County of Santa Clara - Clerk-Recorder's Office
State of California

File Number: ENV25968
ENVIRONMENTAL FILING
No. of Pages: 3
Total Fees: $50.00
File Date: 01/22/2026
Expires: 02/21/2026

LOUIS CHIARAMONTE, Clerk-Recorder
By: Patricia Camarena, Deputy Clerk-Recorder

SANTA CLARA COUNTY CLERK
CEQA FILING COVER SHEET

THIS SPACE FOR CLERK'S USE ONLY

Complete and attach this form to each CEQA Notice filed with the County Clerk

TYPE OR PRINT CLEARLY

Check Document being Filed:

- ☐ Environmental Impact Report (EIR)
  - ☐ Filing Fee (new project)
  - ☐ Previously Paid F&W **(must attach F&W receipt and project titles must match)**
  - ☐ No Effect Determination **(F&W letter must be attached)**
- ☐ Mitigated Negative Declaration (MND) or Negative Declaration (ND)
  - ☐ Filing Fee (new project)
  - ☐ Previously Paid F&W **(must attach F&W receipt and project titles must match)**
  - ☐ No Effect Determination **(F&W letter must be attached)**
- ☑ Notice of Exemption (NOE)
- ☐ Other (Please fill in type):

1. LEAD AGENCY: City of Campbell
2. LEAD AGENCY EMAIL: planning@campbellca.gov
3. PROJECT TITLE: 700 West Hamilton Avenue Project
4. APPLICANT NAME: Pamela Salas Nieting PHONE: (650) 465-3628
5. APPLICANT EMAIL: pnieting@cityventures.com
6. APPLICANT ADDRESS: 1185 Mason Street, San Francisco, CA 94123
7. PROJECT APPLICANT IS A: ☐ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☑ Private Entity
8. NOTICE TO BE POSTED FOR 30 DAYS.

Filing fees are due at the time a Notice of Determination/Exemption is filed with our office. For more information on filing fees and No Effect Determinations, please refer to California Code of Regulations, Title 14, section 753.5.

Rev_8/2023

CITY OF CAMPBELL
Community Development Department

NOTICE OF EXEMPTION

To:	Santa Clara County Clerk-Recorder's Office 110 West Tasman Drive San Jose, CA 95134	**From**:	City of Campbell Community Development Department 70 N. First Street Campbell, CA 95008

Project Title: 700 West Hamilton Avenue Project

Project Location: 700 W. Hamilton Avenue, Campbell, CA 95008

Description of Project: The project proposes redevelopment of a 3.83-acre site at 700 W. Hamilton Avenue, southwest of the intersection of Hamilton Avenue and San Tomas Expressway. The site is currently developed with an office building and surface parking, which would be demolished. The proposed project would construct a 173-unit residential condominium development consisting of eight four-story townhome-style buildings and one five-story podium-style building. The project includes associated site and landscape improvements, subdivision of the property with required easements and right-of-way dedications, and a final phasing plan.

Date of Project Approval: January 20, 2026

Lead Agency: City of Campbell

Lead Agency Contact: Stephen Rose, Senior Planner
(408) 866-2142 | stephenr@campbellca.gov

Name of Applicant: Pamela Salas Nieting, City Ventures

Exempt Status (check one):

- ◯ Ministerial (Sec. 21080(b)(1); 15268);
- ◯ Declared Emergency (Sec. 21080(b)(3); 15269(a);
- ◯ Emergency Project (Sec. 21080(b)(4); 15269(b)(c);
- ● CEQA Exemption (Sec. 15300.2 and 15332)

Basis of Determination: The project has been evaluated pursuant to CEQA Guidelines Section 15332 (Class 32 – Infill Development Projects) and CEQA Guidelines Section 15300.2 (Exceptions to Categorical Exemptions). As set forth below, the project satisfies all criteria for the Class 32 Infill Development Categorical Exemption, and none of the exceptions to the use of a categorical exemption apply. This determination is based on the project characteristics, site conditions, and supporting technical analysis in the administrative record.

CEQA Guidelines Section 15300.2 — Exceptions

- **Cumulative Impacts:** The project would not make a cumulatively considerable contribution to any significant cumulative environmental impact. Project-related impacts are within the scope of impacts analyzed and disclosed in the City of Campbell General Plan Environmental Impact Report (EIR).

- **Unusual Circumstances:** The project does not involve unusual circumstances, and there is no reasonable possibility that the project would result in a significant environmental effect due to its characteristics, location, or surrounding conditions.
- **Scenic Highways:** The project would not affect scenic resources and is not located within the viewshed of a designated State Scenic Highway.
- **Hazardous Waste Sites:** The project site is not included on any list of hazardous waste or contamination sites compiled pursuant to Government Code Section 65962.5, and no known hazardous materials issues exist on or near the site.
- **Historical Resources:** The project would not cause a substantial adverse change in the significance of a historical or archaeological resource. The existing building does not meet criteria for listing as a historical resource, and standard discovery protocols would apply during construction.

CEQA Guidelines Section 15332 — Infill Development Projects

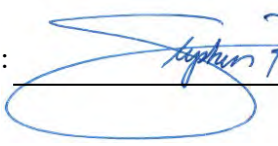
CEQA Guidelines Section 15332 establishes criteria under which qualifying infill development projects may be categorically exempt from CEQA. The project meets all criteria (A through E), as follows:

- **Criterion A — Plan and Zoning Consistency:** The project is consistent with the City of Campbell General Plan and applicable zoning regulations, including permitted residential density and development standards.
- **Criterion B — Site Characteristics:** The project is located entirely within the City limits on a site of less than five acres and is substantially surrounded by existing urban development.
- **Criterion C — Biological Resources:** The project site has no value as habitat for endangered, rare, or threatened species, based on biological assessment and the site's fully developed, urban condition.
- **Criterion D — Environmental Effects:** Approval of the project would not result in significant environmental effects related to traffic or vehicle miles traveled (VMT), noise, air quality, or water quality.
- **Criterion E — Public Services:** The project site can be adequately served by existing public utilities and services, including water, sewer, storm drainage, emergency services, and transportation infrastructure.

CEQA Determination: The project satisfies all requirements for the Class 32 Infill Development Categorical Exemption pursuant to CEQA Guidelines Section 15332. None of the exceptions to categorical exemptions set forth in CEQA Guidelines Section 15300.2 apply.

Therefore, the City of Campbell has determined that the project is categorically exempt from review under the California Environmental Quality Act, and no further environmental review is required.

A record of this determination is available to the general public at the City of Campbell Community Development Department, 70 N. First Street, Campbell, CA 95008.

Signature:  Date: 01/21/2026 Title: Senior Planner

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Santa Clara

From: (Public Agency): City of Campbell
70 N. First Street
Campbell, CA 95008
(Address)

Project Title: 700 West Hamilton Avenue Project

Project Applicant: Pamela Salas Nieting, City Ventures

Project Location - Specific:
700 W. Hamilton Avenue, Campbell, CA 95008

Project Location - City: Campbell Project Location - County: Santa Clara

Description of Nature, Purpose and Beneficiaries of Project:

The project involves redeveloping a 3.83-acre site at 700 W. Hamilton Avenue, located southwest of the intersection of Hamilton Avenue and San Tomas Expressway. Its purpose is to replace the existing office building and surface parking with a 173-unit residential unit project. The development will include eight four-story townhome-style buildings and one five-story podium-style building, along with site and landscape improvements, property subdivision with necessary easements and right-of-way dedications, and a final phasing plan. The project will provide new housing opportunities, enhancing the local residential community and supporting neighborhood growth.

