT Other: -	Endemic to the Sacramento-San Joaquin Delta in coastal and brackish waters. Occurs seasonally in Suisun and San Pablo bays. Spawning usually occurs in dead-end sloughs and shallow channels.	None. No suitable habitat present onsite.

**Appendix C**  
**Potentially-occurring Special-status Animals - Campbell/Del Grande**

	Status*	Habitat	Probability on Project Site
Longfin smelt <i>Spirinichus thaleichthys</i>	Fed: - State: CSC Other:	Endemic to the lower reaches of the Sacramento-San Joaquin River system. Inhabits open waters in the Delta and Suisun Bay. After spawning, larvae are carried downstream to brackish nursery areas.	None. No suitable habitat present onsite.
<b>Amphibians</b>			
California tiger salamander <i>Ambystoma californiense</i>	Fed: FT State: CT Other: -	Occurs in annual grassland habitat (<1500 feet) and occasionally in grassy understory of valley-foothill hardwood habitats where lowland aquatic sites are available for breeding. Breeds primarily in vernal pools.	None. No suitable habitat present onsite.
California giant salamander <i>Dicamptodon ensatus</i>	Fed: - State: SSC Other:	Occurs in wet coastal forests in or near clear, cold permanent and semi-permanent streams and seepages in Mendocino, Lake, Glenn, Sonoma, Marin, and San Mateo to Santa Cruz counties.	None. No suitable habitat present onsite.
California red-legged frog <i>Rana draytonii</i>	Fed: FT State: SSC Other: -	Occurs in lowlands and foothills in deeper pools and slow-moving streams, usually with emergent wetland vegetation. Requires 11-20 weeks of permanent water for larval development.	None. No suitable habitat present onsite.
Foothill yellow-legged frog <i>Rana boylei</i>	Fed: - State: SSC Other: *	Found in partially shaded, shallow streams with rocky substrates. Needs some cobble-sized rocks as a substrate for egg laying. Requires water for 15 weeks for larval transformation.	None. No suitable habitat present onsite.
Santa Cruz black salamander <i>Aneides niger</i>	Fed: - State: SSC Other:	Western lowland forests and meadows. Limited range west of San Francisco Bay, south of the San Francisco peninsula from Santa Cruz and western Santa Clara County.	None. No suitable habitat present onsite.
<b>Reptiles</b>			
Western pond turtle <i>Actinemys marmorata</i>	Fed: - State: SSC Other: -	Inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs suitable basking sites and upland habitat for egg laying.	None. No suitable habitat present onsite.

## Appendix C

### Potentially-occurring Special-status Animals - Campbell/Del Grande

	Status*	Habitat	Probability on Project Site
Coast horned lizard <i>Phrynosoma blainvillii</i>	Fed: - State: SSC Other: -	Open lowlands, washes, and sandy areas with an exposed gravelly-sandy substrate containing scattered shrubs. Edge of Sacramento Valley and in the Sierra Nevada foothills. Also observed in riparian woodland clearings and dry uniform chamise chaparral.	None. No suitable habitat present onsite.
Alameda striped racer (Alameda whipsnake) <i>Masticophis lateralis euryxanthus</i>	Fed: FT State: CT Other:	Occurs primarily in coastal scrub and chaparral. Range is restricted to the inner Coast Range in western and central Contra Costa and Alameda Counties. Prefers south-facing slopes with a mosaic of shrubs, trees, grassland, and rock outcrops.	None. No suitable habitat present onsite.
<b>Birds</b>			
White-tailed kite <i>Elanus leucurus</i>	Fed: - State: CFP Other: -	Found in lower foothills and valley margins with scattered oaks and along river bottomlands or marshes adjacent to oak woodlands. Nests in trees with dense tops.	None. No suitable habitat present onsite.
Northern harrier <i>Circus cyaneus</i>	Fed: - State: SSC Other: -	Frequents meadows, grasslands, open rangelands, freshwater emergent wetlands; seldom found in wooded areas. Found in or near freshwater and salt marshes. Nests on the ground in shrubby vegetation near marsh edge.	None. No suitable habitat present onsite.
Swainson's hawk <i>Buteo swainsoni</i>	Fed: - State: CT Other: *	Breeds in open areas with scattered trees; prefers riparian and sparse oak woodland habitats. Requires nearby grasslands, grain fields, or alfalfa for foraging. Rare breeding species in Central Valley.	None. No suitable habitat present onsite.
Golden eagle <i>Aquila chrysaetos</i>	Fed: - State: CFP Other: -	Found in rolling foothill grassland with scattered trees. Nests on cliffs and in large trees in open areas.	None. No suitable habitat present onsite.
American peregrine falcon <i>Falco peregrinus anatum</i>	Fed: - State: CE Other: *	Nests on cliffs, banks, dunes, mounds, and tall man-made structures.	None. No suitable habitat present onsite.
California black rail <i>Laterallus jamaicensis coturnculus</i>	Fed: - State: CT Other: CFP	Inhabits salt, fresh, and brackish water marshes with little daily and/or annual water fluctuations. In freshwater habitats, preference is for dense bulrush and cattails. Several scattered populations documented from Butte Co. to southern Nevada Co.	None. No suitable habitat present onsite.

## Appendix C

### Potentially-occurring Special-status Animals - Campbell/Del Grande

	Status*	Habitat	Probability on Project Site
California clapper rail <i>Rallus longirostris obsoletus</i>	Fed: FE State: CE Other: -	Inhabits salt water and brackish marshes with tidal sloughs in San Francisco Bay. Prefers dense pickleweed for cover, but forages for invertebrates along mud-bottomed sloughs.	None. No suitable habitat present onsite.
Western snowy plover <i>Charadrius alexandrinus nivosus</i>	Fed: FT State: CSC Other: -	Prefers sandy beaches, salt pond levees, and shores of large alkali lakes. Requires sandy, gravelly, or friable soil for nesting.	None. No suitable habitat present onsite.
California least tern <i>Sterna antillarum browni</i>	Fed: FE State: CE Other: *	Breeds colonially along the coast from San Francisco Bay to Northern Baja California. Nests on bare or sparsely vegetated flat substrates, such as beaches, alkali flats, landfills, or paved areas.	None. No suitable habitat present onsite.
Black Skimmer <i>Rynchops niger</i>	Fed: State: CSC Other:		None. No suitable habitat present onsite.
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	Fed: FT State: CE Other: -	Inhabits riparian forersts along the broad, lower floodplains of larger rivers. Nests in thickets of willows and cottonwoods with an understory of blackberry, nettle, or wild grape.	None. No suitable habitat present onsite.
Burrowing owl <i>Athene cucicularia</i>	Fed: - State: SSC Other: *	Found in annual and perennial grasslands. Nests in burrows dug by small mammals, primarily ground squirrels.	None. No suitable habitat present onsite.
Black swift <i>Cypseloides niger</i>	Fed: - State: SSC Other: *	Breeds on steep, usually wet cliffs in interior canyons and along the ocean coast.	None. No suitable habitat present onsite.
Purple martin <i>Progne subis</i>	Fed: - State: SSC Other: *	Breeds in riparian woodland, oak woodland, open coniferous forests. Secondary cavity nester. Requires nest sites close to open foraging areas of water or land.	None. No suitable habitat present onsite.

## Appendix C

### Potentially-occurring Special-status Animals - Campbell/Del Grande

	Status*	Habitat	Probability on Project Site
Saltmarsh common yellowthroat <i>Geothlypis trichas sinuosa</i>	Fed: - State: CSC Other:	Resident of freshwater and salt water marshes in the San Francisco Bay region. Requires thick, continuous cover for foraging and tall grasses, tules, or willows for nesting.	None. No suitable habitat present onsite.
Alameda song sparrow <i>Melospiza melodia pusillula</i>	Fed: - State: CSC Other:	Found in salicornia marshes in the southern arm of San Francisco Bay. Nests in low grindelia bushes and in salicornia.	None. No suitable habitat present onsite.
Tricolored blackbird <i>Agelaius tricolor</i>	Fed: - State: CE Other: -	Colonial nester in dense cattails, tules, brambles or other dense vegetation. Requires open water, dense vegetation, and open grassy areas for foraging.	None. No suitable habitat present onsite.
<b>Mammals</b>			
Salt-marsh wandering shrew <i>Sorex vagrans halicoetes</i>	Fed: - State: CSC Other:	Confined to small remnant stands of salt marsh found around the southern arm of the San Francisco Bay in San Mateo, Santa Clara, Alameda and Contra Costa counties (Ford 1986). The known elevational range extends from ±6 to 9 ft.	None. No suitable habitat present onsite.
Townsend's big-eared bat <i>Corynorhinus townsendii townsendii</i>	Fed: - State: CC Other: SSC	Found in a variety of habitats. Most common in mesic sites with forest or woodland component. Roosting and maternity sites in caves, mines, lava tubes, tunnels, and buildings. Gleans insects from brush or trees and feeds along habitat edges.	None. No suitable habitat present onsite.
Pallid bat <i>Antrozous pallidus</i>	Fed: - State: SSC Other: *	Occurs in grasslands, woodlands, deserts & urban habitats; open habitat required for foraging. Common in dry habitats with rocky outcrops, cliffs, and crevices for roosting. Roosts include caves, mines, bridges & occasionally hollow trees, buildings.	None. No suitable habitat present onsite.
Saltmarsh harvest mouse <i>Reithrodontomys raviventris</i>	Fed: FE State: CE Other: CFP	Inhabits saline emergent wetlands in the San Francisco Estuary. Prefers pickleweed marshes. Requires higher areas for escaping high water.	None. No suitable habitat present onsite.

## Appendix C

### Potentially-occurring Special-status Animals - Campbell/Del Grande

Status*	Habitat	Probability on Project Site
<p><b>*Status</b></p> <p>Federal:</p> <p>FE - Federal Endangered</p> <p>FT - Federal Threatened</p> <p>FPE - Federal Proposed Endangered</p> <p>FPT - Federal Proposed Threatened</p> <p>FC - Federal Candidate</p> <p>FPD - Federal Proposed for Delisting</p>	<p>State:</p> <p>CE - California Endangered</p> <p>CT - California Threatened</p> <p>CR - California Rare</p> <p>CC - California Candidate</p> <p>CFP - California Fully Protected</p> <p>CSC - California Species of Special Concern</p>	<p>Other:</p> <p>Some species have protection under the other designations, such as the California Department of Forestry Sensitive Species, Bureau of Land Management Sensitive Species, U.S.D.A. Forest Service Sensitive Species, and the Migratory Bird Treaty Act. Raptors and their nests are protected by provisions of the California Fish and Game Code. Certain areas, such as wintering areas of the monarch butterfly, may be protected by policies of the California Department of Fish and Game.</p> <p>WL - CDFG Watch List</p>

September 26, 2024  
1480.01.55

Jeremy Lui  
Cresleigh Homes  
433 California St FL7  
San Francisco, CA, 94104

**RE: Air Quality and Climate Change Evaluation for New Housing at 660 E. Campbell Avenue, Campbell, CA**

## Introduction

This letter report contains the potential impacts to air quality and climate change in regard to the 660 E. Campbell Avenue Project (project). The project proposes to construct a mixed-use development with approximately 4,700 square feet of commercial space and parking on the ground floor, residential and parking on the second floor, and additional housing above. The proposed six-story building would contain a total of 108 residential condominium units. This project can be considered high density infill housing. The area has sidewalks and bike lanes, and good access to public transport and services. Project residents will be within walking/cycling distance to restaurants, employment centers, gyms, coffee shops, basketball courts, and the 10-mile-long Los Gatos Creek Trail.

This analysis is based on the CEQA guidance published by the Bay Area Air Quality Management District (BAAQMD), the US EPA EJSscreen, and references other relevant sources. The estimates for construction and operational emissions were prepared using the CalEEMod tool. CalEEMod (V2022.1.1.28) considers a wide range of emission sources and is the latest iteration of about 35 years work in model development. The model was developed by the California Air Pollution Control Officers Association, working with some of the larger air districts. It is the standard by which other emission models are judged.

The US EPA EJSscreen is an on-line tool that evaluates a wide range of environmental and social factors. Environmental factors focus on air pollution, underground tanks and hazardous material sites, and building concerns such as lead paint. Social factors include income, skin color, language, education, and age (very young and seniors). The purpose of the tool is to identify communities that are subjected to high levels of pollution and prevent or mitigate development that may worsen health or economic outcomes. Regional traffic is the predominant air pollution source near the project. Lesser sources are trains and wildfires in the surrounding mountains. EJSscreen was used to evaluate the likelihood of higher air pollution in the project's immediate area compared to other areas within the community.

According to the BAAQMD CEQA Guidelines, "Land use projects and plans have the potential to generate air pollutants (and precursors) that contribute to the degradation of regional air quality, increase the exposure of local populations to harmful pollutants, and contribute to climate change." The BAAQMD has published recommendations for analysis and emission reduction. The following analysis discusses the potential impacts to air quality and climate change in regard to implementing the project. Although the two are related, it is often convenient for the reader to break these topics out separately.

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## Regional and Local Air Quality

The US EPA has promulgated ambient air quality standards, and these are verified by air monitoring equipment in various locations around the Bay Area. The Bay Area Air Quality Management District (BAAQMD) is responsible for regulating stationary sources of pollutant emissions in the 9 county San Francisco Bay area. BAAQMD maintains a network of over 30 air monitoring stations throughout the region. These stations collect data on various air pollutants to help assess air quality and inform pollution control efforts. The US EPA uses this monitoring data to determine compliance with air quality standards. EPA publishes this information in its so-called "Green Book" to provide detailed information about National Ambient Air Quality Standards designations, classifications, and nonattainment status.

Because the nine counties of the BAAQMD all share the same air basin, classifications are generally uniform for the region. Attainment status is typically ranked as marginal, moderate, serious or severe. Unclassified is also used in some instances where ambient air monitoring data is not available. The Bay Area is considered marginal non-attainment for ozone (8-hour average), moderate for carbon monoxide, and moderate for PM<sub>2.5</sub>. Ozone is produced in the atmosphere by a reaction between hydrocarbon gases and oxides of nitrogen in the presence of sunlight. Thus, to minimize ozone (smog) formation, agencies work to control emissions of these compounds. In the table below, Reactive Organic Gases are called ROG, Oxides of Nitrogen are designated NO<sub>x</sub>, and particulate matter is called PM<sub>2.5</sub> or PM<sub>10</sub>. The BAAQMD recognizes construction particulate matter emissions from exhaust, while operation emissions may occur from a variety of sources. "PM<sub>2.5</sub>" refers to particulate matter that is 2.5 micrometers or smaller in diameter. For reference, a human hair is usually about 10 micrometers in diameter.

Caltrans periodically conducts traffic counts (census) on all state roads. The most recent counts for Highway SR 17 (2022) indicate that the highway carries about 258,000 vehicles per day in Campbell (both directions combined). Traffic generally increases four or five percent per year, so this number may be higher now. The California Air Resources Board (CARB) has published guidance on siting new housing near major air pollution sources, in its publication, AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE. According to this guidance, cities and counties should, "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day." This has proven impractical in some areas, and cost-effective methods to purify indoor air have been developed as a mitigation. The site is approximately 800 feet from SR17.