Name of Public Agency Approving Project: City Council of the City of Campbell

Name of Person or Agency Carrying Out Project: Pamela Salas Nieting, City Ventures

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Sec. 15300.2 and 15332
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The project satisfies all criteria for the Class 32 Infill Development Categorical Exemption, and none of the exceptions to the use of a categorical exemption apply.

Lead Agency Contact Person: Stephen Rose, Senior Planner Area Code/Telephone/Extension: (408) 866-2142

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ▪ No

Signature: Stephen Rose Date: 01/22/2026 Title: Senior Planner

▪ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

State of California - Department of Fish and Wildlife

ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/26) Previously DFG 753.5a

RECEIPT NUMBER: ENV25968

STATE CLEARINGHOUSE NUMBER *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
CITY OF CAMPBELL	planning@cambellca.gov	01/22/2026

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
SANTA CLARA	

PROJECT TITLE

700 WEST HAMILTON AVENUE PROJECT

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
PAMELA SALAS NIETING		(650)465-3628

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
1185 MASON STREET	SAN FRANCISCO	CA	94123

PROJECT APPLICANT *(Check appropriate box)*

☐ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☒ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$4,227.50	$
☐ Mitigated/Negative Declaration (MND)(ND)	$3,043.75	$
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,437.25	$
☒ Exempt from fee		
☒ Notice of Exemption (attach)		
☐ CDFW No Effect Determination (attach)		
☐ Fee previously paid (attach previously issued cash receipt copy)		
☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$
☒ County documentary handling fee		$ $50.00
☐ Other		$

PAYMENT METHOD:

☐ Cash ☒ Credit ☐ Check ☐ Other

TOTAL RECEIVED $ $50.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X Camarena	Patricia Camarena, Deputy County Clerk-Recorder

Environmental Information Supporting a Categorical Exemption for the 700 West Hamilton Avenue Project

Prepared for:

Stephen Rose
City of Campbell

November 2025

Environmental Information Supporting a Categorical Exemption for the 700 West Hamilton Avenue Project

Prepared for:
Stephen Rose
City of Campbell

Prepared by:

Ascent Environmental
455 Capitol Mall, Suite 300
Sacramento, CA 95814

Pat Angell
Project Director
Pat.Angell@ascent.inc
916.732.3324

November 2025

TABLE OF CONTENTS

Section		Page
LIST OF ABBREVIATIONS		II
1	INTRODUCTION	1
2	PROJECT DESCRIPTION	2
	2.1 Project Location and Setting	2
	2.2 Project Characteristics	4
3	CONSISTENCY ANALYSIS	10
	3.1 Criterion (A)	10
	3.2 Criterion (B)	10
	3.3 Criterion (C)	10
	3.4 Criterion (D)	12
	3.5 Criterion (E)	19
4	EXCEPTIONS TO THE EXEMPTION	19
	4.1 Cumulative Impacts Criterion	19
	4.2 Significant Effects Due to Unusual Circumstances Criterion	20
	4.3 Scenic Highways Criterion	20
	4.4 Hazardous Waste Sites Criterion	20
	4.5 Historical Resources Criterion	20
5	SUMMARY	21
6	REFERENCES	22

Appendices

Appendix A: Project Site Plan
Appendix B: Biological Resources
Appendix C: Air Quality
Appendix D: Noise
Appendix E: Traffic

Figures

Figure 1	Project Site Location	3
Figure 2	Proposed Site Plan	8
Figure 3	Proposed Building Elevations	9

Tables

Table 1	Project Characteristics	4
Table 4	Estimated Construction Emissions by Year (Average Daily)	12
Table 5	Estimated Operational Emissions (Average Daily)	13

LIST OF ABBREVIATIONS

ADU	accessory dwelling units
BAAQMD	Bay Area Air Quality Management District
BMP	best management practices
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CDFW	California Department of Fish and Wildlife
CE	Categorical Exemption
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
cy	cubic yards
DBL	California Density Bonus Law
DTSC	California Department of Toxic Substances Control
LID	low impact design
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas and Electric
project	700 W Hamilton Avenue Project
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
VMT	vehicle miles traveled

1 INTRODUCTION

This report serves as the technical documentation of an environmental analysis performed by Ascent for the 700 West Hamilton Avenue Project ("project") in the City of Campbell. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE) pursuant to California Environmental Quality Act (CEQA) State 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.

Additionally, on June 30, 2025, Governor Gavin Newsom signed two budget trailer bills, Assembly Bill (AB) 130 and Senate Bill (SB) 131, enacting some of the most significant reforms to the California Environmental Quality Act (CEQA) in recent history, along with a broad range of additional changes to land use and housing law. These provisions took effect immediately on July 1, 2025 (ABAG 2025). AB 130 includes a new exemption from CEQA for certain urban infill housing development projects. The exemption, codified in Public Resources Code Section 21080.66, provides a complete exemption from CEQA for all aspects of a qualifying "housing development project," including any permits and public improvements required for the project. This exemption applies in all incorporated cities, including charter cities, and in unincorporated "urban areas". This new exemption offers broader eligibility and fewer barriers for qualifying projects than the existing Class 32 categorical infill exemption, although some projects may qualify for the Class 32 exemption that do not qualify for this exemption (ABAG 2025). To qualify for this exemption, the project must display the following metrics; be considered a housing development project, be located within an incorporated city, be considered an urban infill project, and be less than 20 acres.

This project is considered a housing development project because over two-thirds of its square footage is designated for residential use; the project is located in the City of Campbell, which is an incorporated city; the project site is urban infill because it is on a previously developed site and could be eligible for this exemption.

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The project is a 3.83-acre project site (Assessor Parcel Number [APN] 307-39-037) at 700 West Hamilton Avenue in Campbell, CA. The project site is located southwest of the intersection of Hamilton Avenue and San Tomas Expressway. The project site is bound by the concrete-lined San Tomas Aquino Creek on the east side of the project site with San Tomas Expressway bordering the creek on the other side. Surrounding uses include single-family homes and the Larkspur Landing hotel to the east of the project site, across San Tomas Expressway. Additional single-family homes and duplexes are located to the south, while commercial and office buildings are situated to the north and west. The site is currently developed with an office building and associated surface parking lot which will be demolished as part of the project. The project site has a General Plan land use designation of Commercial Corridor Mixed-Use (45-60 units per gross acre). Figure 1 shows the study parcel.



Source: Adapted by Ascent Environmental in 2025.

Figure 1 Project Site Location

2.2 PROJECT CHARACTERISTICS

The project would involve the demolition and construction of 173 units, totaling approximately 212,848 square feet (sf) of residential use, on a 3.83-acre project site that is currently developed with an office building and associated surface parking lot. The project proposes to subdivide the site into two lots. Lot 1 would include Buildings A through H, comprising 89 townhome-style condominium units distributed across eight four-story buildings, served by 151 parking spaces. Lot 2 would feature a single five-story building containing 84 apartment units, with 65 dedicated parking spaces. In addition, the project would provide 8 guest parking spaces, for a total of 224 onsite parking spaces. Green outdoor spaces in the project area would include community gathering amenities, pedestrian pathways, and a thoroughfare for bikes and pedestrian connectivity to the surrounding commercial businesses on Hamilton Avenue. The site plan is provided in Figure 2 and proposed building elevations are provided in Figure 3. The project would be demolished in phases; Phase 1A would include the southern half of the project site along Gale Drive, Phase 1B would include the western parcel along West Hamilton Avenue, and Phase 2 would include the northeast corner of the project site. The figure on page 7; *Existing Conditions and Demolition Plan* details the demolition phases (City Ventures 2025a). Additionally in Appendix A: Project Site Plan; the utility plans, stormwater construction, and construction plans are presented in phases to stagger construction. The project applicant has included an Environmental Commitments Letter in the proposal package to the City of Campbell planners that identifies project components that would reduce effects to noise, air quality, and biological resources, to specifically address criterion to comply with CE 32 (City Ventures 2025b).

Vehicular access to the project site would be provided by Gale Drive and West Hamilton Avenue. No natural gas infrastructure is proposed. In addition, the common areas would include a community playground, an open lawn area, community mailboxes, street trees, bike racks, stormwater swales, an open courtyard with seating, and raised planter beds for sitting and larger trees. Table 1 summarizes the characteristics of the project.

Table 1 Project Characteristics

Characteristic	Project
Address	700 West Hamilton Avenue
Assessor's Parcel Numbers	307-39-037
Gross Lot Area	3.83 acres
Development Area	Approximately 56,134 square feet (1.3 acres), or 34 percent of site
Height	< 65 feet
Residential Units	173 units
Vehicle Parking	224 parking spaces
Building Energy	All Electric

Source: City Ventures 2025a.

2.2.1 Construction

Construction activities are anticipated to take two to three years from the start of construction. Construction activities would involve site demolition, preparation and grading, paving, landscaping, and building construction. As stated above and shown in the figure *Existing Conditions and Demolition Plans* and Appendix A, the project would be demolished and constructed in staggered phases. No pile driving is proposed. All trees within the proposed development footprint would be removed. Site preparation and grading activities would require 4,400 cubic yards (cy) of cut and 5,000 cy of fill for a net import of 600 cy. The site is already fully developed and paved; the proposed project would create more impervious surfaces than what currently exists at the project 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.

NOTES

SUBJECT PROPERTY
APN: 307-39-037
(3.83± AC)

ROW DEDICATION WITH FINAL MAP
(0.04± AC)

LOTS FOR PRIVATE ROADS:
LOT 1 AFTER SUBDIVISION WITH FINAL MAP
(0.82± AC)

LOTS FOR CONDOMINIUM PURPOSES, 173 UNITS:
LOT 3 AFTER SUBDIVISION WITH FINAL MAP
(0.25± AC): 18 UNITS

LOT 4 AFTER SUBDIVISION WITH FINAL MAP
(0.29± AC): 13 UNITS

LOT 5 AFTER SUBDIVISION WITH FINAL MAP
(0.64± AC): 27 UNITS

LOT 6 AFTER SUBDIVISION WITH FINAL MAP
(0.78± AC): 31 UNITS

LOT 2 AFTER SUBDIVISION WITH FINAL MAP
(1.01± AC): 84 UNITS

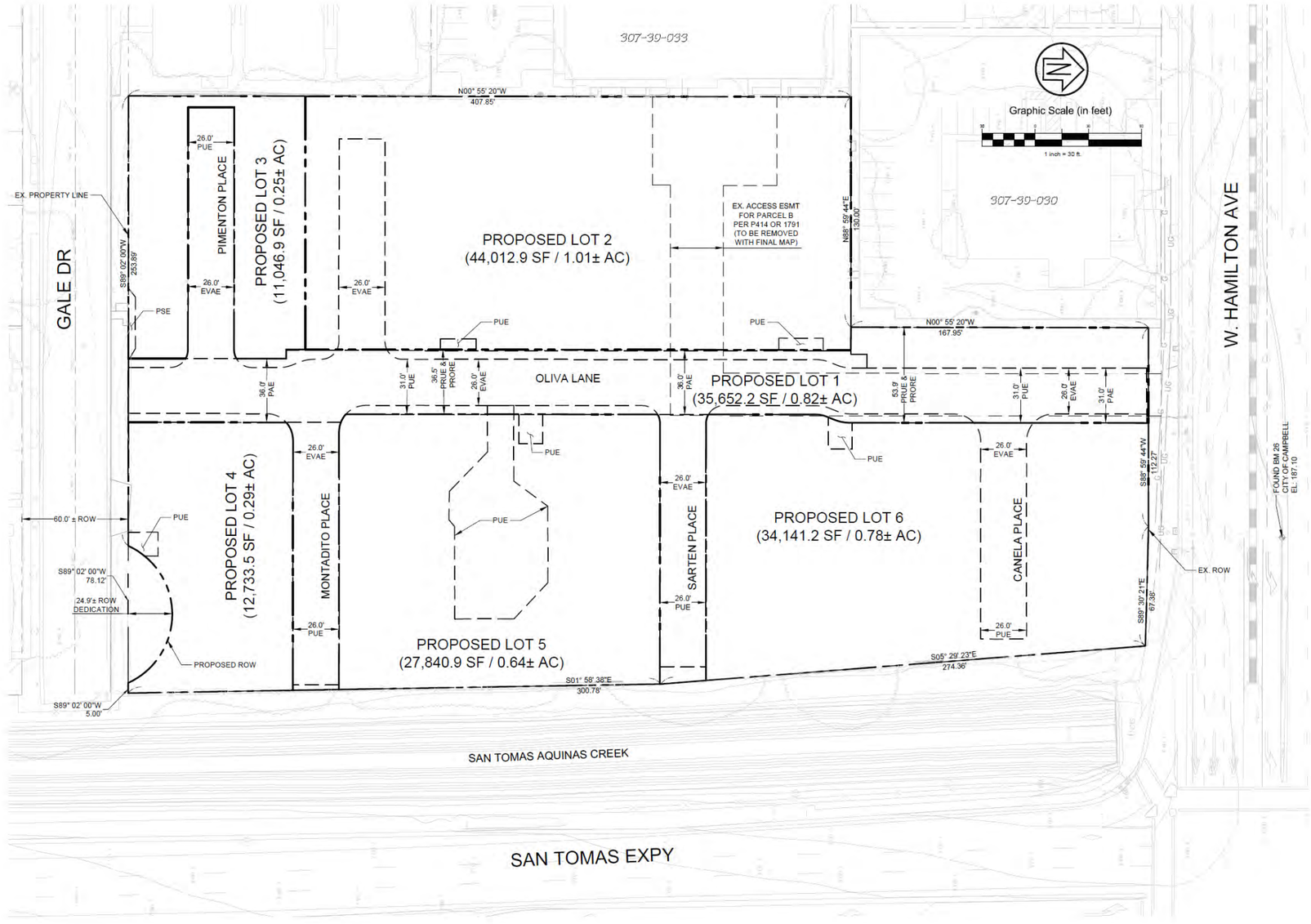
PHASING: THIS PROJECT MAY BE PHASED PURSUANT TO CHAPTER 3, ARTICLE 4, SECTION 66456.1 OF THE SUBDIVISION MAP ACT, THE DEVELOPER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS.