## Air Quality Impact Analysis

The following section analyzes impacts to air quality from the proposed Project using significance thresholds from the CEQA Guidelines Appendix G checklist.

### Project Emissions During Construction and Operation

The CalEEMod results for this project are summarized in Table 1. Expected emissions are compared to the CEQA Significance Thresholds recommended by the BAAQMD. Modeling output may be found in Attachment 1.

**Table 1. Expected emissions compared with BAAQMD CEQA threshold (pounds per day) with mitigations adopted**

Compound	Construction	Operation	BAAQMD Significance Thresholds <sup>1</sup>
ROG	2	3	54
NOx	14	1	54
PM <sub>10</sub>	3	2	82
PM <sub>2.5</sub>	2	0.6	54

Modeling shows that expected emissions from the project are below the BAAQMD significance thresholds.

## Impact Analysis

Would the project:

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

### Less than significant impact

The California Clean Air Act requires that air districts create an air quality plan that describes how the jurisdiction will meet air quality standards. These plans must be updated every three years. The most recently adopted air quality plan in the Basin is the 2017 Clean Air Plan. As described under Air Quality Management, the 2017 Plan updates the most recent ozone plan – the 2010 Clean Air Plan – pursuant to air quality planning requirements defined in the California Health and Safety Code. To fulfill state ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors (ROG and NOx) and reduce transport of ozone and its precursors to neighboring air basins. In addition, the 2017 Plan builds upon and enhances the air district’s efforts to reduce emissions of fine particulate matter and toxic air contaminants. The 2017 Plan does not include control measures that apply directly to individual development projects. Instead, the control strategy includes measures related to stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super- GHG pollutants.

The 2017 Clean Air Plan focuses on two paramount goals:

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<sup>1</sup> For the compounds described in the table above daily emission limits established by the BAAQMD are same for construction and operational phases.

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from toxic air contaminants; and
- Protect the climate by reducing Bay Area GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

Under BAAQMD’s methodology, a determination of consistency with the 2017 Clean Air Plan should demonstrate that a project:

- Supports the primary goals of the 2017 Clean Air Plan;
- Includes applicable control measures from the 2017 Clean Air Plan; and
- Would not disrupt or hinder implementation of any control measures in the 2017 Clean Air Plan.

A project that would not support the 2017 Plan’s goals would not be considered consistent with the 2017 Plan. On an individual project basis, consistency with BAAQMD quantitative thresholds is interpreted as demonstrating support for the 2017 Clean Air Plan’s goals. As shown in the discussion above, the project would not result in exceedances of BAAQMD daily thresholds for criteria air pollutants and thus would not conflict with the 2017 Clean Air Plan’s goal to attain air quality standards. Furthermore, as shown in Table 2, the proposed project would include applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of such control measures. Therefore, the proposed project would result in a less than significant impact related to consistency with the 2017 Clean Air Plan.

**Table 2. Project Consistency with Applicable Control Strategies of 2017 Clean Air Plan**

Control Strategy	Evaluation
Direct new development to areas that are well served by transit, and conducive to bicycling and walking.	Consistent. The project would involve increased residential density in a transit priority area as defined Section 21064.3 of the California Public Resources Code. The site is adjacent and within walking distance of stops for several bus lines. The site is also within walking distance of several commercial shops and services.
Promote energy and water efficiency in both new and existing buildings.	Consistent. The proposed project would be required to comply with 2022 CALGreen standards and General Plan Goal CD-2 and COS-8, which include measures for energy and water efficiency.

**Would the project:**

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

**Less than significant impact**

The project region is non-attainment with federal ambient air quality standards for ozone and PM<sub>2.5</sub>, and state ambient air quality standards for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, emissions resulting from project

construction and operation fall well below the BAAQMD screening levels, as discussed in (a) above. BAAQMD has determined that projects that do not exceed significance thresholds would not generate emissions that are cumulatively considerable and thus impacts would be less than significant.

**Would the project:**

**c) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than significant impact**

Children, the elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution are considered sensitive receptors. Locations where sensitive receptors may congregate include hospitals, schools, daycare centers, and other locations as determined by CARB (California Health and Safety Code § 42705.5(a)(5)). The nearest sensitive receptor location to the project area is the SCV Japanese Christian Church, located at 40 Union Avenue in Campbell, approximately 0.3 miles east of the project area. As discussed in (a), above, the proposed project is well below the size that would generate significant emissions and is below significance thresholds for construction emissions. The project is required to implement construction controls to further reduce pollutants generated during construction. Emissions generated during project construction would be less than significant due to the temporary nature of activities and relatively minor use of emissions-generating equipment, as well as distance between the site and potential receptors. Therefore, project effects on sensitive receptors would be less than significant.

**Would the project:**

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

**No Impact**

The BAAQMD's 2017 CEQA Guidelines Update, Table 3-3, provides odor screening distances for land uses that have the potential to generate substantial odor complaints. The odor-generating uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants. The proposed project involves residential uses and does not include any of the uses identified by the BAAQMD as odor-generating uses. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people and there would be no impact.

### **Recommended Construction Controls**

It is recommended that the project adhere to the following construction controls during construction:

- *AQ-1 Implement Best Management Practices for dust control, such as watering exposed surfaces twice daily.*
- *AQ-2 All heavy-duty construction equipment should meet US EPA Tier 4F. These are the cleanest diesel engines available. The CARB has indicated that over ½ of California heavy equipment now meets Tier 4F.*

This measure is important because there are many homes and businesses near the construction site, and this measure minimizes exposure to harmful diesel exhaust emissions.

- *AQ-3 Limit engine idling to five minutes or less, per California State Law (13 CCR 2480 and 2485).*
- *AQ-4 Heating and ventilation systems for all inhabited rooms should provide enhanced air filtration at the US EPA recommends air filtration at MERV 13 or better for HVAC Systems or HEPA grade and captures particulate down to 0.3 microns for PTAC systems.* This follows US EPA guidance on indoor air quality mitigation. EJScreen indicates the project area likely has moderate-to-high levels of localized air pollution. This is also indicated by the siting guidance from the California Air Resources Board (CARB), noted above. EJScreen shows project area is in the 86<sup>th</sup> percentile for state data on traffic proximity. EPA notes that special measures should be considered for areas exceeding the 80<sup>th</sup> percentile for a given environmental factor, (e.g., traffic proximity). Emissions from motor vehicles are the predominant source of air pollution in the area which can be effectively mitigated through the use of appropriate filters. Note also that MERV-13 or better filters are beneficial in times of wildfire smoke.

## Greenhouse Gases Impact Analysis

Climate change refers to long-term changes in temperature, precipitation, and other atmospheric conditions on Earth. It's primarily driven by human activities, especially the burning of fossil fuels, which increases greenhouse gas emissions, or GHGs, like carbon dioxide (CO<sub>2</sub>) and methane. These gases trap heat in the atmosphere, leading to global warming and a host of other environmental impacts, such as rising sea levels, more extreme weather events, and disruptions to ecosystems.

Cities are both major contributors to and victims of climate change. Urban areas are responsible for about 70% of global CO<sub>2</sub> emissions, with transportation and buildings being significant sources. Urban development significantly influences climate change in several ways:

### 1. Greenhouse Gas Emissions

- **Transportation:** Urban areas are hubs of transportation, leading to high emissions from cars, buses, and trains.
- **Industry:** Cities often concentrate industrial activities, contributing to emissions from manufacturing processes.
- **Buildings:** Heating, cooling, and energy consumption in urban buildings may generate significant greenhouse gas emissions. Cooling buildings also pumps out heat into the surrounding air.

### 2. Land Use Changes

- **Vegetation:** Urban expansion often involves clearing native vegetation, thereby reducing carbon sinks that absorb carbon dioxide.
- **Albedo Effect:** Concrete and asphalt surfaces in cities absorb more heat than natural landscapes, leading to higher temperatures.

### 3. Urban Heat Island Effect

- **Heat Trapping:** Dense urban areas can trap heat, creating a microclimate that is significantly warmer than surrounding rural areas.
- **Increased Energy Demand:** Higher temperatures lead to increased demand for air conditioning, further contributing to emissions.

As identified in the CalEnviro Screen model output, the biggest climate change challenge in Campbell is increasing temperatures and longer heat waves. Here are some strategies applicable to multi-family and mixed use housing development the City can implement to adapt:

#### 1. Urban Planning and Infrastructure

- **Green Infrastructure:** Incorporate more green spaces, trees, and permeable pavements to mitigate the urban heat island effect and improve stormwater management.

#### 2. Energy Efficiency and Renewable Energy

- **Energy-Efficient Buildings:** Promote energy-efficient practices in residential and commercial buildings to reduce greenhouse gas emissions and energy costs.

#### 3. Water Conservation

- **Efficient Water Use:** Implement water conservation measures, such as drought-tolerant landscaping, rainwater harvesting, and efficient irrigation systems.

#### 4. Emergency Preparedness

- **Emergency Plans:** Develop and implement comprehensive emergency plans to respond to natural disasters like wildfires, heatwaves, and earthquakes.
- **Public Education:** Educate residents about climate change risks and emergency preparedness measures.

#### 5. Community Engagement

- **Public Participation:** Involve the community in decision-making processes related to climate change adaptation and mitigation.
- **Environmental Education:** Promote environmental education and awareness among residents to foster a sustainable mindset.

By implementing these strategies, Campbell can enhance its resilience to climate change.

### California Climate Change Regulations

In response to IPCC reports California Governor Brown signed SB 32 in 2016. This bill established a 2030 GHG reduction target of 40 percent below 1990 levels. A multi-agency "Climate Action Team," identified a range of strategies and the Air Resources Board has approved the Climate Change Scoping Plan. The Plan provides measures to reduce GHG emissions 40% below 1990 levels by 2030 and achieve carbon neutrality by 2045. Significantly, California already has met its 1990 greenhouse gas emission target.

California has implemented various policies and programs to reduce its emissions. These efforts have contributed to California's success in meeting its initial climate target for 2030, but work needs to continue to meet the 2045 target of net zero emissions, as outlined in the Scoping Plan.

Key features of the Scoping Plan related to the proposed project include:

- Increase energy efficiency in existing buildings.
- Develop more high-density, transit-oriented housing.
- Develop walkable and bikeable communities.
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half.

### **Bay Area Air Quality Management District (BAAQMD)**

In April, 2022, BAAQMD adopted *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans* (Bay Area Air Quality Management District 2022) which governs operational emissions. The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions. BAAQMD has determined that GHG emissions from construction represent a very small portion of a project's lifetime GHG emissions. For operational emissions, BAAQMD has set thresholds for all land use projects and recommends that the thresholds be included into the design elements. Sources of construction-related greenhouse gases only include exhaust, for which the BAAQMD recommends following the same detailed guidance as for criteria air pollutants and precursors. BAAQMD Thresholds are identified in Table 2, below.

BAAQMD relies on the lead agency to quantify and disclose emissions that would occur during construction and determine the significance of greenhouse gas emissions in relation to meeting AB 32 greenhouse gas reduction goals. The BAAQMD also recommends implementing BMPs to reduce greenhouse gas emissions during construction, and this is detailed in diesel fuel requirements below.

Table 2. BAAQMD Thresholds for Land Use Projects	
Buildings	<ul style="list-style-type: none"> <li>The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).</li> <li>The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines</li> </ul>
Transportation	<p>a) Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor’s Office of Planning and Research’s Technical Advisory on Evaluating Transportation Impacts in CEQA (Governor’s Office of Planning and Research 2018):</p> <ol style="list-style-type: none"> <li>I. Residential projects: 15 percent below the existing VMT per capita</li> <li>II. Office projects: 15 percent below the existing VMT per employee</li> <li>III. Retail projects: no net increase in existing VMT</li> </ol> <p>Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.</p>

Source: (Bay Area Air Quality Management District 2022)

### Campbell Initiatives

The City of Campbell is actively working on climate change policies and adaptation measures, including:

- Climate Action and Adaptation Plan (CAAP): Campbell is developing its first CAAP to set specific targets that align with statewide emissions reduction goals and help the city achieve carbon neutrality by 2045. This plan will estimate emissions from various sources and consider factors like hotter temperatures, urban ecosystems, flood mitigation, and emergency response. According to the City, the plan completion target is October 2025.
- Silicon Valley Clean Energy (SVCE): Campbell’s official electricity provider, SVCE, supplies 100% clean energy to 96% of customers.
- Stormwater Programs: The city has several stormwater programs and policies in partnership with the West Valley Clean Water Authority and the Santa Clara Urban Runoff Pollution Prevention Program.
- Organic Waste Diversion: Organic waste is diverted from landfills through the West Valley Solid Waste Management Authority. Organic waste is a major source of methane when it decomposes in a landfill.
- Community Involvement: A Community Advisory Committee has been established to ensure the CAAP reflects the diverse needs of Campbell’s residents, workers, business owners, and other stakeholders.

These efforts are part of a broader strategy to reduce greenhouse gas emissions and build resilience against the impacts of climate change.

## Impact Analysis

### Would the project:

- a) **Generate greenhouse emissions, either directly or indirectly, that may have a significant effect on the environment?**

#### Less than Significant

The project would result in short-term, temporary increases in GHG emissions during construction due to equipment and vehicle use at the site. For a construction period of 186 working days, heavy equipment such as excavators, haul trucks, as well as worker commutes would generate exhaust. Emissions from construction equipment powered by gasoline and diesel engines would include carbon monoxide, NO<sub>x</sub>, volatile organic compounds, directly emitted PM<sub>10</sub> and PM<sub>2.5</sub>, and toxic air contaminants, such as diesel exhaust particulate matter.

Based on the CalEEMod emissions analysis, estimated total project construction CO<sub>2</sub>e would be 478 metric tons. While this is significantly less than the annual 1,100-metric-ton threshold for land use operational emissions, BAAQMD does not provide thresholds for construction emissions. BMPs are recommended for reducing construction emissions. Required BMPs include using alternative fuel (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet; using local building materials of at least 10 percent; and recycling or reusing at least 50 percent of construction waste or demolition materials.

Development projects whose only operational emissions come from increased vehicular traffic such as residential can be screened based on project size or activity. The proposed project would construct 108 units on an infill site, a size that is well below the BAAQMD operational screening levels for mid-size apartments (more than 494 units), and therefore would not exceed BAAQMD or state operational thresholds. Mixed-use projects are more complicated; however, the small amount of retail proposed would be locally serving and not anticipated to result in a significant increase in VMT and operational emissions, and therefore greenhouse gasses from transportation. As an infill site on a transit corridor, the project reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA. Both project operational and construction effects would be considered less than cumulatively significant.

### Would the project:

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

#### Less than Significant

The City of Campbell has several policies that address both housing and climate change adaptation:

- **Infill Housing:** Campbell encourages infill housing through CEQA streamlining and density bonuses. This policy helps increase housing availability while promoting sustainable land use and alternative forms of transportation.

- Accessory Dwelling Units: The city encourages the development of accessory dwelling structures, which are smaller, secondary housing units on the same lot as a primary residence. This policy helps increase housing availability while promoting sustainable land use.
- Green Building Standards: The city promotes green building standards for new constructions and renovations to reduce greenhouse gas emissions and improve energy efficiency.