ABBREVIATIONS

ESMT	EASEMENT
EX	EXISTING
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PEDESTRIAN ACCESS EASEMENT
PRORE	PRIVATE OVERLAND RELEASE EASEMENT
PRUE	PRIVATE UTILITY EASEMENT
PSE	PUBLIC SIDEWALK EASEMENT
PUE	PUBLIC UTILITY EASEMENT
ROW	RIGHT OF WAY

LEGEND

EXISTING		PROPOSED
———	PROPERTY LINE	———
— — —	EASEMENT	— — —
— — —	SETBACK	— — —



CITY VENTURES
HAMILTON AVENUE
700 WEST HAMILTON AVENUE
CAMPBELL, CA 95008

City Ventures | C2 Collaborative | CSW ST2 | TARRAR UTILITY CONSULTANTS | HUNT HALE JONES

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Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

VESTING TENTATIVE MAP
C2.0

SHEET: 2 OF 18
SCALE: 1" = 30'
DATE: 10.09.2025
PROJECT: 2400098

REGISTERED PROFESSIONAL ENGINEER MICHAEL J. VIDRA C 076690 CIVIL STATE OF CALIFORNIA

ENGINEER: MICHAEL VIDRA
LICENSE NO: 076690

NOTES

SUBJECT PROPERTY
APN: 307-39-037
(3.83± AC)

ROW DEDICATION WITH FINAL MAP
(0.04± AC)

LOTS FOR PRIVATE ROADS:
LOT 1 AFTER SUBDIVISION WITH FINAL MAP
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(0.78± AC): 31 UNITS

LOT 2 AFTER SUBDIVISION WITH FINAL MAP
(1.01± AC): 84 UNITS

PHASING: THIS PROJECT MAY BE PHASED PURSUANT TO CHAPTER 3, ARTICLE 4, SECTION 66456.1 OF THE SUBDIVISION MAP ACT, THE DEVELOPER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS.

ABBREVIATIONS

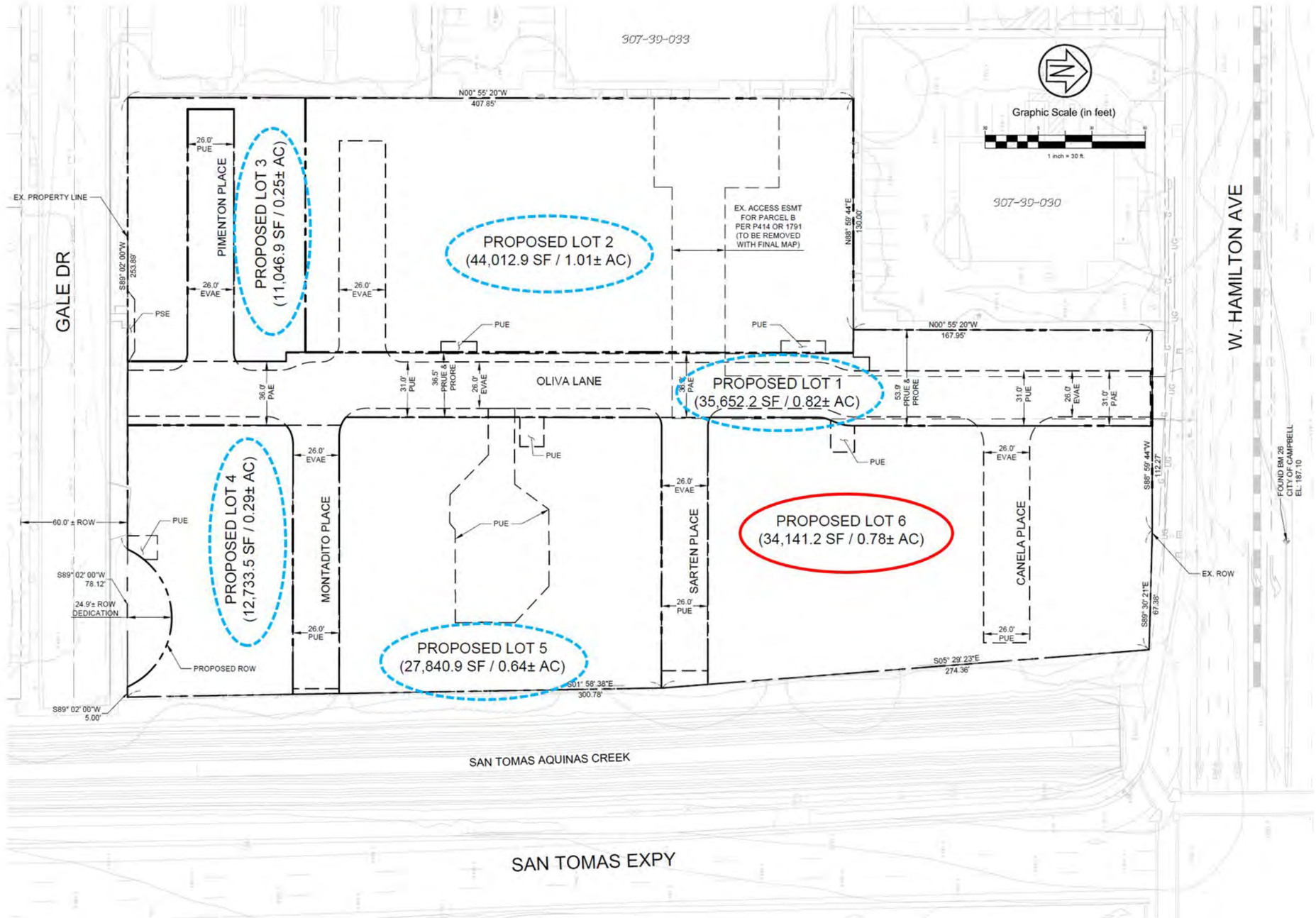
ESMT	EASEMENT
EX	EXISTING
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PEDESTRIAN ACCESS EASEMENT
PRORE	PRIVATE OVERLAND RELEASE EASEMENT
PRUE	PRIVATE UTILITY EASEMENT
PSE	PUBLIC SIDEWALK EASEMENT
PUE	PUBLIC UTILITY EASEMENT
ROW	RIGHT OF WAY

LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EASEMENT	
	SETBACK	

Phase 1 Final Map

Phase 2 Final Map



ABBREVIATIONS:

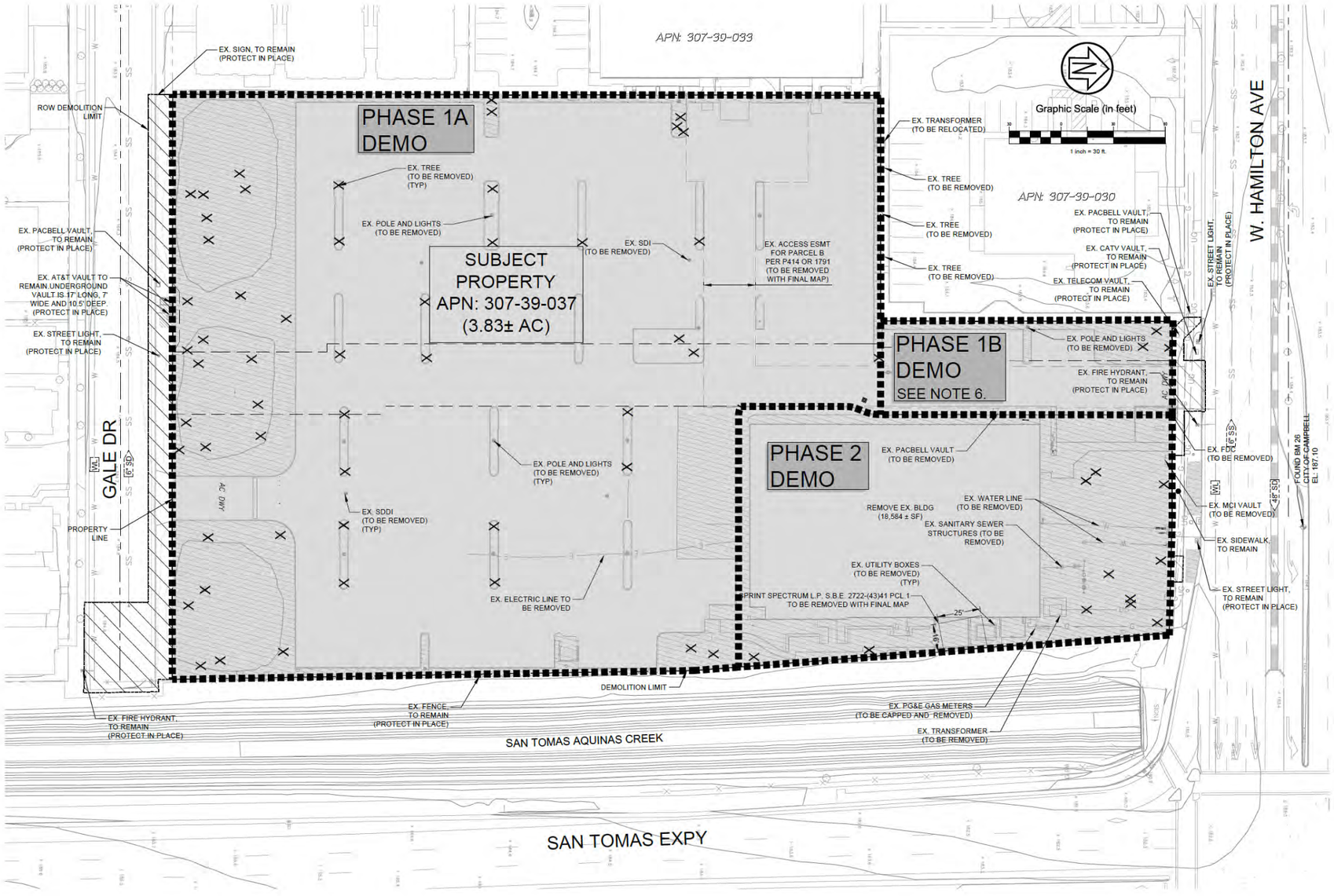
AC	ACRES
APN	ASSESSOR PARCEL NUMBER
BLDG	BUILDING
CB	CATCH BASIN
(E)	EXISTING
FH	FIRE HYDRANT
JP	JOINT POLE
MH	MANHOLE
SD	STORM DRAIN
SF	SQUARE FEET
SS	SANITARY SEWER
WL	WATER LINE
WM	WATER METER

LEGEND:

- LIMIT OF WORK
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- CENTERLINE
- EXISTING EASEMENT
- ON-SITE PHASING BOUNDARY
- EXISTING CURB & GUTTER
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING WATER LINE
- EXISTING STORM DRAIN
- EXISTING SANITARY SEWER
- EXISTING BUILDING
- DEMOLITION BOUNDARY HARDSCAPE DEMO (98,700± SF)
- CLEAR AND GRUB (49,432± SF)
- RIGHT-OF-WAY DEMOLITION BOUNDARY
- X — REMOVE EXISTING TREES

NOTES:

1. PROTECT EXISTING UTILITIES WITHIN RIGHT OF WAY IMPROVEMENTS LIMITS UNLESS NOTED OTHERWISE.
2. SIDEWALK, CURB, GUTTER AND PAVEMENT WITHIN RIGHT-OF-WAY IMPROVEMENTS BOUNDARY TO BE REMOVED. STREET TREES TO BE REMOVED UNLESS NOTED OTHERWISE. SEE NOTE 1 ABOVE REGARDING UTILITIES.
3. ALL STRUCTURES, HARDSCAPE, UTILITIES, SIGNS, AND FENCES WITHIN DEMOLITION BOUNDARY TO BE REMOVED UNLESS NOTED OTHERWISE.
4. ENTIRE SITE WITHIN DEMOLITION BOUNDARY TO BE CLEARED AND GRUBBED AFTER REMOVAL OF HARDSCAPE UNLESS OTHERWISE NOTED.
5. UTILITIES TO BUILDING TO BE PROTECTED TEMPORARILY UNTIL BUILDING DEMOLITION.
6. STAGGER THE CONSTRUCTION OF PHASE 1B ROAD UNTIL THE REMAINING PORTION OF OLIVA LANE IS COMPLETE TO MAINTAIN FIRE ACCESS.



CITY VENTURES

HAMILTON AVENUE

700 WEST HAMILTON AVENUE

CAMPBELL, CA 95008

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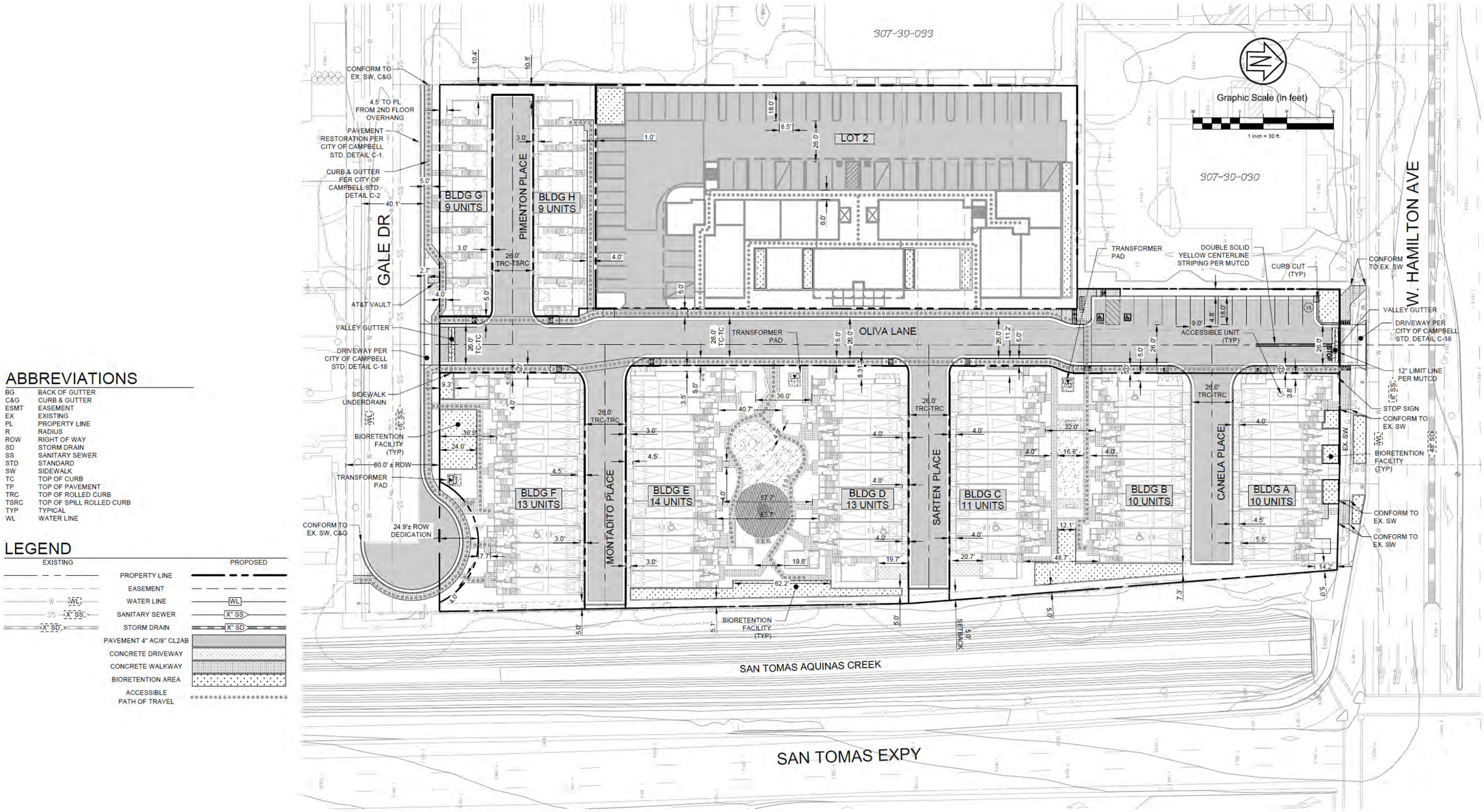
EXISTING CONDITIONS & DEMOLITION PLAN