These policies aim to balance the need for more housing with the imperative to adapt to and mitigate the impacts of climate change. The proposed project would construct an infill residential development and operate an energy-efficient residential building with direct access to transit services in compliance with City and State requirements. The project designs would be required to comply with the City's Green Building Code and General Plan policies. Given that emissions would be short-term, increases in construction related GHG emissions would not be considered significant and would not limit the State's ability to attain the goals identified in AB 32 because impacts would be temporary, and emissions will be well below the significance threshold. Once operational, the project would also help attain the state's goals defined in AB 32 as an infill housing project with transit access that redevelops a site to current Green Building Code standards. Therefore, the project would be consistent with the City's General Plan and Housing Element, and state goals to reduce GHG emissions.

### Recommended Greenhouse Gas Reduction Measures

It is recommended that the following measures be incorporated into the project design plans. These are all in harmony with the State Climate Change Scoping Plan (summarized above).

- CC-1 *Diesel construction equipment shall use Renewable Diesel.* Renewable Diesel meeting ASTM D-975 is readily available and cost effective. It provides about an 80% reduction in CO2 emissions compared to fossil diesel fuel.
- CC-2 The City of Campbell should consider adopting the BAAQMD recommendation that, *"The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development)."*

This analysis recommends that the project as proposed will have a less than significant impact as defined in the CEQA Guidelines.

If you have any questions or concerns about the finding in this report, please contact David Morrow AICP at [dmorrow@ncenet.com](mailto:dmorrow@ncenet.com).

Sincerely,

**NCE**



Gail Ervin, PhD  
Principal, NCE

Attachments

# 660 E Campbell Ave Summary Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	660 E Campbell Ave
Construction Start Date	4/2/2025
Operational Year	2026
Lead Agency	City of Campbell
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	32.4
Location	37.28677720292745, -121.94057068879806
County	Santa Clara
City	Campbell
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1814
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	108	Dwelling Unit	1.00	40,000	1.00	—	323	Apartments

General Office Building	4.50	1000sqft	0.10	4,500	1.00	—	—	Grnd floor shops
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-8	Use Renewable Diesel
Construction	C-10-A	Water Exposed Surfaces
Transportation	T-1	Increase Residential Density
Transportation	T-33*	Locate Project near Bike Path/Bike Lane

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

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	1.54	14.1	0.64	7.81	0.59	4.04	2,844
Mit.	1.54	14.1	0.64	3.49	0.59	1.95	2,844
% Reduced	—	—	—	55%	—	52%	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	61.2	9.63	0.33	1.07	0.31	0.48	2,791
Mit.	61.2	9.63	0.33	1.07	0.31	0.48	2,791
% Reduced	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	1.79	4.66	0.16	0.61	0.15	0.29	1,332
Mit.	1.79	4.66	0.16	0.54	0.15	0.25	1,332

% Reduced	—	—	—	11%	—	12%	—
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.33	0.85	0.03	0.11	0.03	0.05	221
Mit.	0.33	0.85	0.03	0.10	0.03	0.05	221
% Reduced	—	—	—	11%	—	12%	—

## 2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	3.65	1.56	0.04	2.96	0.04	0.78	4,063
Mit.	3.11	1.22	0.04	2.15	0.04	0.57	3,168
% Reduced	15%	22%	12%	27%	12%	27%	22%
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	2.98	1.71	0.04	2.96	0.04	0.78	3,852
Mit.	2.47	1.31	0.04	2.14	0.04	0.57	3,011
% Reduced	17%	23%	13%	27%	13%	27%	22%
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	3.13	1.57	0.04	2.71	0.04	0.72	3,692
Mit.	2.65	1.21	0.04	1.96	0.04	0.52	2,885
% Reduced	15%	23%	13%	28%	12%	27%	22%
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.57	0.29	0.01	0.49	0.01	0.13	611
Mit.	0.48	0.22	0.01	0.36	0.01	0.10	478
% Reduced	15%	23%	13%	28%	12%	27%	22%

## 6. Climate Risk Detailed Report

### 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2
Wildfire	1	1	2	1
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	1	4

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 7. Health and Equity Details

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	21.0
Healthy Places Index Score for Project Location (b)	90.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

# 660 E Campbell Ave Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	660 E Campbell Ave
Construction Start Date	4/2/2025
Operational Year	2026
Lead Agency	City of Campbell
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	32.4
Location	37.28677720292745, -121.94057068879806
County	Santa Clara
City	Campbell
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1814
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	108	Dwelling Unit	1.00	40,000	1.00	—	323	Apartments

General Office Building	4.50	1000sqft	0.10	4,500	1.00	—	—	Grnd floor shops
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-8	Use Renewable Diesel
Construction	C-10-A	Water Exposed Surfaces
Transportation	T-1	Increase Residential Density
Transportation	T-33*	Locate Project near Bike Path/Bike Lane

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

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	1.54	14.1	0.64	7.81	0.59	4.04	2,844
Mit.	1.54	14.1	0.64	3.49	0.59	1.95	2,844
% Reduced	—	—	—	55%	—	52%	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	61.2	9.63	0.33	1.07	0.31	0.48	2,791
Mit.	61.2	9.63	0.33	1.07	0.31	0.48	2,791
% Reduced	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	1.79	4.66	0.16	0.61	0.15	0.29	1,332
Mit.	1.79	4.66	0.16	0.54	0.15	0.25	1,332

% Reduced	—	—	—	11%	—	12%	—
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.33	0.85	0.03	0.11	0.03	0.05	221
Mit.	0.33	0.85	0.03	0.10	0.03	0.05	221
% Reduced	—	—	—	11%	—	12%	—

## 2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2025	1.54	14.1	0.64	7.81	0.59	4.04	2,844
Daily - Winter (Max)	—	—	—	—	—	—	—
2025	1.33	9.63	0.33	1.07	0.31	0.48	2,791
2026	61.2	9.22	0.30	1.04	0.27	0.45	2,773
Average Daily	—	—	—	—	—	—	—
2025	0.64	4.66	0.16	0.61	0.15	0.29	1,332
2026	1.79	0.83	0.03	0.09	0.02	0.04	252
Annual	—	—	—	—	—	—	—
2025	0.12	0.85	0.03	0.11	0.03	0.05	221
2026	0.33	0.15	< 0.005	0.02	< 0.005	0.01	41.7

## 2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2025	1.54	14.1	0.64	3.49	0.59	1.95	2,844
Daily - Winter (Max)	—	—	—	—	—	—	—
2025	1.33	9.63	0.33	1.07	0.31	0.48	2,791

2026	61.2	9.22	0.30	1.04	0.27	0.45	2,773
Average Daily	—	—	—	—	—	—	—
2025	0.64	4.66	0.16	0.54	0.15	0.25	1,332
2026	1.79	0.83	0.03	0.09	0.02	0.04	252
Annual	—	—	—	—	—	—	—
2025	0.12	0.85	0.03	0.10	0.03	0.05	221
2026	0.33	0.15	< 0.005	0.02	< 0.005	0.01	41.7

## 2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	3.65	1.56	0.04	2.96	0.04	0.78	4,063
Mit.	3.11	1.22	0.04	2.15	0.04	0.57	3,168
% Reduced	15%	22%	12%	27%	12%	27%	22%
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	2.98	1.71	0.04	2.96	0.04	0.78	3,852
Mit.	2.47	1.31	0.04	2.14	0.04	0.57	3,011
% Reduced	17%	23%	13%	27%	13%	27%	22%
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	3.13	1.57	0.04	2.71	0.04	0.72	3,692
Mit.	2.65	1.21	0.04	1.96	0.04	0.52	2,885
% Reduced	15%	23%	13%	28%	12%	27%	22%
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.57	0.29	0.01	0.49	0.01	0.13	611
Mit.	0.48	0.22	0.01	0.36	0.01	0.10	478
% Reduced	15%	23%	13%	28%	12%	27%	22%

## 2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	1.94	1.23	0.02	2.93	0.02	0.76	3,230
Area	1.69	0.06	< 0.005	< 0.005	< 0.005	< 0.005	17.2
Energy	0.02	0.27	0.02	0.02	0.02	0.02	602
Water	—	—	—	—	—	—	56.0
Waste	—	—	—	—	—	—	159
Refrig.	—	—	—	—	—	—	0.30
Total	3.65	1.56	0.04	2.96	0.04	0.78	4,063
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	1.85	1.44	0.02	2.93	0.02	0.76	3,035
Area	1.12	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.27	0.02	0.02	0.02	0.02	602
Water	—	—	—	—	—	—	56.0
Waste	—	—	—	—	—	—	159
Refrig.	—	—	—	—	—	—	0.30
Total	2.98	1.71	0.04	2.96	0.04	0.78	3,852
Average Daily	—	—	—	—	—	—	—
Mobile	1.71	1.27	0.02	2.69	0.02	0.69	2,867
Area	1.40	0.03	< 0.005	< 0.005	< 0.005	< 0.005	8.51
Energy	0.02	0.27	0.02	0.02	0.02	0.02	602
Water	—	—	—	—	—	—	56.0
Waste	—	—	—	—	—	—	159
Refrig.	—	—	—	—	—	—	0.30
Total	3.13	1.57	0.04	2.71	0.04	0.72	3,692
Annual	—	—	—	—	—	—	—

Mobile	0.31	0.23	< 0.005	0.49	< 0.005	0.13	475
Area	0.26	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.41
Energy	< 0.005	0.05	< 0.005	< 0.005	< 0.005	< 0.005	99.6
Water	—	—	—	—	—	—	9.27
Waste	—	—	—	—	—	—	26.2
Refrig.	—	—	—	—	—	—	0.05
Total	0.57	0.29	0.01	0.49	0.01	0.13	611

## 2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	1.40	0.89	0.01	2.12	0.01	0.55	2,335
Area	1.69	0.06	< 0.005	< 0.005	< 0.005	< 0.005	17.2
Energy	0.02	0.27	0.02	0.02	0.02	0.02	602
Water	—	—	—	—	—	—	56.0
Waste	—	—	—	—	—	—	159
Refrig.	—	—	—	—	—	—	0.30
Total	3.11	1.22	0.04	2.15	0.04	0.57	3,168
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	1.33	1.04	0.01	2.12	0.01	0.55	2,194
Area	1.12	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.27	0.02	0.02	0.02	0.02	602
Water	—	—	—	—	—	—	56.0
Waste	—	—	—	—	—	—	159
Refrig.	—	—	—	—	—	—	0.30
Total	2.47	1.31	0.04	2.14	0.04	0.57	3,011
Average Daily	—	—	—	—	—	—	—

Mobile	1.23	0.91	0.01	1.93	0.01	0.50	2,060
Area	1.40	0.03	< 0.005	< 0.005	< 0.005	< 0.005	8.51
Energy	0.02	0.27	0.02	0.02	0.02	0.02	602
Water	—	—	—	—	—	—	56.0
Waste	—	—	—	—	—	—	159
Refrig.	—	—	—	—	—	—	0.30
Total	2.65	1.21	0.04	1.96	0.04	0.52	2,885
Annual	—	—	—	—	—	—	—
Mobile	0.22	0.17	< 0.005	0.35	< 0.005	0.09	341
Area	0.26	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.41
Energy	< 0.005	0.05	< 0.005	< 0.005	< 0.005	< 0.005	99.6
Water	—	—	—	—	—	—	9.27
Waste	—	—	—	—	—	—	26.2
Refrig.	—	—	—	—	—	—	0.05
Total	0.48	0.22	0.01	0.36	0.01	0.10	478

### 3. Construction Emissions Details

#### 3.1. Site Preparation (2025) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.31	12.1	0.56	0.56	0.52	0.52	2,072
Dust From Material Movement	—	—	—	6.26	—	3.00	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	11.4
Dust From Material Movement	—	—	—	0.03	—	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.88
Dust From Material Movement	—	—	—	0.01	—	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.00	0.01	65.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.2. Site Preparation (2025) - Mitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	2.44	—	1.17	—
Off-Road Equipment	1.31	12.1	0.56	0.56	0.52	0.52	2,072
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	0.01	—	0.01	—
Off-Road Equipment	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	11.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	< 0.005	—	< 0.005	—
Off-Road Equipment	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.88
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.00	0.01	65.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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### 3.3. Grading (2025) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.51	14.1	0.64	0.64	0.59	0.59	2,463
Dust From Material Movement	—	—	—	7.08	—	3.42	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.01	0.01	0.01	0.01	27.0
Dust From Material Movement	—	—	—	0.08	—	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	4.47
Dust From Material Movement	—	—	—	0.01	—	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.03	0.02	0.00	0.08	0.00	0.02	87.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.4. Grading (2025) - Mitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	2.76	—	1.34	—
Off-Road Equipment	1.51	14.1	0.64	0.64	0.59	0.59	2,463
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	0.03	—	0.01	—
Off-Road Equipment	0.02	0.15	0.01	0.01	0.01	0.01	27.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	0.01	—	< 0.005	—
Off-Road Equipment	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	4.47
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.03	0.02	0.00	0.08	0.00	0.02	87.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.5. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	0.33	0.33	0.30	0.30	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	0.33	0.33	0.30	0.30	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.13	0.15	0.15	0.14	0.14	835
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—

Off-Road Equipment	0.09	0.75	0.03	0.03	0.03	0.03	138
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.26	0.19	0.00	0.65	0.00	0.15	689
Vendor	0.01	0.43	< 0.005	0.09	< 0.005	0.03	347
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.25	0.24	0.00	0.65	0.00	0.15	637
Vendor	0.01	0.45	< 0.005	0.09	< 0.005	0.03	346
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.12	0.10	0.00	0.30	0.00	0.07	298
Vendor	0.01	0.20	< 0.005	0.04	< 0.005	0.01	160
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.05	0.00	0.01	49.3
Vendor	< 0.005	0.04	< 0.005	0.01	< 0.005	< 0.005	26.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.6. Building Construction (2025) - Mitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	0.33	0.33	0.30	0.30	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—