C3.0

REGISTERED PROFESSIONAL ENGINEER MICHAEL J. VIDRA C 076690 CIVIL STATE OF CALIFORNIA

ENGINEER: MICHAEL VIDRA
LICENSE NO: 076690

SHEET: 3 OF 18
SCALE: 1" = 30'
DATE: 10.09.2025
PROJECT: 2400098



ABBREVIATIONS

BG	BACK OF GUTTER
C&G	CURB & GUTTER
ESMT	EASEMENT
EX	EXISTING
PL	PROPERTY LINE
R	RADIUS
ROW	RIGHT OF WAY
SD	STORM DRAIN
SS	SANITARY SEWER
STD	STANDARD
SW	SIDEWALK
TC	TOP OF CURB
TP	TOP OF PAVEMENT
TRC	TOP OF ROLLED CURB
TSRC	TOP OF SPILL ROLLED CURB
TYP	TYPICAL
WL	WATER LINE

LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EASEMENT	
W WL	WATER LINE	WL
SS X" SS	SANITARY SEWER	X" SS
X" SD	STORM DRAIN	X" SD
	PAVEMENT 4" AC/8" CL2AB	
	CONCRETE DRIVEWAY	
	CONCRETE WALKWAY	
	BIORETENTION AREA	
	ACCESSIBLE PATH OF TRAVEL	

Source: City Ventures 2025.

Figure 2 Proposed Site Plan



NEW STREET INTERIOR STREETSCAPE – MAX HEIGHT OF 49 FEET 6 INCHES



GALE DRIVE STREETSCAPE – MAX HEIGHT OF 47 FEET 6 INCHES



WEST HAMILTON AVE STREETSCAPE – MAX HEIGHT OF 47 FEET 6 INCHES



NEW STREET INTERIOR STREETSCAPE – VIEWING EAST

20250068.01 GRX 002

Source: Adapted by Ascent Environmental in 2025.

Figure 3 Proposed Building Elevations

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 a 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 15332[a]).

The project site is designated and zoned Commercial Corridor Mixed-Use (45–60 units per gross acre) under the City's General Plan (City of Campbell 2023b). The site is generally flat and currently developed with an existing office building and surface parking lot. The proposed development would construct 173 residential units on a 3.83-acre site, resulting in a density of approximately 45.16 units per acre—within the allowable range for the land use designation.

The project would include a minimum of 26 affordable units: 17 deed-restricted for Very Low-Income households and nine (9) deed-restricted for Moderate-Income households. As such, the project qualifies as a housing development under the State Density Bonus Law (SDBL). Pursuant to the SDBL, the applicant has requested waivers from certain development standards to allow the project as designed, as well as two concessions, which the project is eligible for by providing at least 10 percent of base units as affordable to Very Low-Income households.

The first concession would provide relief from the City's ground floor non-residential requirements identified in the Form-Based Zone Map and Section 3.110 of the City's Multifamily Development and Design Standards. The second concession would allow modified timing, dispersal, size, and variation of affordable units as proposed in the Alternative Housing Plan, consistent with the Conditions of Approval and the City's Inclusionary Housing Ordinance (CMC Chapter 21.24). The requested waivers and concessions would not result in additional environmental impacts.

Additionally, the project would comply with the 2040 General Plan policies and requirements related to water use, stormwater management, traffic, noise, air quality, and construction practices. Therefore, the project is consistent with both the State Density Bonus Law and the City of Campbell 2040 General Plan.

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 proposed development is located within the Campbell city limits on a 3.83-acre site, which is less than five acres in size and substantially surrounded by urban uses. The site is bordered by commercial and residential development, the concrete-lined San Tomas Aquinas Creek, and the San Tomas Expressway. Accordingly, the project is consistent with Criterion (B).

3.3 CRITERION (C)

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

A Biological Resources Site Assessment was prepared for the project (reference Appendix B) to evaluate potential impacts related to biological resources. The project site is located within a highly developed urban area surrounded on all sides by commercial, residential, and infrastructure development. Based on the reconnaissance survey and review of

aerial imagery, the site does not contain state or federally protected wetlands, aquatic or riparian habitats, or other sensitive natural communities. Landscaping within and adjacent to the site is regularly maintained, resulting in frequent disturbance of groundcover and foliage. As such, the site does not provide suitable habitat for special-status plant or wildlife species and has no value as habitat for endangered, rare, or threatened species.

Additional detail regarding the methods, findings, and conclusions of the biological assessment are provided in Appendix B and in Sections 3.3.1 (Nesting Bird Considerations) and 3.3.2. (Special Status Bat Considerations) below.

3.3.1 Nesting Bird Considerations

Several trees on the project site could provide suitable nesting habitat for songbirds and raptors. Accordingly, the biological report recommends that a qualified biologist conduct preconstruction nesting bird surveys within seven (7) days prior to any vegetation removal or ground-disturbing activities occurring during the nesting season (February 1 through September 1). Such activities, including grading or operation of heavy equipment, could cause ground vibrations or other disturbances that may result in nest abandonment.

If active nests are identified during the preconstruction survey, a non-disturbance buffer shall be established around each nest and maintained until the young have fledged. The buffer distance would be determined by a qualified biologist based on the species and its sensitivity to disturbance, but is typically 75 feet for nesting passerine birds and up to 300 feet for nesting raptors. Implementation of this measure would avoid potential impacts to nesting birds and raptors.