Off-Road Equipment	1.07	8.95	0.33	0.33	0.30	0.30	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.13	0.15	0.15	0.14	0.14	835
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.75	0.03	0.03	0.03	0.03	138
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.26	0.19	0.00	0.65	0.00	0.15	689
Vendor	0.01	0.43	< 0.005	0.09	< 0.005	0.03	347
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.25	0.24	0.00	0.65	0.00	0.15	637
Vendor	0.01	0.45	< 0.005	0.09	< 0.005	0.03	346
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.12	0.10	0.00	0.30	0.00	0.07	298
Vendor	0.01	0.20	< 0.005	0.04	< 0.005	0.01	160
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.05	0.00	0.01	49.3
Vendor	< 0.005	0.04	< 0.005	0.01	< 0.005	< 0.005	26.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.7. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.01	8.57	0.29	0.29	0.27	0.27	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.75	0.03	0.03	0.02	0.02	159
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.14	< 0.005	< 0.005	< 0.005	< 0.005	26.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.22	0.22	0.00	0.65	0.00	0.15	626
Vendor	0.01	0.43	< 0.005	0.09	< 0.005	0.03	341
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.00	0.01	55.7
Vendor	< 0.005	0.04	< 0.005	0.01	< 0.005	< 0.005	30.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.00	< 0.005	9.22
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	4.97
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.8. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.01	8.57	0.29	0.29	0.27	0.27	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.75	0.03	0.03	0.02	0.02	159
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.14	< 0.005	< 0.005	< 0.005	< 0.005	26.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.22	0.22	0.00	0.65	0.00	0.15	626
Vendor	0.01	0.43	< 0.005	0.09	< 0.005	0.03	341
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.00	0.01	55.7
Vendor	< 0.005	0.04	< 0.005	0.01	< 0.005	< 0.005	30.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.00	< 0.005	9.22
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	4.97
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 3.9. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	0.02	0.02	0.02	0.02	134
Architectural Coatings	61.0	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	3.67
Architectural Coatings	1.67	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.61
Architectural Coatings	0.31	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.13	0.00	0.03	125
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	3.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.10. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Architectural Coatings	61.0	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	0.02	0.02	0.02	0.02	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Architectural Coatings	1.67	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	3.67
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Architectural Coatings	0.31	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.61
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.13	0.00	0.03	125
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	3.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	0.00	< 0.005	0.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1.80	1.14	0.02	2.71	0.02	0.70	2,983
General Office Building	0.14	0.09	< 0.005	0.23	< 0.005	0.06	247
Total	1.94	1.23	0.02	2.93	0.02	0.76	3,230
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1.72	1.33	0.02	2.71	0.02	0.70	2,803
General Office Building	0.13	0.11	< 0.005	0.23	< 0.005	0.06	232
Total	1.85	1.44	0.02	2.93	0.02	0.76	3,035
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	0.29	0.22	< 0.005	0.46	< 0.005	0.12	445
General Office Building	0.02	0.01	< 0.005	0.03	< 0.005	0.01	29.3

Total	0.31	0.23	< 0.005	0.49	< 0.005	0.13	475
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#### 4.1.2. Mitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1.26	0.80	0.01	1.90	0.01	0.49	2,088
General Office Building	0.14	0.09	< 0.005	0.23	< 0.005	0.06	247
Total	1.40	0.89	0.01	2.12	0.01	0.55	2,335
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	1.20	0.93	0.01	1.90	0.01	0.49	1,962
General Office Building	0.13	0.11	< 0.005	0.23	< 0.005	0.06	232
Total	1.33	1.04	0.01	2.12	0.01	0.55	2,194
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	0.21	0.15	< 0.005	0.32	< 0.005	0.08	312
General Office Building	0.02	0.01	< 0.005	0.03	< 0.005	0.01	29.3
Total	0.22	0.17	< 0.005	0.35	< 0.005	0.09	341

#### 4.2. Energy

##### 4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	208
General Office Building	—	—	—	—	—	—	53.8

Total	—	—	—	—	—	—	262
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	208
General Office Building	—	—	—	—	—	—	53.8
Total	—	—	—	—	—	—	262
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	34.4
General Office Building	—	—	—	—	—	—	8.90
Total	—	—	—	—	—	—	43.3

#### 4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	208
General Office Building	—	—	—	—	—	—	53.8
Total	—	—	—	—	—	—	262
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	208
General Office Building	—	—	—	—	—	—	53.8
Total	—	—	—	—	—	—	262
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	34.4
General Office Building	—	—	—	—	—	—	8.90
Total	—	—	—	—	—	—	43.3

## 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.24	0.02	0.02	0.02	0.02	306
General Office Building	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	34.3
Total	0.02	0.27	0.02	0.02	0.02	0.02	340
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.24	0.02	0.02	0.02	0.02	306
General Office Building	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	34.3
Total	0.02	0.27	0.02	0.02	0.02	0.02	340
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	50.6
General Office Building	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	5.69
Total	< 0.005	0.05	< 0.005	< 0.005	< 0.005	< 0.005	56.3

## 4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.24	0.02	0.02	0.02	0.02	306
General Office Building	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	34.3
Total	0.02	0.27	0.02	0.02	0.02	0.02	340
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.24	0.02	0.02	0.02	0.02	306

General Office Building	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	34.3
Total	0.02	0.27	0.02	0.02	0.02	0.02	340
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	50.6
General Office Building	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	5.69
Total	< 0.005	0.05	< 0.005	< 0.005	< 0.005	< 0.005	56.3

### 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

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

Source	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.95	—	—	—	—	—	—
Architectural Coatings	0.17	—	—	—	—	—	—
Landscape Equipment	0.58	0.06	< 0.005	< 0.005	< 0.005	< 0.005	17.2
Total	1.69	0.06	< 0.005	< 0.005	< 0.005	< 0.005	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.95	—	—	—	—	—	—
Architectural Coatings	0.17	—	—	—	—	—	—
Total	1.12	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.17	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—

Landscape Equipment	0.05	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.41
Total	0.26	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.41

#### 4.3.2. Mitigated

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

Source	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.95	—	—	—	—	—	—
Architectural Coatings	0.17	—	—	—	—	—	—
Landscape Equipment	0.58	0.06	< 0.005	< 0.005	< 0.005	< 0.005	17.2
Total	1.69	0.06	< 0.005	< 0.005	< 0.005	< 0.005	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.95	—	—	—	—	—	—
Architectural Coatings	0.17	—	—	—	—	—	—
Total	1.12	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.17	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—
Landscape Equipment	0.05	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.41
Total	0.26	0.01	< 0.005	< 0.005	< 0.005	< 0.005	1.41

#### 4.4. Water Emissions by Land Use

##### 4.4.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	46.5
General Office Building	—	—	—	—	—	—	9.50
Total	—	—	—	—	—	—	56.0
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	46.5
General Office Building	—	—	—	—	—	—	9.50
Total	—	—	—	—	—	—	56.0
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	7.70
General Office Building	—	—	—	—	—	—	1.57
Total	—	—	—	—	—	—	9.27

#### 4.4.2. Mitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	46.5
General Office Building	—	—	—	—	—	—	9.50
Total	—	—	—	—	—	—	56.0
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	46.5
General Office Building	—	—	—	—	—	—	9.50
Total	—	—	—	—	—	—	56.0

Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	7.70
General Office Building	—	—	—	—	—	—	1.57
Total	—	—	—	—	—	—	9.27

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	151
General Office Building	—	—	—	—	—	—	7.89
Total	—	—	—	—	—	—	159
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	151
General Office Building	—	—	—	—	—	—	7.89
Total	—	—	—	—	—	—	159
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	24.9
General Office Building	—	—	—	—	—	—	1.31
Total	—	—	—	—	—	—	26.2

### 4.5.2. Mitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	151
General Office Building	—	—	—	—	—	—	7.89
Total	—	—	—	—	—	—	159
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	151
General Office Building	—	—	—	—	—	—	7.89
Total	—	—	—	—	—	—	159
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	24.9
General Office Building	—	—	—	—	—	—	1.31
Total	—	—	—	—	—	—	26.2

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	0.29
General Office Building	—	—	—	—	—	—	0.01
Total	—	—	—	—	—	—	0.30
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	0.29
General Office Building	—	—	—	—	—	—	0.01

Total	—	—	—	—	—	—	0.30
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	0.05
General Office Building	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	0.05

#### 4.6.2. Mitigated

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	0.29
General Office Building	—	—	—	—	—	—	0.01
Total	—	—	—	—	—	—	0.30
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	0.29
General Office Building	—	—	—	—	—	—	0.01
Total	—	—	—	—	—	—	0.30
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	0.05
General Office Building	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	0.05

#### 4.7. Offroad Emissions By Equipment Type

##### 4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

#### 4.7.2. Mitigated

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

Equipment Type	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

#### 4.8. Stationary Emissions By Equipment Type

##### 4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
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#### 4.8.2. Mitigated

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

Equipment Type	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

#### 4.9. User Defined Emissions By Equipment Type

##### 4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

##### 4.9.2. Mitigated

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

Equipment Type	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—

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

#### 4.10. Soil Carbon Accumulation By Vegetation Type

##### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

## 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

## 4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

## 4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	PM10E	PM10T	PM2.5E	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—

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

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/1/2025	5/3/2025	5.00	2.00	—
Grading	Grading	5/4/2025	5/9/2025	5.00	4.00	—
Building Construction	Building Construction	5/10/2025	2/14/2026	5.00	200	—

Architectural Coating	Architectural Coating	3/2/2026	3/16/2026	5.00	10.0	—
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## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

### 5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41

Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	79.2	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	12.3	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.8	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

### 5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	79.2	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	12.3	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.8	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT
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## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	81,000	27,000	6,750	2,250	—

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	1.88	0.00	—
Grading	—	—	4.00	0.00	—

### 5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

## 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
General Office Building	0.00	0%

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	588	530	442	203,858	3,815	3,443	2,868	1,323,612
General Office Building	43.8	9.95	3.15	12,110	317	71.9	22.8	87,574

### 5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	411	371	309	142,700	2,670	2,410	2,008	926,528
General Office Building	43.8	9.95	3.15	12,110	317	71.9	22.8	87,574

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

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

Electric Fireplaces	0
No Fireplaces	100
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

### 5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	100
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
81000	27,000	6,750	2,250	—

### 5.10.3. Landscape Equipment

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

#### 5.10.4. Landscape Equipment - Mitigated

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

### 5.11. Operational Energy Consumption

#### 5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	368,437	204	0.0330	0.0040	950,840
General Office Building	95,259	204	0.0330	0.0040	106,876

#### 5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	368,437	204	0.0330	0.0040	950,840
General Office Building	95,259	204	0.0330	0.0040	106,876

### 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,916,771	13.1
General Office Building	799,802	10.7

## 5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,916,771	13.1
General Office Building	799,802	10.7

## 5.13. Operational Waste Generation

## 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	79.9	—
General Office Building	4.19	—

## 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	79.9	—
General Office Building	4.19	—

## 5.14. Operational Refrigeration and Air Conditioning Equipment

## 5.14.1. Unmitigated

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

General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

#### 5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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#### 5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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### 5.16. Stationary Sources

#### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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### 5.17. User Defined

Equipment Type	Fuel Type
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### 5.18. Vegetation

#### 5.18.1. Land Use Change

##### 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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##### 5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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#### 5.18.1. Biomass Cover Type

##### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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##### 5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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## 5.18.2. Sequestration

### 5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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### 5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.6	annual days of extreme heat
Extreme Precipitation	5.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about  $\frac{3}{4}$  an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2
Wildfire	1	1	2	1
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	1	4

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

### 6.4.1. Wildfire

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
WF-9: Install Air Filters	Improved Air Quality, Improved Public Health	—	2.00	2.00

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	22.2
AQ-PM	17.5
AQ-DPM	75.1
Drinking Water	22.7
Lead Risk Housing	28.0
Pesticides	0.00
Toxic Releases	32.5
Traffic	76.1
Effect Indicators	—
CleanUp Sites	54.6
Groundwater	94.0
Haz Waste Facilities/Generators	90.7
Impaired Water Bodies	33.2
Solid Waste	52.9

Sensitive Population	—
Asthma	26.2
Cardio-vascular	31.8
Low Birth Weights	13.5
Socioeconomic Factor Indicators	—
Education	15.2
Housing	43.9
Linguistic	28.8
Poverty	23.7
Unemployment	3.21

## 7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	83.45951495
Employed	98.22918003
Median HI	91.49236494
Education	—
Bachelor's or higher	85.89760041
High school enrollment	100
Preschool enrollment	73.77133325
Transportation	—
Auto Access	62.47914795
Active commuting	36.23764917
Social	—
2-parent households	33.55575516
Voting	85.07635057

Neighborhood	—
Alcohol availability	23.18747594
Park access	81.35506224
Retail density	92.44193507
Supermarket access	56.57641473
Tree canopy	80.43115617
Housing	—
Homeownership	39.45848839
Housing habitability	68.72834595
Low-inc homeowner severe housing cost burden	32.34954446
Low-inc renter severe housing cost burden	88.65648659
Uncrowded housing	54.63877839
Health Outcomes	—
Insured adults	84.53740536
Arthritis	0.0
Asthma ER Admissions	72.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	40.0
Cognitively Disabled	85.7
Physically Disabled	88.8
Heart Attack ER Admissions	53.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0

Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	58.1
Elderly	80.0
English Speaking	88.5
Foreign-born	14.9
Outdoor Workers	66.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	28.3
Traffic Density	80.8
Traffic Access	67.6
Other Indices	—
Hardship	3.1
Other Decision Support	—
2016 Voting	81.5

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	21.0

Healthy Places Index Score for Project Location (b)	90.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

Screen	Justification
Land Use	Project description info
Construction: Construction Phases	Demoliion removed because the site is empty. Paving removed because the parking is inside the building.
Operations: Hearths	No gas fireplaces planned



# EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

## 600 Campbell Avenue

0.25 miles Ring Centered at 37.286728,-121.940577  
 Population: 1,518  
 Area in square miles: 0.20

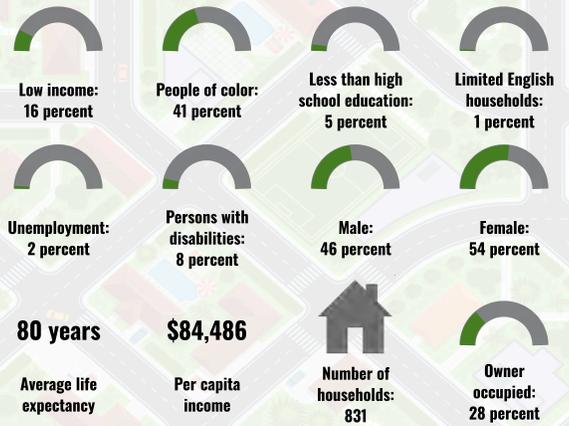


September 25, 2024  
 600 Campbell Avenue  
 14,514  
 0 0.05 0.10 0.15 mi  
 © 2024 Esri, DeLorme, Garmin, IGN, Intermap, Inc., Swire, GEBCO, Esri, Inc.

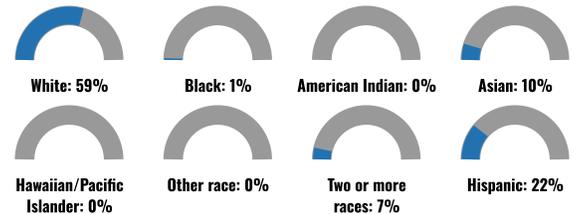
### LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	70%
Spanish	14%
French, Haitian, or Cajun	1%
German or other West Germanic	2%
Other Indo-European	3%
Korean	3%
Chinese (including Mandarin, Cantonese)	4%
Tagalog (including Filipino)	2%
Other and Unspecified	1%
Total Non-English	30%

### COMMUNITY INFORMATION



### BREAKDOWN BY RACE



### BREAKDOWN BY AGE



### LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for 0.25 miles Ring Centered at 37.286728,-121.940577  
 Report produced September 25, 2024 using EJScreen Version 2.3

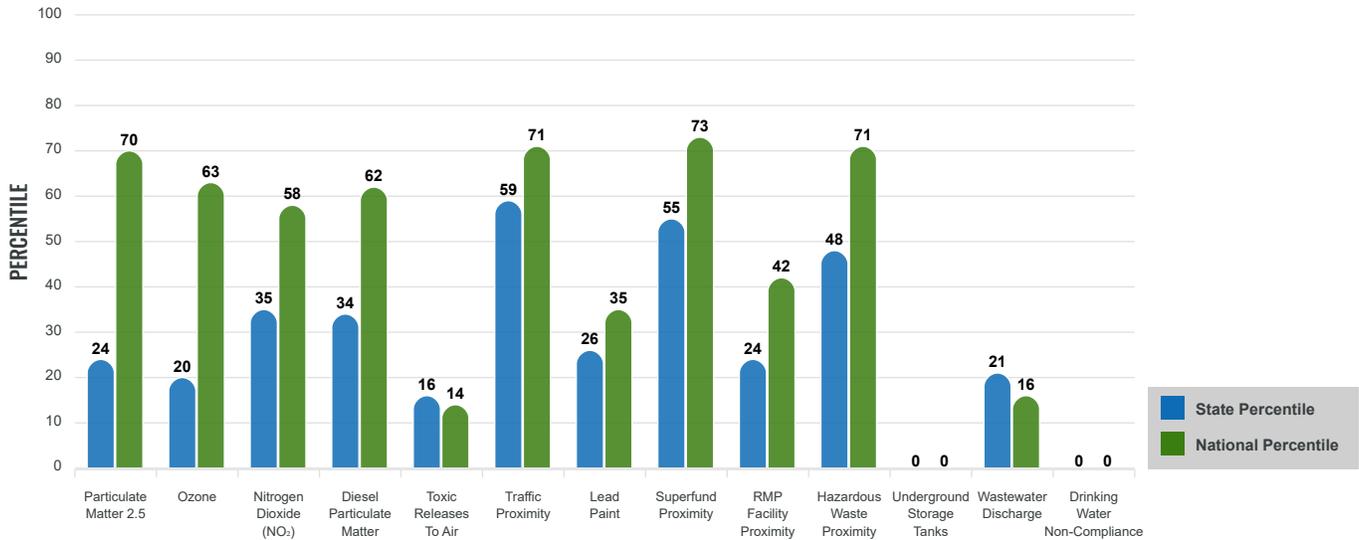
# Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

## EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

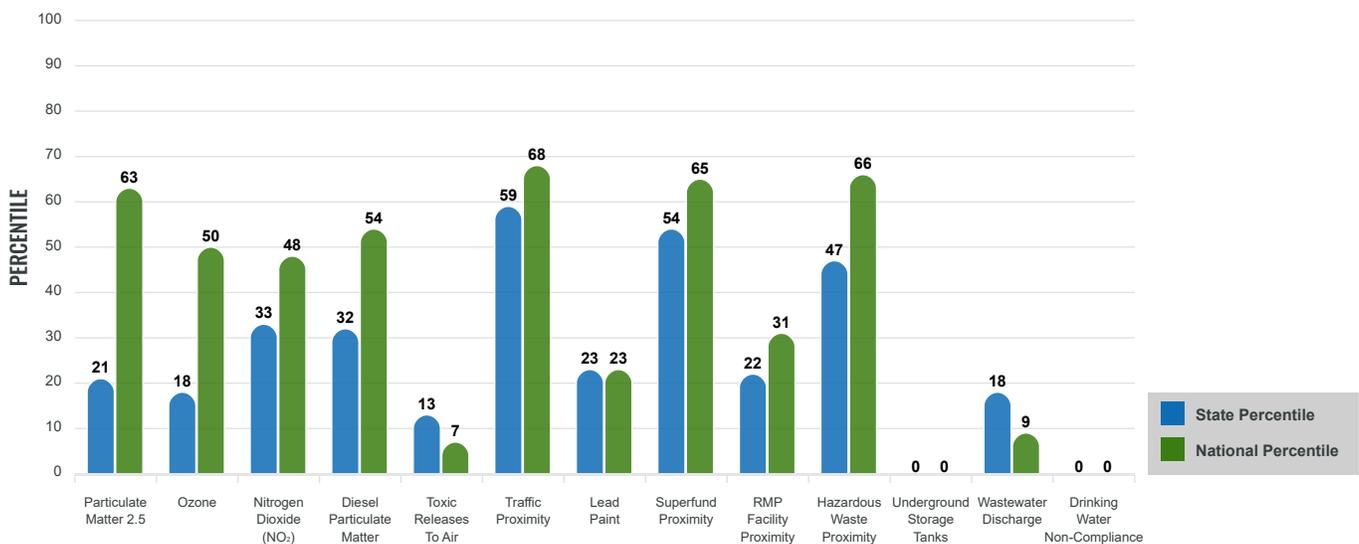
### EJ INDEXES FOR THE SELECTED LOCATION



## SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for 0.25 miles Ring Centered at 37.286728,-121.940577

Report produced September 25, 2024 using EJScreen Version 2.3

# EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
<b>ENVIRONMENTAL BURDEN INDICATORS</b>					
Particulate Matter 2.5 (µg/m <sup>3</sup> )	10.9	12.3	27	8.45	90
Ozone (ppb)	63.8	74.2	22	61.8	66
Nitrogen Dioxide (NO <sub>2</sub> ) (ppbv)	8.8	9.1	44	7.8	62
Diesel Particulate Matter (µg/m <sup>3</sup> )	0.227	0.286	41	0.191	71
Toxic Releases to Air (toxicity-weighted concentration)	16	780	17	4,600	10
Traffic Proximity (daily traffic count/distance to road)	7,600,000	4,000,000	86	1,700,000	96
Lead Paint (% Pre-1960 Housing)	0.087	0.31	34	0.3	33
Superfund Proximity (site count/km distance)	0.29	0.68	66	0.39	76
RMP Facility Proximity (facility count/km distance)	0.098	0.83	21	0.57	32
Hazardous Waste Proximity (facility count/km distance)	13	11	63	3.5	93
Underground Storage Tanks (count/km <sup>2</sup> )	0	0.00036	0	3.6	0
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.011	11000	19	700000	11
Drinking Water Non-Compliance (points)	0	0.5	0	2.2	0
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index USA	1.02	N/A	N/A	1.34	43
Supplemental Demographic Index USA	1.02	N/A	N/A	1.64	17
Demographic Index State	1.15	1.83	24	N/A	N/A
Supplemental Demographic Index State	0.87	1.49	18	N/A	N/A
People of Color	41%	62%	26	40%	59
Low Income	16%	28%	34	30%	29
Unemployment Rate	2%	6%	25	6%	36
Limited English Speaking Households	1%	8%	29	5%	58
Less Than High School Education	5%	16%	32	11%	38
Under Age 5	6%	5%	63	5%	63
Over Age 64	10%	16%	31	18%	25

\*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

**Sites reporting to EPA within defined area:**

Superfund .....	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	0
Water Dischargers .....	1
Air Pollution .....	0
Brownfields .....	0
Toxic Release Inventory .....	0

**Other community features within defined area:**

Schools .....	0
Hospitals .....	0
Places of Worship .....	2

**Other environmental data:**

Air Non-attainment .....	Yes
Impaired Waters .....	Yes

Selected location contains American Indian Reservation Lands* .....	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community .....	No
Selected location contains an EPA IRA disadvantaged community .....	No

*Report for 0.25 miles Ring Centered at 37.286728,-121.940577  
Report produced September 25, 2024 using EJScreen Version 2.3*

## EJScreen Environmental and Socioeconomic Indicators Data

### HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	6%	18%	0	20%	0
Heart Disease	2.8	4.8	4	5.8	3
Asthma	9	9.6	33	10.3	17
Cancer	4.6	5.6	33	6.4	15
Persons with Disabilities	7.6%	11.3%	21	13.7%	14

### CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	16%	13%	76	12%	81
Wildfire Risk	0%	30%	0	14%	0

### CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	6%	9%	51	13%	37
Lack of Health Insurance	2%	7%	17	9%	14
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for 0.25 miles Ring Centered at 37.286728,-121.940577

Report produced September 25, 2024 using EJScreen Version 2.3



# EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

## 600 Campbell Avenue

0.5 miles Ring Centered at 37.286728,-121.940577  
 Population: 5,469  
 Area in square miles: 0.79

Dynamic map initially showing the user-selected area

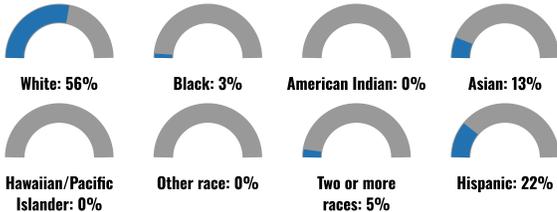
### COMMUNITY INFORMATION

#### LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	77%
Spanish	8%
German or other West Germanic	1%
Other Indo-European	3%
Korean	1%
Chinese (including Mandarin, Cantonese)	3%
Tagalog (including Filipino)	1%
Other Asian and Pacific Island	2%
Other and Unspecified	2%
Total Non-English	23%



#### BREAKDOWN BY RACE



#### BREAKDOWN BY AGE



#### LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for 0.5 miles Ring Centered at 37.286728,-121.940577  
 Report produced September 25, 2024 using EJScreen Version 2.3

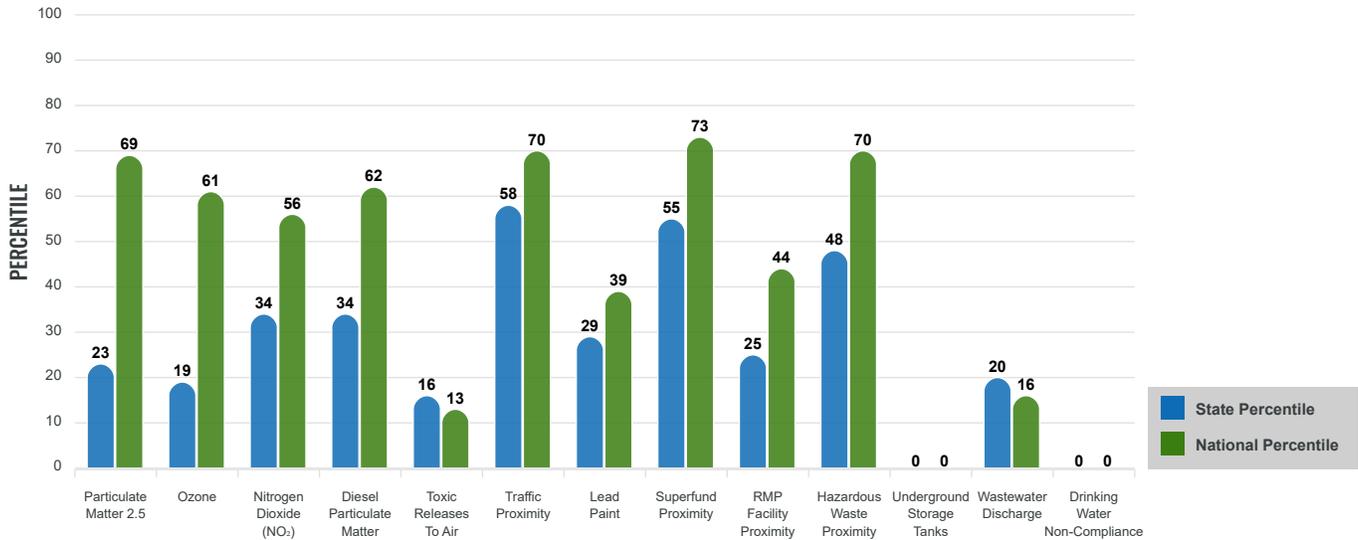
# Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

## EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

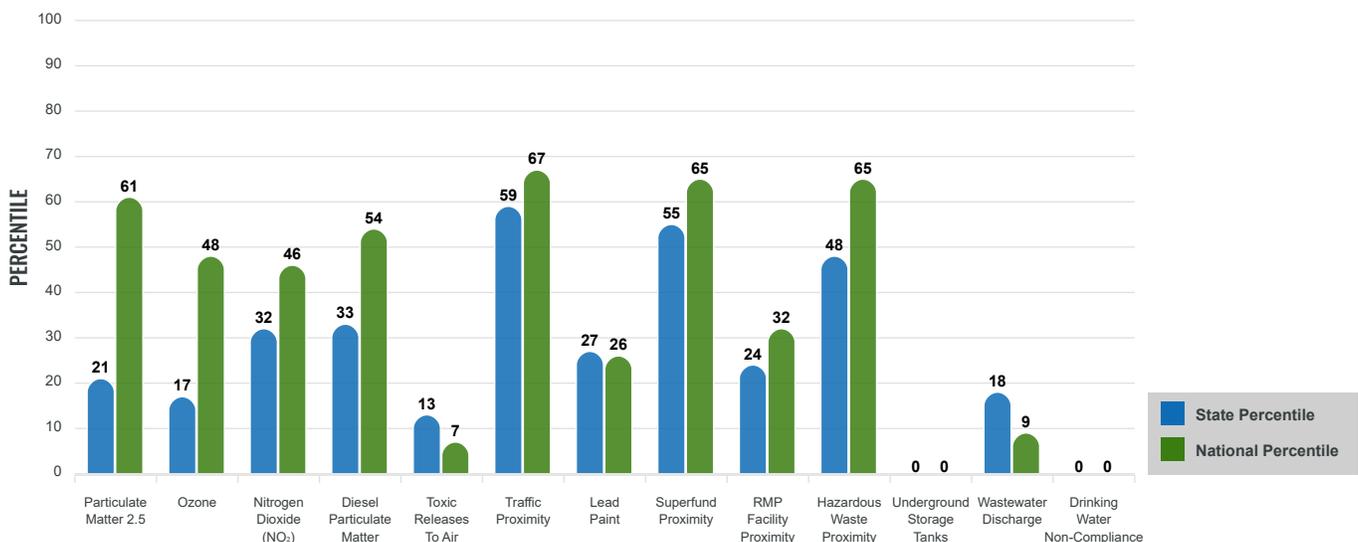
### EJ INDEXES FOR THE SELECTED LOCATION



## SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for 0.5 miles Ring Centered at 37.286728,-121.940577

Report produced September 25, 2024 using EJScreen Version 2.3

# EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
<b>ENVIRONMENTAL BURDEN INDICATORS</b>					
Particulate Matter 2.5 (µg/m <sup>3</sup> )	10.9	12.3	27	8.45	90
Ozone (ppb)	63.8	74.2	22	61.8	66
Nitrogen Dioxide (NO <sub>2</sub> ) (ppbv)	8.7	9.1	43	7.8	62
Diesel Particulate Matter (µg/m <sup>3</sup> )	0.236	0.286	43	0.191	73
Toxic Releases to Air (toxicity-weighted concentration)	16	780	17	4,600	11
Traffic Proximity (daily traffic count/distance to road)	7,500,000	4,000,000	85	1,700,000	96
Lead Paint (% Pre-1960 Housing)	0.14	0.31	41	0.3	41
Superfund Proximity (site count/km distance)	0.4	0.68	73	0.39	80
RMP Facility Proximity (facility count/km distance)	0.13	0.83	28	0.57	38
Hazardous Waste Proximity (facility count/km distance)	14	11	66	3.5	93
Underground Storage Tanks (count/km <sup>2</sup> )	0	0.00036	0	3.6	0
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.014	11000	19	700000	11
Drinking Water Non-Compliance (points)	0	0.5	0	2.2	0
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index USA	0.98	N/A	N/A	1.34	41
Supplemental Demographic Index USA	0.99	N/A	N/A	1.64	15
Demographic Index State	1.12	1.83	23	N/A	N/A
Supplemental Demographic Index State	0.85	1.49	17	N/A	N/A
People of Color	44%	62%	29	40%	61
Low Income	12%	28%	25	30%	22
Unemployment Rate	2%	6%	26	6%	37
Limited English Speaking Households	3%	8%	43	5%	70
Less Than High School Education	3%	16%	23	11%	27
Under Age 5	6%	5%	61	5%	62
Over Age 64	10%	16%	30	18%	25

\*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

### Sites reporting to EPA within defined area:

Superfund .....	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	0
Water Dischargers .....	2
Air Pollution .....	0
Brownfields .....	0
Toxic Release Inventory .....	0

### Other community features within defined area:

Schools .....	1
Hospitals .....	0
Places of Worship .....	7

### Other environmental data:

Air Non-attainment .....	Yes
Impaired Waters .....	Yes

Selected location contains American Indian Reservation Lands* .....	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community .....	No
Selected location contains an EPA IRA disadvantaged community .....	No

Report for 0.5 miles Ring Centered at 37.286728,-121.940577  
 Report produced September 25, 2024 using EJScreen Version 2.3

## EJScreen Environmental and Socioeconomic Indicators Data

### HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	9%	18%	0	20%	0
Heart Disease	2.8	4.8	5	5.8	3
Asthma	9.1	9.6	33	10.3	17
Cancer	4.7	5.6	36	6.4	16
Persons with Disabilities	7.3%	11.3%	18	13.7%	12

### CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	14%	13%	73	12%	77
Wildfire Risk	0%	30%	0	14%	0

### CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	4%	9%	38	13%	27
Lack of Health Insurance	3%	7%	19	9%	15
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for 0.5 miles Ring Centered at 37.286728,-121.940577

Report produced September 25, 2024 using EJScreen Version 2.3



# Environmental Noise Assessment

## 600 E Campbell Residential

City of Campbell, California

September 24, 2024

Project #240903

Prepared for:



**NCE**

501 Canal Blvd, Suite 1  
Pt. Richmond, CA 94804

Prepared by:

**Saxelby Acoustics LLC**

A handwritten signature in blue ink, appearing to read 'Luke Saxelby'.