The project applicant agrees to these measures for biological resource protections as part of project implementation (City Ventures 2025b).

3.3.2 Special Status Bat Considerations

While there are no CNDDB records of special-status bats within three miles of the project site, the pallid bat (Antrozous pallidus) is known from within 5 miles of the project site and is designated as California "species of special concern." This bat could roost in the trees or building on-site and common bat species including hoary bat (Lasiurus cinereus) could also be present on the project site.

As such, the biological report recommends the following protection measure as part of project implementation:

> A qualified biologist conduct a survey for special-status and common bat species within the project site and a zone of influence around the project site prior to any building demolition, modification or any tree limbing or removal. This should include surveying all stands of trees and all tree hollows on the project site, examining any suitable openings for bats in trees or under loose bark for indirect evidence of bat use such as the presence of accumulations of invertebrate remains and/or the presence of excrement (guano) on the ground beneath such openings that would indicate roosting activity. If the building on site is proposed to be removed or renovated, all eaves and openings in the buildings should also be examined for evidence of bats.
>
> If bats or signs of bats are found on-site, tree trimming and/or removal or building demolition should only be conducted during seasonal periods of bat activity: between August 31 and October 15, when bats would be able to fly and feed independently, and between March 1 and April 15 to avoid hibernating bats, and prior to the formation of maternity colonies.
>
> Any trees that will be removed, and that the biologist has identified as having potentially suitable bat roost habitat, should be removed using a two-day phased removal method:
>
> - On day one, in the afternoon, limbs and branches should be removed using chainsaws only. Limbs with cavities, crevices, and deep bark fissures should be avoided.
> - On day two, the rest of the tree should be removed under the direct supervision of the biologist.

If tree removal or building demolition must occur outside of the seasonal activity periods mentioned above (i.e., between October 16 and February 28/29, or between April 16 and April 30), then a qualified biologist, one with at least two years of experience surveying for bats, should do preconstruction surveys within 14 days of starting work. If the qualified biologist finds evidence of bat presence during the surveys, then they should develop a plan for removal and exclusion, in conjunction with CDFW.

The project applicant agrees to these measures for biological resource protections as part of project implementation (City Ventures 2025b).

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 and communication with technical staff were prepared for the Air Quality (Appendix C), Traffic, Noise (Appendix D), and Water Quality (SCVWD 2025) 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. Note that while the project site would use phased demolition and construction, the analysis accounted for the entire project being demolished and built at one time. Because of this, the stated impacts in the following analysis may be less than what was concluded in the individual studies because of the staggered nature of the demolition and construction process.

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 Bay Area Air Quality Management District (BAAQMD) 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	NOx	PM_{10} Exhaust	PM_{10} Total[1]	$PM_{2.5}$ Exhaust	$PM_{2.5}$ Total[1]
2026 Average Daily Emissions (lb/day)	0.62	13.00	0.17	<1	0.16	<1
2027 Average Daily Emissions (lb/day)	0.83	11.00	0.13	<1	0.12	<1
2028 Average Daily Emissions (lb/day)	29.89	7.32	0.09	<1	0.09	<1
BAAD Construction Threshold (average daily)	**54**	**54**	**82**	**N/A**	**54**	**N/A**
Exceeds Threshold?	No	No	No	N/A	N/A	No

Notes: BAAD=Bay Area Air District; ROG = reactive organic gases; NOx = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; lb/day = pounds per day.

[1] 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: Illingworth and Rodkin Inc 2024.

As shown in Table 4, project-generated construction emissions would not exceed any adopted BAAQMD thresholds of significance for any criteria air pollutant or ozone precursor. 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_x (lb/day)	PM_{10} Exhaust (lb/day)	$PM_{2.5}$ Exhaust (lb/day)	CO_2 Emissions
Mobile	NA	NA	NA	NA	1,046.56
Area	NA	NA	NA	NA	3.02
Waste	NA	NA	NA	NA	39,92
Energy and other	NA	NA	NA	NA	6.73
Total Emissions	9.27	2.45	6.28	1.62	1,096.23
BAAD Operations Threshold (daily)	**54**	**54**	**82**	**54**	**N/A**
Exceeds Threshold?	No	No	No	No	N/A

Notes: ROG = reactive organic gases; NOx = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; lb/day = pounds per day; BAAD = Bay Area Air District.

[1] Total = Total of exhaust and fugitive emissions of PM. See Appendix C for a breakdown of exhaust, fugitive, CO_2 and total PM emissions.

Source: Illingworth and Rodkin Inc 2024.

As shown in Table 5, the project operational emissions would not exceed adopted BAAQMD thresholds of significance for any criteria air pollutant or ozone precursor. 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. These features all serve to reduce on-site emissions sources, consistent with the primary objectives of the forthcoming City of Campbell GHG reduction targets (Illingworth and Rodkin Inc 2024).

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 forthcoming GHG Reduction Targets. 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) due to compliance with BAAQMD standards and City of Campbell 2040 General Plan guidance (Illingworth and Rodkin Inc 2024).

Toxic Air Contaminants

The project would construct all-electric single-family homes which would not include any major stationary toxic air contaminants (TAC) sources. Construction activity is the only source of TAC emissions from the Project. Construction equipment and associated heavy-duty truck traffic generates diesel exhaust and $PM_{2.5}$. Diesel exhaust is a known carcinogen and poses health risks for sensitive receptors. A health risk assessment of the Project's construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of diesel exhaust (as DPM) and $PM_{2.5}$. This assessment used dispersion modeling to predict the off-site concentrations of DPM and $PM_{2.5}$ (including fugitive sources) resulting from project construction, so that health risks could be evaluated.

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. More details are presented in Appendix C.

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.

Carbon Monoxide

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 over 6,000 trips per day. 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 2040 General Plan. Appendix C contains a complete list of BAAQMD thresholds relevant to the project and City of Campbell 2040 General Plan policies that the project would follow for design guidelines. Additionally, the project applicant has agreed to follow the BAAQMD best management practices (bmps) (City Ventures 2025b).

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 2040 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 2040 General Plan (City of Campbell 2023b and 2023c). 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 2040 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 2040 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 (City of Campbell 2023b and 2023c). Impact 3.14-1 related to pedestrian facilities was determined to be less than significant.

There are existing bicycle lanes and pedestrian walkways on Hamilton 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 through the project site, thus enhancing pedestrian and bicycle connectivity and facilities within and around the project site. Darryl Drive and Gale Drive which would also be used as access to the project site do have sidewalks and are residential streets with less traffic. 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. 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 45 to 60 dwelling units per acre. The project's proposed residential density is approximately 45 dwelling units per acre and is consistent with the General Plan. City staff has indicated that the VMT analysis conducted for the General Plan EIR assumed more housing growth (386 additional units) in the project site's Traffic Analysis Zone (TAZ) than proposed by the project (173 units)(City of Campbell 2023c). 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 (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 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. City Staff identified an additional stop sign, a 12-inch white line limit, and a double yellow centerline stripe that have been added to the preliminary site plan to comply with the City of Campbell design and safety standards. 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 design features 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 (2022) 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 letter from the Fire Department identified necessary changes to the project application, which was incorporated into the project design plan (City Ventures 2025a, C8.0).