**Luke Saxelby, INCE Bd. Cert.**

**Principal Consultant**

**Board Certified, Institute of Noise Control Engineering (INCE)**



(916) 760-8821  
www.SaxNoise.com | Luke@SaxNoise.com  
915 Highland Pointe Drive, Suite 250  
Roseville, CA 95678

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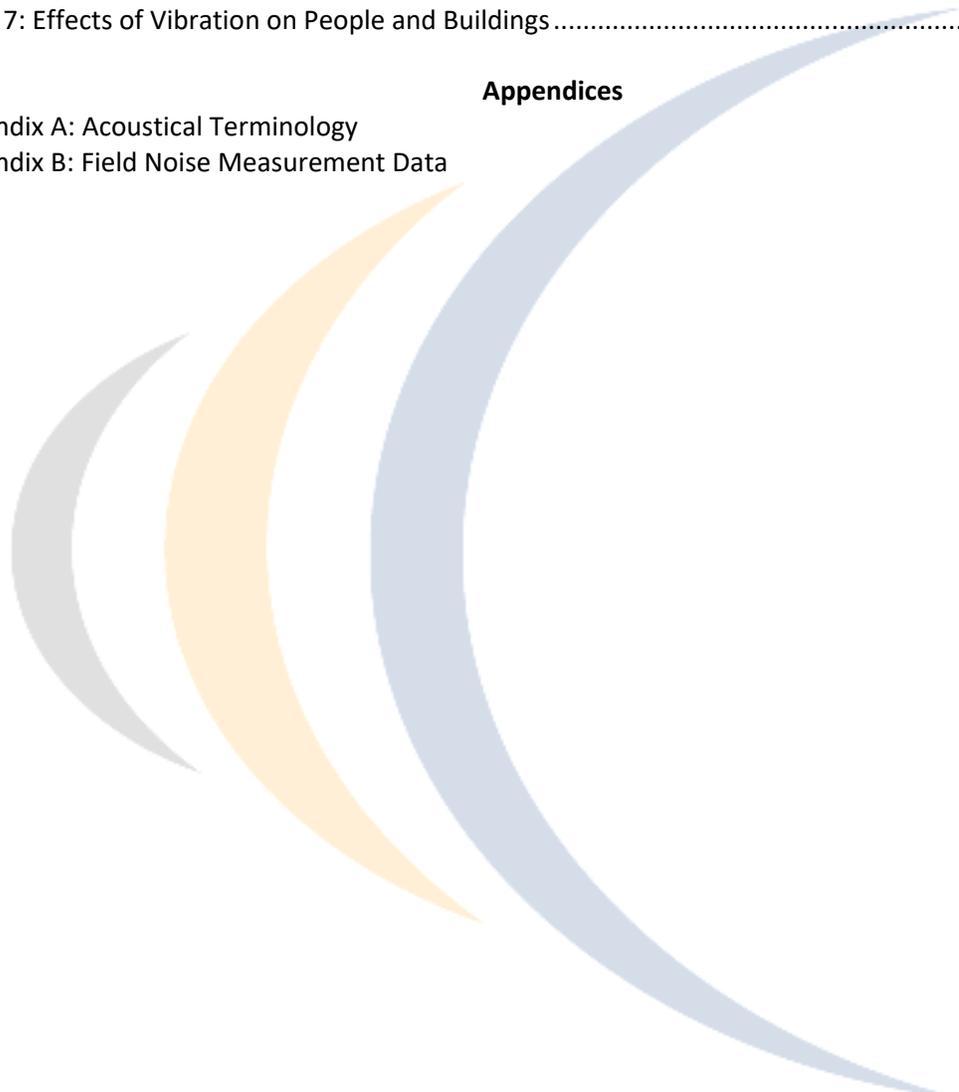
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Appendix A: Acoustical Terminology  
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## INTRODUCTION

The 600 E Campbell Avenue project is located in the City of Campbell, California. The project includes the development of a six-story mixed-use residential building. The project site is bordered by E Campbell Avenue to the north, commercial buildings to the south, east, and west, and single-family residences to the south and north.

**Figure 1** shows the project site plan. **Figure 2** shows an aerial photo of the project site.

## ENVIRONMENTAL SETTING

### BACKGROUND INFORMATION ON NOISE

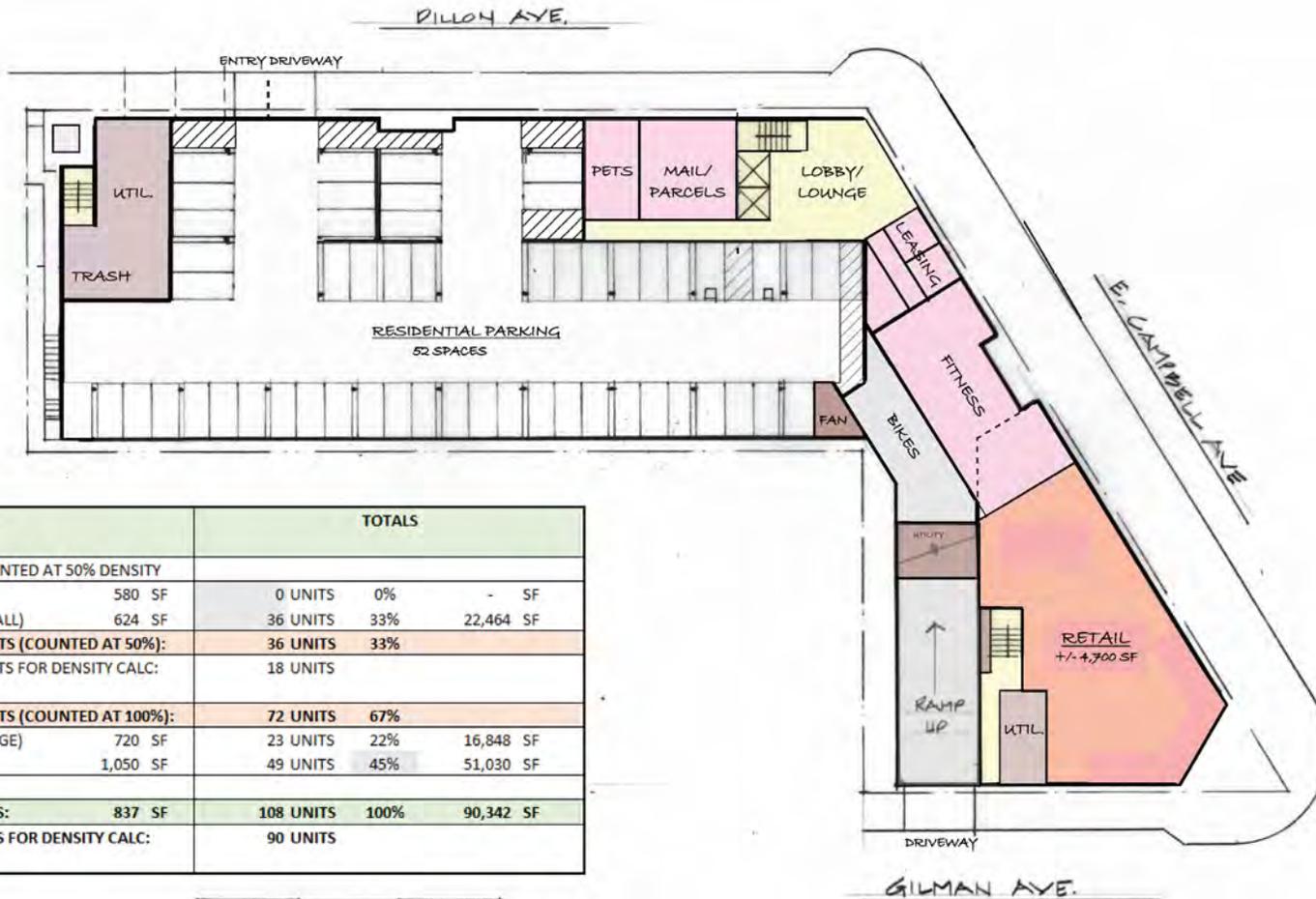
#### *Fundamentals of Acoustics*

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.



UNIT MIX		TOTALS			
UNITS COUNTED AT 50% DENSITY					
STUDIO	580 SF	0 UNITS	0%	-	SF
1 BDR (SMALL)	624 SF	36 UNITS	33%	22,464	SF
<b>TOTAL UNITS (COUNTED AT 50%):</b>		<b>36 UNITS</b>	<b>33%</b>		
TOTAL UNITS FOR DENSITY CALC:		18 UNITS			
<b>TOTAL UNITS (COUNTED AT 100%): 72 UNITS 67%</b>					
1 BDR (LARGE)	720 SF	23 UNITS	22%	16,848	SF
2 BDR	1,050 SF	49 UNITS	45%	51,030	SF
<b>MAX UNITS:</b>		<b>108 UNITS</b>	<b>100%</b>	<b>90,342</b>	<b>SF</b>
<b>MAX UNITS FOR DENSITY CALC:</b>		<b>90 UNITS</b>			



CONCEPTUAL GROUND FLOOR / SITE PLAN

E. Campbell Ave. Residential | Campbell, CA

01

PROJECT NO. 1193-0012

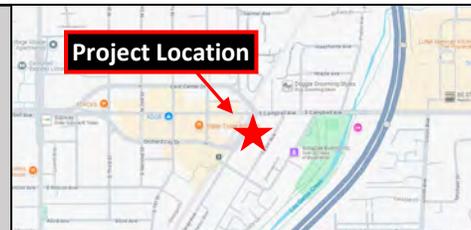
August 1, 2024

600 E Campbell Residential

City of Campbell, California

Figure 1

Project Site Plan





## 600 E Campbell Residential

City of Campbell, California

Figure 2

Noise Measurement Sites

### Legend

- Project Site
- ▲ Noise Measurement Site - Long Term



25 ft    75 ft    125 ft    175 ft

Projection: UTM Zone 10 / WGS84 / meters  
Rev. Date: 09/23/2024



The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level ( $L_{eq}$ ), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the composite noise descriptor,  $L_{dn}$ , and shows very good correlation with community response to noise.

The day/night average level (DNL or  $L_{dn}$ ) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

**Table 1** lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

**TABLE 1: TYPICAL NOISE LEVELS**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

### ***Effects of Noise on People***

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

## EXISTING NOISE AND VIBRATION ENVIRONMENTS

### EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise-sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses to the south and north of the project site.

### EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on E Campbell Road and to a lesser extent by SR 17 to the east and light rail to the west. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at two locations on the project site. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted  $L_{max}$ , represents the highest noise level measured. The average value, denoted  $L_{eq}$ , represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted  $L_{50}$ , represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

**TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA**

Location	Date	$L_{dn}$	Daytime $L_{eq}$	Daytime $L_{50}$	Daytime $L_{max}$	Nighttime $L_{eq}$	Nighttime $L_{50}$	Nighttime $L_{max}$
LT-1: 125 ft. to CL of E. Campbell Ave.	9/18/24	60	59	56	77	51	43	69
LT-2: 135 ft. to CL of E. Campbell Ave.	9/18/24	61	61	58	80	53	46	70

- All values shown in dBA
- Daytime hours: 7:00 a.m. to 10:00 p.m.
- Nighttime Hours: 10:00 p.m. to 7:00 a.m.
- Source: Saxelby Acoustics, 2024.

## EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

Project site traffic circulation and residential HVAC noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

**On-Site Circulation:** Saxelby Acoustics estimated that the project would generate approximately 60 trips in the peak hour based on similar projects. Saxelby Acoustics assumed that 1-2 of these trips could be heavy trucks. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/4 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

**HVAC:** Assumes a single mini-split condenser unit for each residential unit. The units were assumed to have a sound level rating of 64 dBA (manufacturer's data). Steady state HVAC noise does not fluctuate greatly, so exceedances of the City's maximum noise level standard are not predicted to occur.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 3** shows the noise level contours resulting from the operation of the project.

# 600 E Campbell Residential

City of Campbell, California

Figure 3

Project-Generated Noise Levels  
Leq dBA



**Legend**

 Project Building

 Noise Level

Noise Level Leq dBA	
<= 45	Grey
45 <	Green
46 <	Light Green
47 <	Yellow
48 <	Orange
49 <	Red
50 <	Dark Blue



## EVALUATION OF FUTURE TRANSPORTATION NOISE ON PROJECT SITE

Saxelby Acoustics used the SoundPLAN noise model to calculate transportation noise levels at the proposed residential uses due to traffic on East Campbell Avenue, SR 17, and light rail to the west. Inputs to the SoundPLAN noise model include the sound level data in **Table 2**, topography, existing structures, roadway elevations, and the proposed building pad elevations. It was estimated that existing noise levels would increase by +1 dBA based upon an assumed 1% per year increase in traffic volumes on these roadways and light rail utilization. The results of this analysis are shown graphically on **Figure 4**.

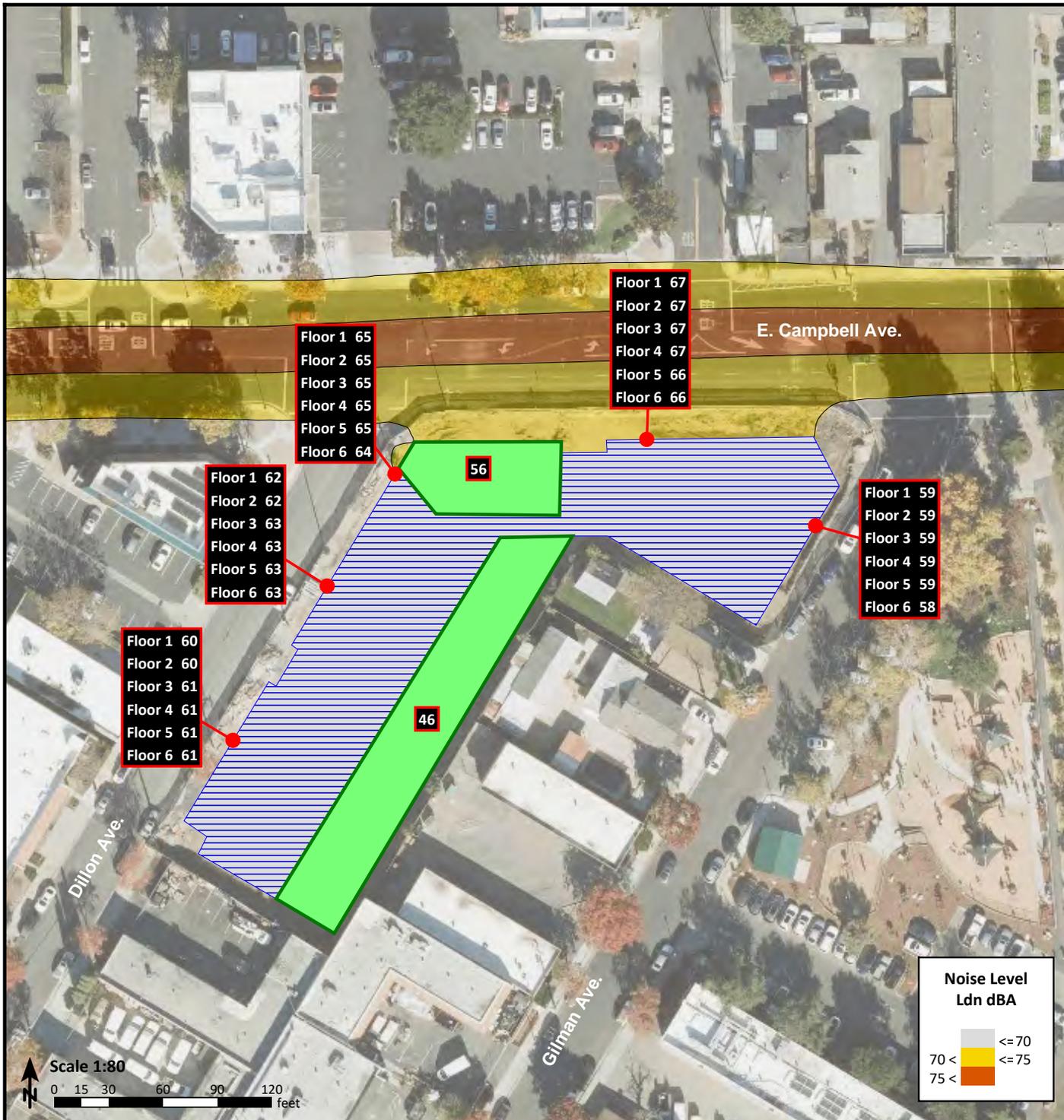


# 600 E Campbell Residential

City of Campbell, California

Figure 4

Future Transportation Noise Levels  
Ldn dBA



### Legend

Project Building

Noise Level

Roof Terrace

Noise Level  
Ldn dBA



## CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 3**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

**TABLE 3: CONSTRUCTION EQUIPMENT NOISE**

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

## CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 4** shows the typical vibration levels produced by construction equipment.

**TABLE 4: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT**

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

## REGULATORY CONTEXT

### STATE

#### ***California Environmental Quality Act***

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed in more detail under the Thresholds of Significance section.

### LOCAL

#### ***City of Campbell General Plan***

##### N-1.2

Require development projects and changes to existing uses to be consistent with the standards indicated in Table N-1 to ensure acceptable noise levels for existing and future development.

##### N-1.3

Require new development to reduce excessive noise to the standards indicated in Tables N-1 and N-2 through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.

##### N-1.4

Ensure that new development does not result in indoor noise levels exceeding 45 dBA Ldn for residential uses by requiring the implementation of construction techniques and noise reduction measures for all new residential development.

#### Stationary and Non-Transportation Noise Sources

- A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or for instances where the ambient noise level is already above the standards contained in this element, the project will result in an increase in ambient noise levels by more than 3 dB.
- This does not apply to construction activities which are conducted according to the best practices contained in Chapter 18.04 of the Campbell Municipal Code, and outlined in Action N-1f. Compliance with these requirements shall be sufficient to reduce construction-related noise impacts to a less than significant level.

#### Transportation Noise Sources

- Where existing traffic noise levels are 60 dB Ldn or less at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in roadway noise levels will be considered significant;
- Where existing traffic noise levels are greater than 60 dB Ldn and up to 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in roadway noise levels will be considered significant; and

- Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in roadway noise levels will be considered significant.

#### N-1.h

Update the Campbell Municipal Code (Chapter 18.04 - Building Code) to include the following construction noise best practices and requirements:

- Establish standards for when a construction staging and phasing plan shall be required for new development projects and significant remodels.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
- Unnecessary idling of internal combustion engines shall be prohibited.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.
- The required construction-related noise mitigation plan shall also specify that haul truck deliveries are to occur within the same range of hours specified for construction equipment.
- The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site

#### N-2.2

Through the development review process, the city may elect to allow new noise-sensitive land uses on a case-by-case basis in proximity to transportation noise sources and commercial or mixed-use areas that fall within the Conditionally Acceptable Land Use Compatibility Standards in Table N-1. Noise mitigation, including an acoustical analysis, shall be required to reduce interior space noise levels to 45 dB Ldn, or less, for sensitive receptors. Exterior noise levels may be reduced using building orientation, construction, and design features; however, ultimately, noise levels may fall within the Conditionally Acceptable noise standards identified in Table N-1.

#### N-2.3

Ensure that existing residential development is protected from excessive noise created by commercial, mixed-use, and other development projects or uses. New development and/or new uses shall demonstrate that impacts to nearby residential properties comply with standards identified in Table N-1 and N-2.

**TABLE 5: LAND USE COMPATIBILITY GUIDELINES (GENERAL PLAN TABLE N-1)**

Land Use Category	Exterior Noise Exposure (Ldn)						
	55	60	65	70	75	80	
Single-Family Residential							
Multi-Family Residential, Hotels, and Motels							
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds							
Schools, Libraries, Museums, Hospitals, Personal Care, Public Assembly							
Office Buildings, Business Commercial, and Professional							
Industrial							

Note: Residential components of Mixed-Use developments are subject to the Multi-Family Residential Noise Standards unless otherwise allowed in conjunction with Policy N-2.2.

	<p><b>NORMALLY ACCEPTABLE</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements</p>
	<p><b>CONDITIONALLY ACCEPTABLE</b> Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design</p>
	<p><b>UNACCEPTABLE</b> New construction or development should generally not be undertaken because mitigation was found to be infeasible to comply with noise element policies</p>

**TABLE 6: STATIONARY NOISE SOURCE STANDARDS (GENERAL PLAN TABLE N-2)**

Land Use Receiving the Noise	Hourly Noise-Level Descriptor	Exterior Noise-Level Standard (dBA)	
		Daytime (6am-11pm)	Nighttime (11pm-6am)
Residential	L <sub>eq</sub>	55	45
	L <sub>max</sub>	70	65

**Notes:**

a) The residential standards apply to all properties that are zoned for residential use. The exterior noise level standard is to be applied at the property line of the receiving land use or at a designated outdoor activity area. For mixed-use projects, the exterior noise level standard may be waived (at the discretion of the decision-making body) if the residential portion of the project does not include a designated activity area and mitigation of property line noise is not practical.

b) Each of the noise levels specified above shall be lowered by 5 dBA for tonal noises characterized by a whine, screech, or hum, noises consisting primarily of speech or music, or recurring impulsive noises. In no case shall mitigation be required to a level that is less than existing ambient noise levels, as determined through measurements conducted during the same operational period as the subject noise source.

c) In situations where the existing noise level exceeds the noise levels indicated in the above table, any new noise source must include mitigation that reduces the noise level of the noise source to the existing level plus 3 dB.

**Tonal Noises** are characterized by a whine, screech, beep, or hum, consisting primarily of speech or music, or recurring impulsive noises. Tonal noises can cause unpleasant experiences in spaces adjacent to areas that produce tonal noise, which annoys occupants and, in turn, lead to increased complaints from nearby sensitive receptors.

**City of Campbell Municipal Code**

18.04.052 Hours of construction—Time and noise limitations.

Construction activity shall be limited to the hours of eight a.m. and five p.m. daily, Monday through Friday. Saturday hours of construction shall be nine a.m. and four p.m. There shall be no construction activity on Sundays or Public holidays, as defined by Title 5 U.S. Code § 6103(a).

No loud environmentally disruptive noise over fifty db., such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments or radios will be allowed during the authorized hours of construction, Monday through Saturday, where such noise may be a nuisance to adjacent residential neighbors. Such nuisances shall be discontinued.

Exception.

- (a) Construction activity is permitted for homeowner permits, when the work is being performed by only the owner of the property, provided no construction activity or loud noises are conducted prior to six a.m. or after seven p.m., Monday through Saturday, and prior to eight a.m. or after six p.m. on Sundays or National Holidays.
- (b) Where emergency conditions exist, as determined by the building official, construction activity or construction noise may be permitted at any hour or day of the week. Such emergencies shall be completed as rapidly as possible to prevent any disruption to the residential neighborhood.
- (c) When the building official determines that construction activity and/or construction noises will not be detrimental to the adjacent neighbors, an exception to the time of work activity may be granted to the general contractor who shall be responsible for controlling the site for loud disruptive noises as described above. Hours of operation shall be determined by the building official on a case-by-case basis.

If the building official determines that construction activity and/or construction noises, as described herein above, allowed by exception, are unreasonably interfering in the reasonable use and enjoyment of adjacent properties, the building official shall notify the general contractor or owner in writing that the exception has been voided and canceled and the construction time and noise conditions as described in Section 18.04.052 shall apply immediately and the general contractor or owner shall be subject to the penalty(ies) as provided for in this code.

- (d) (1) Construction activity, under contracts awarded by the city for public improvements, shall be allowed during the working hours specified by the city engineer, as described in the construction project contract documents. Such working hours shall be designed to prevent unnecessary hazard or inconvenience to members of the public. In establishing such working hours, the city engineer may consider:
  - (A) The impact of the work on vehicular and pedestrian traffic;
  - (B) The proximity of the work to residential neighborhoods, schools, hospitals and libraries; and
  - (C) Other factors relating to the public safety, health and welfare.
- (2) Deviation from the working hours specified in the contract documents shall be deemed a violation of a mandatory provision of the code.

(Ord. No. 2175, § 3(Att. 6), 2-18-2014; Ord. No. 2255, § 3(Att. 4), 12-3-2019)

#### 21.16.070 Noise.

##### E. Residential noise standards.

1. Noise from stationary sources. New residential development shall conform to a stationary source noise exposure standard of sixty-five dBA for exterior noise levels and forty-five dBA for interior noise levels.
2. Traffic-related noise. New residential development shall conform to a traffic-related noise exposure standard of sixty dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas and forty-five dBA CNEL for indoor noise. New development that does not and cannot be made to conform to this standard shall not be allowed.

##### G. Exemptions. Sound or noise emanating from the following sources and activities are exempt from the provisions of this chapter:

1. Municipal Code provisions. The provisions of this chapter shall not apply where noise standards are specified elsewhere in the Municipal Code.
  2. City parks. The provisions of this chapter shall not apply to city-sanctioned recreational activities/programs conducted in public parks.
  3. Safety, warning, and alarm devices. Safety, warning, and alarm devices, including house and car alarms, and other warning devices that are designed to protect the health, safety, and welfare, provided the devices are not negligently maintained or operated.
  4. Schools. The normal operation of public and private schools typically consisting of classes, daytime recreation, and other school-sponsored activities.
  5. Emergencies. Emergencies involving the execution of the duties of duly authorized governmental personnel and others providing emergency response to the general public, including sworn peace officers, emergency personnel, utility personnel, and the operation of emergency response vehicles and equipment. Also included is work by private or public utilities when restoring utility services.
  6. Private construction. Private construction (e.g., construction, alteration or repair activities) between the hours of eight a.m. and five p.m. Monday through Friday, and between the hours of nine a.m. and four p.m. Saturday, in compliance with Section 18.04.052 of the Municipal Code. The community development director may impose further limitations on the hours and day of construction or other measures to mitigate significant noise impacts on sensitive uses.
  7. Powered equipment. Powered equipment shall be limited to the hours of eight a.m. and seven p.m. Monday through Friday, and between the hours of nine a.m. and six p.m. Saturday, Sunday and nationally recognized holidays.
  8. City projects and activities. Noise from construction of public works projects and maintenance activities, or city-sponsored events, may be exempted from the provisions of the noise ordinance by the city manager or his designee should the public benefit of alternative work hours and or noise levels require such modification.
- H. Violations/penalties. The violation of any provision contained in this chapter is declared to be a misdemeanor and shall be punishable as prescribed in Chapter 21.70, (Enforcement).

(Ord. 2070 § 1 (Exh. A)(part), 2006: Ord. 2043 § 1 (part), 2004).

#### **CRITERIA FOR ACCEPTABLE VIBRATION**

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events.

**Table 7**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

**Table 7** indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

**TABLE 7: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS**

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: *Transportation Related Earthborne Vibrations*. Caltrans. TAV-02-01-R9601. February 20, 2002.

## IMPACTS AND MITIGATION MEASURES

### THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

- a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generate excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within two miles of a public or private airport, therefore item “c” is not discussed any further in this study.

#### **Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases**

The City of Campbell establishes the following significance thresholds for changes in transportation noise levels:

- Where existing traffic noise levels are 60 dB  $L_{dn}$  or less at the outdoor activity areas of noise-sensitive uses, a +5 dB  $L_{dn}$  increase in roadway noise levels will be considered significant.
- Where existing traffic noise levels are greater than 60 dB  $L_{dn}$  and up to 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +3 dB  $L_{dn}$  increase in roadway noise levels will be considered significant.
- Where existing traffic noise levels are greater than 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +1.5 dB  $L_{dn}$  increase in roadway noise levels will be considered significant.

#### **Temporary Construction Noise Impacts**

The City of Campbell General Plan states:

*“A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or for instances where the ambient noise level is already above the standards contained in this element, the project will result in an increase in ambient noise levels by more than 3 dB. This does not apply to construction activities which are conducted according to the best practices contained in Chapter 18.04 of the Campbell Municipal Code, and outlined in Action N-1f. Compliance with these requirements shall be sufficient to reduce construction-related noise impacts to a less than significant level.”*

Therefore, an impact would not occur where the City of Campbell construction noise reduction best practices are followed.

## PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

**Impact 1:** *Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

### **Operational Noise at Existing Sensitive Receptors**

#### Compliance with City of Campbell Standards

The City of Campbell General Plan establishes noise level standards of 55 dBA  $L_{eq}$  and 70 dBA  $L_{max}$  during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA  $L_{eq}$  and 65 dBA  $L_{max}$  during nighttime (10:00 p.m. to 7:00 a.m.) hours.

As shown on **Figure 3**, the project is predicted to expose nearby residences to noise levels up to 42 dBA  $L_{eq}$ . These noise levels are predicted to comply with the daytime and nighttime average noise level standards. The noise produced by the project is predicted to be largely driven by the parking garage and rooftop mechanical equipment. Maximum noise levels for these sources are predicted to be 15 dB, or less, than average noise levels. Therefore, exceedances of the City's maximum noise level standards are not predicted to occur.

#### Analysis of Significance of Long-Term Project-Related Noise Increases

The City of Campbell General Plan states: A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or for instances where the ambient noise level is already above the standards contained in this element, the project will result in an increase in ambient noise levels by more than 3 dB.

As previously discussed, the proposed project stationary noise levels would comply with the City's noise level standards. Therefore, this is a **less-than-significant** impact, and no mitigation is required.

### **Construction Noise**

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 3**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA  $L_{max}$  at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

The City of Campbell General Plan states that where construction activities are conducted according to the best practices contained in Chapter 18.04 of the Campbell Municipal Code and outlined in Action N-1f, compliance with these requirements shall be sufficient to reduce construction-related noise impacts to a less than significant level. These requirements have been reproduced below:

- Construction activity shall be limited to the hours of eight a.m. and five p.m. daily, Monday through Friday. Saturday hours of construction shall be nine a.m. and four p.m. There shall be no construction activity on Sundays or Public holidays, as defined by Title 5 U.S. Code § 6103(a).
- Establish standards for when a construction staging and phasing plan shall be required for new development projects and significant remodels.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
- Unnecessary idling of internal combustion engines shall be prohibited.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.
- The required construction-related noise mitigation plan shall also specify that haul truck deliveries are to occur within the same range of hours specified for construction equipment.
- The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

Adherence to the City’s construction noise reduction guidelines would result in a *less-than-significant* impact due to construction noise.

### ***Transportation Noise on Project Site (Non-CEQA Issue)***

#### ***Exterior Transportation Noise***

Compliance with City standards on new noise-sensitive receptors is not a CEQA consideration. However, this information is provided here so that a determination can be made regarding the ability of the proposed project to meet the requirements of the City of Campbell for exterior and interior noise levels at new sensitive uses proposed under the project.

As shown on **Figure 4**, the proposed rooftop terraces are predicted to be exposed to exterior transportation noise levels up to approximately 56 dBA  $L_{dn}$ . This would fall under the “Normally Acceptable” range of noise exposure for multifamily residential projects. Additionally, this complies with the City’s Municipal Code standard of 60 dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas. Therefore, no additional noise control measures would be required to comply with exterior noise level standards.

#### ***Interior Transportation Noise***

Modern building construction methods typically yield an exterior-to-interior noise level reduction of 25 dBA<sup>1</sup>. Therefore, where exterior noise levels are 70 dBA  $L_{dn}$ , or less, no additional interior noise control measures are

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<sup>1</sup> Assuming standard construction with a minimum STC rating of 29 for exterior window assemblies

typically required. For this project, exterior noise levels are predicted to be up to 67 dBA  $L_{dn}$  at the buildings facades facing East Campbell Avenue. This would result in interior noise levels of up to 42 dBA  $L_{dn}$  based on typical building construction. This complies with the City of Campbell noise level standards which require that interior noise levels do not exceed 45 dB  $L_{dn}$ . Therefore, no additional noise control measures are required to reduce interior noise to acceptable levels.

#### Mitigation Measures

None required.

#### **Impact 2:      *Would the project generate excessive groundborne vibration or groundborne noise levels?***

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

With the exception of vibratory compactors, the **Table 4** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distance of 26 feet. However, the proposed project includes parking garage and building construction which would occur at distances of approximately 15 feet from the adjacent single-family residential uses. Therefore, use of vibratory compactors within 26 feet of the adjacent residential buildings could cause vibrations in excess of 0.2 in/sec. Therefore, this is a **potentially significant** impact.

#### Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a **less-than-significant** level.

- 1(a) Any compaction required less than 26 feet from the adjacent commercial and residential structures to the south should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.
- 1(b) Use of bulldozers, loaded trucks, auger/drill rigs, and vibratory hammers shall occur at distances of 15 feet or greater from adjacent residential structures.

#### **Impact 3:      *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project.

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## Appendix A: Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>ASTC</b>	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
<b>DNL</b>	See definition of Ldn.
<b>IIC</b>	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
<b>Ldn</b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>Leq</b>	Equivalent or energy-averaged sound level.
<b>Lmax</b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>L(n)</b>	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>NIC</b>	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
<b>NNIC</b>	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
<b>Noise</b>	Unwanted sound.
<b>NRC</b>	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
<b>RT60</b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>Sabin</b>	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
<b>SEL</b>	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
<b>SPC</b>	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
<b>STC</b>	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Threshold of Hearing</b>	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
<b>Threshold of Pain</b>	Approximately 120 dB above the threshold of hearing.
<b>Impulsive</b>	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
<b>Simple Tone</b>	Any sound which can be judged as audible as a single pitch or set of single pitches.

## Appendix B: Continuous Long-Term and Short-Term Ambient Noise Measurement Results



**Appendix B1: Continuous Noise Monitoring Results**

Site: LT-1

Project: 600 E Campbell Residential

Meter: LDL 820-7

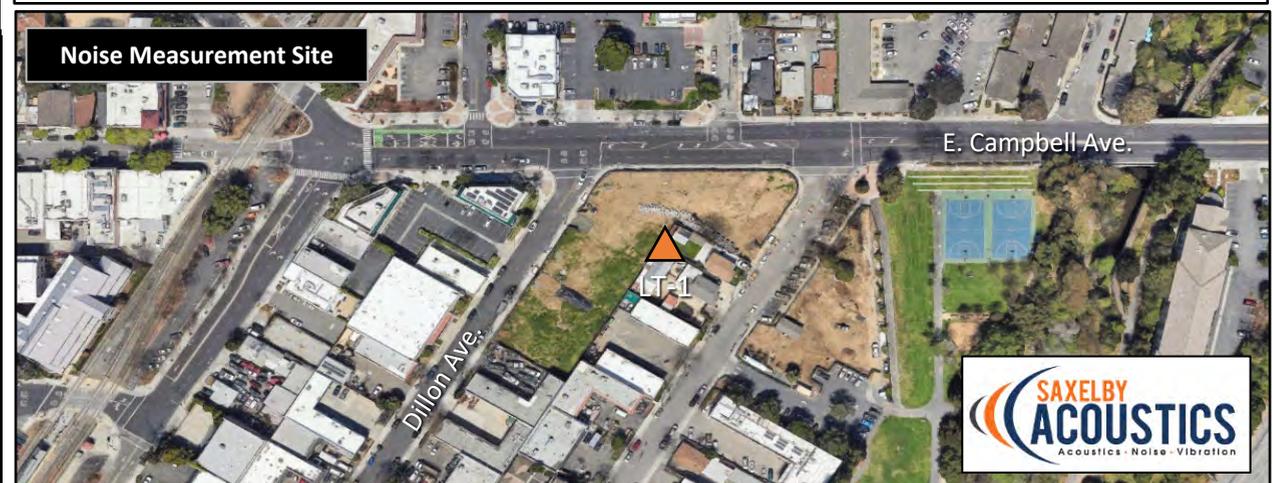
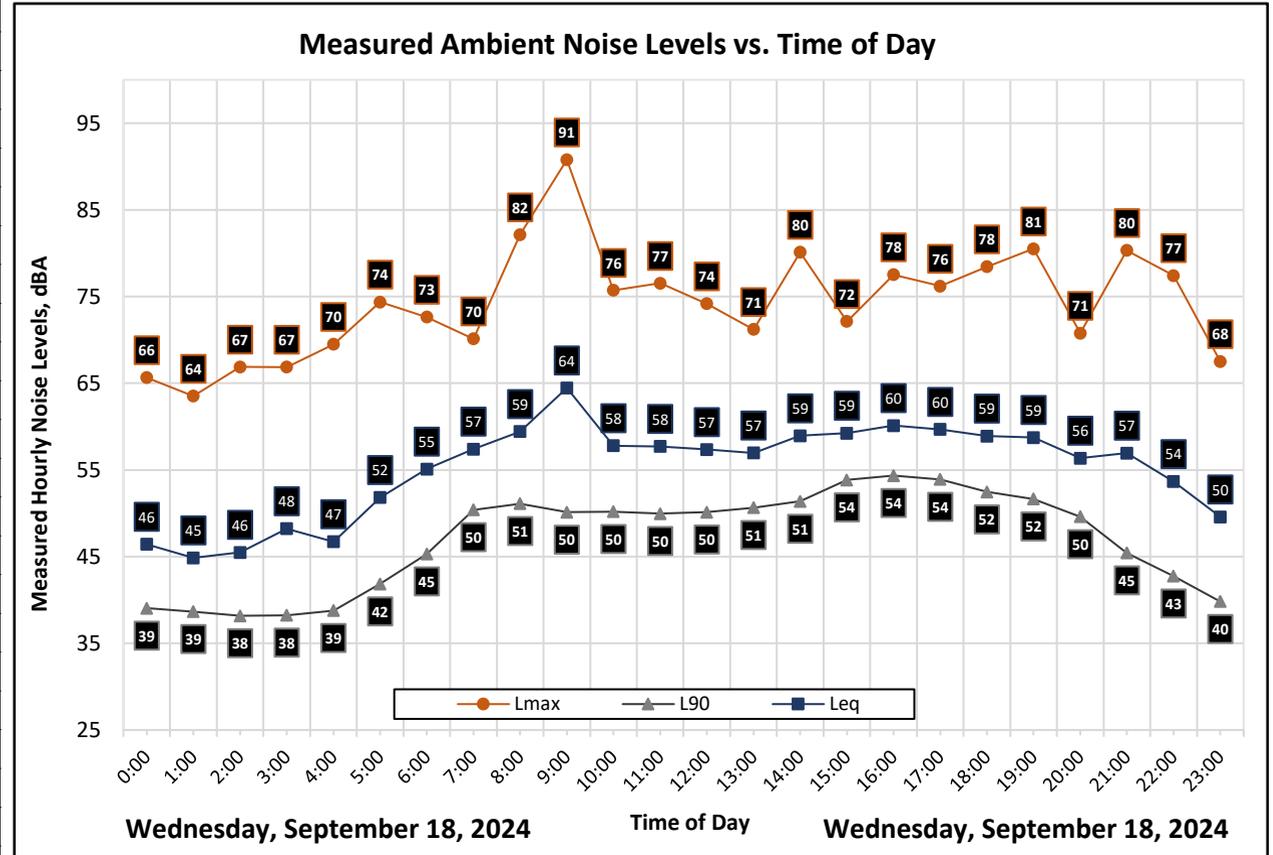
Location: Southwestern Project Boundary

Calibrator: CAL200

Coordinates: (37.2867515, -121.9403488)

Date	Time	Measured Level, dBA			
		L <sub>eq</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>90</sub>
Wednesday, September 18, 2024	0:00	46	66	41	39
Wednesday, September 18, 2024	1:00	45	64	40	39
Wednesday, September 18, 2024	2:00	46	67	39	38
Wednesday, September 18, 2024	3:00	48	67	40	38
Wednesday, September 18, 2024	4:00	47	70	41	39
Wednesday, September 18, 2024	5:00	52	74	46	42
Wednesday, September 18, 2024	6:00	55	73	51	45
Wednesday, September 18, 2024	7:00	57	70	56	50
Wednesday, September 18, 2024	8:00	59	82	56	51
Wednesday, September 18, 2024	9:00	64	91	56	50
Wednesday, September 18, 2024	10:00	58	76	55	50
Wednesday, September 18, 2024	11:00	58	77	56	50
Wednesday, September 18, 2024	12:00	57	74	55	50
Wednesday, September 18, 2024	13:00	57	71	55	51
Wednesday, September 18, 2024	14:00	59	80	56	51
Wednesday, September 18, 2024	15:00	59	72	58	54
Wednesday, September 18, 2024	16:00	60	78	58	54
Wednesday, September 18, 2024	17:00	60	76	58	54
Wednesday, September 18, 2024	18:00	59	78	57	52
Wednesday, September 18, 2024	19:00	59	81	56	52
Wednesday, September 18, 2024	20:00	56	71	55	50
Wednesday, September 18, 2024	21:00	57	80	53	45
Wednesday, September 18, 2024	22:00	54	77	49	43
Wednesday, September 18, 2024	23:00	50	68	43	40

Statistics	Leq	Lmax	L50	L90
Day Average	59	77	56	51
Night Average	51	69	43	40
Day Low	56	70	53	45
Day High	64	91	58	54
Night Low	45	64	39	38
Night High	55	77	51	45
Ldn	60	Day %		92
CNEL	60	Night %		8



**Appendix B2: Continuous Noise Monitoring Results**

Site: LT-2

Project: 600 E Campbell Residential

Meter: LDL 820-1

Location: Western Project Boundary

Calibrator: CAL200

Coordinates: (37.2867082, -121.9399525)

Date	Time	Measured Level, dBA			
		L <sub>eq</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>90</sub>
Wednesday, September 18, 2024	0:00	49	74	44	39
Wednesday, September 18, 2024	1:00	46	65	42	38
Wednesday, September 18, 2024	2:00	46	66	41	37
Wednesday, September 18, 2024	3:00	48	65	42	37
Wednesday, September 18, 2024	4:00	49	67	44	40
Wednesday, September 18, 2024	5:00	53	66	51	46
Wednesday, September 18, 2024	6:00	58	73	55	50
Wednesday, September 18, 2024	7:00	62	84	58	54
Wednesday, September 18, 2024	8:00	61	85	58	54
Wednesday, September 18, 2024	9:00	63	87	58	55
Wednesday, September 18, 2024	10:00	60	76	59	54
Wednesday, September 18, 2024	11:00	61	82	59	55
Wednesday, September 18, 2024	12:00	59	74	58	53
Wednesday, September 18, 2024	13:00	60	78	58	53
Wednesday, September 18, 2024	14:00	61	85	58	54
Wednesday, September 18, 2024	15:00	60	74	59	55
Wednesday, September 18, 2024	16:00	61	79	59	55
Wednesday, September 18, 2024	17:00	61	77	59	55
Wednesday, September 18, 2024	18:00	60	77	58	55
Wednesday, September 18, 2024	19:00	61	86	58	54
Wednesday, September 18, 2024	20:00	57	70	56	51
Wednesday, September 18, 2024	21:00	57	79	54	48
Wednesday, September 18, 2024	22:00	57	84	50	45
Wednesday, September 18, 2024	23:00	50	66	46	41

Statistics	Leq	Lmax	L50	L90
Day Average	61	80	58	54
Night Average	53	70	46	42
Day Low	57	70	54	48
Day High	63	87	59	55
Night Low	46	65	41	37
Night High	58	84	55	50
Ldn	61	Day %		91
CNEL	62	Night %		9