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. 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). 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. These commitments were reiterated in the project commitments letter by the project applicant (City Ventures 2025b). 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 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. Additionally, if the windows must be closed to meet the interior CNEL of 45 dB, then the mechanical ventilating system or other HVAC systems may be required. CalGreen Standards stipulate that for buildings exposed to exterior noise levels of 65 dB or more the interior noise should not exceed 50 dB.

Traffic on San Tomas Expressway is the primary source of noise affecting the site. Veneklasen (Appendix D) visited the site on Monday, September 30, 2024, and placed meters on the roof of the existing building to capture the hourly sound levels on the site for a 24-hour period. Veneklasen also completed short-term noise measurements the maximum daytime dB was 70 and the highest nighttime dB was 81. With the proposed windows and wall construction types for the project, the noise analysis states that the interior noise level would be 45 to less than 40 dB throughout the project site with the requirement that windows would have to be shut and ventilation system would be installed to meet City of Campbell's CNEL requirements. Because the City has stricter standards than the State, the proposed project interior noise levels would also meet State requirements. Therefore, operational stationary noise associated with the project would not exceed applicable noise standards.

Traffic Noise

The project would result in new vehicle trips and an associated increase in traffic noise. Existing traffic noise levels on the surrounding roadway network range from 53 dB to 81 dB (see Appendix D for detailed modeling inputs). These noise levels are higher than allowable under the City of Campbell code noise standards at the nearest proposed residences to that roadway (Zones A, B, and C). Project specific project commitments have been included into the

project design to satisfy the City's exterior and interior noise level criteria (City Ventures 2025b). Additionally, the project has committed to on-site construction noise measures to minimize noise during operations and reduce the impact to less than significant. 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.

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). 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. 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 Internation 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 (City Ventures 2025a, C7.0). Prior to occupancy, the design engineer shall provide written certification that the development has been built per the engineered grading and drainage plans.

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 within the 100-year flood hazard Zone A. However, Valley Water confirmed that the adjacent San Tomas Aquino Creek is capable of managing a 100-year flood and not spilling into the project area. Additionally, the project is above grade of the creek and is a foot or two above the water elevation at the projected potential ponding areas at the project site. 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 (City Ventures 2025a).

The stormwater management facilities have been strategically integrated into the project design to maximize both feasibility and functionality, while complementing the overall site layout. By positioning these facilities within shared open space areas, the project design would ensure aesthetic and function use to the landscape. Approximately 12 percent of the shared open spaces are dedicated to stormwater management features, which will help capture, treat, and infiltrate stormwater runoff, thereby enhancing site sustainability and resilience.

The project would include a storm drain system that would be constructed and connected to the storm drain systems on Gale Drive and West Hamilton Avenue site. Some stormwater would also be treated in one of the several stormwater treatments areas on-site (City Ventures 2025a). 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 project is large and would construct and service 173 residential units. This would result in more utilities and services being used in the area. However, the project site was scheduled for development of affordable housing via Cycle 6 Housing Element the City of Campbell completed in 2023 (City of Campbell 2023a).

The municipal water supply is provided by San Jose Water Company and would serve the site. 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. Sewer connections would be made to existing West Valley Sanitation District facilities. 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 3.4.3 "Air Quality" air quality analyses already considers 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 3.4.4, "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 take into account 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. Therefore, the project would not result in a cumulatively considerable contribution to a cumulative noise impact. As discussed in Section 3.4.6 "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 residential neighborhood near existing community amenities and transportation. The project's residential land uses would complement the existing physical arrangement of residential properties within the vicinity of the project site. Developing new townhomes 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 the corner of Hamilton Avenue and San Tomas Expressway. The project is located two 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." 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 May 2025. The records review indicated that this project site is not listed for cleanup, permitting, or investigation of any hazards or hazardous waste contamination on either of these lists. In addition, there are no identified active hazardous sites located within 0.25 miles of the project site (DTSC 2025; SWRCB 2025). Therefore, 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 building on-site that would be demolished for the project was built in 1972. That means the building meets the 50-year recommended threshold for evaluation (California Register of Historical Resources criteria [as defined in CCR Title 15, Chapter 11.5, Section 4850]). However, because the site has previously been developed and is fully built out and landscaped, a Phase 1 archaeological survey is not required. Based on a preliminary assessment by City staff, it does not appear to meet the California Register of Historical Resources criteria.

City Staff provided the following statement;

- Staff is unaware of the building being associated with events that made a significant contribute to the broad patterns of California's history and cultural heritage.
- Staff is unaware of the building being associated with the lives of persons important in our past.
- Staff is unaware of the building to embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possess high artistic values.
- Staff is unaware of any past conditions or characteristics of the building or site that have yielded, or are likely to yield, information important to prehistory or history.

Standard best management practices and compliance with state guidelines (Public Resources Code Section 21083.2(b)) would address accidental discovery concerns related to archaeological sites during construction. For these reasons, the project would not result in a substantial adverse change in the significance of a historic resource. As a result, this exception does not apply to the project.

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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Santa Clara Valley Water District. 2025. 700 W Hamilton Avenue email to Stephen Rose on Monday March 3, 2025 about the FEMA Zone A and spilling effect of the San Tomas Aquino Creek adjacent to the project site.

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MONK & ASSOCIATES INC
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September 12, 2024

City Ventures
444 Spear Street Ste 200
San Francisco, California 94105

Attention: Mr. Darian Dennler

RE: Due Diligence Biological Site Assessment Report
700 West Hamilton Avenue, Campbell, California
APNs: 30739037 (~3.9 acres)

Dear Mr. Dennler*:*

1. INTRODUCTION

This letter-report has been prepared to present the results of Monk & Associates' (M&A) due diligence biological site assessment of the 700 West Hamilton Avenue project site located in Campbell, Santa Clara County, California (herein referred to as the "project site") (Figures 1-3).

On August 30, 2024, M&A biologist, Sarah McNamara, conducted a due diligence biological resources assessment of the project site to take note of any plant communities/wildlife habitats onsite and to determine if the project site supports any special-status species habitats and/or waters of the U.S./State that could be regarded as wetlands or other waters subject to regulation by the U.S. Army Corps of Engineers (Corps), California Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW).

Below is a summary of M&A's background research, site survey findings and a discussion of any biological constraints to future development of the project site.

2. PROJECT SITE DESCRIPTION

Almost the entire 3.9-acre project site is developed with a large parking lot, sidewalks, landscaping, and one building containing the California College of Communications as well as the American Barbell Clubs gym. The concrete-lined San Tomas Aquino Creek lines the east side of the project site with San Tomas Expressway bordering the creek on the other side. To the north of the site is West Hamilton Avenue and commercial buildings, a U.S. Bank and associated parking lot are located to the northwest, a preschool and kindergarten school reside to the west and to the south is Gale Drive and residential properties.

An approximately 6-foot-tall fence lines the east side and a portion of the west side of the project site. A mature stand of trees, primarily Deodar cedar (*Cedrus deodar*) and coast live oak (*Quercus agrifolia*) trees are located in an approximately 70-foot-wide area on the southern end

of the project site along Gale Drive. This area is undeveloped but maintained and used for storage, as a standard-sized shipping container sits on the southwest side, likely for storage.

3. ANALYSIS METHODS

Prior to conducting the site survey and preparing this report, M&A researched the most recent version of CDFW's Natural Diversity Database (CNDDB) (RareFind 5 application) for records of special-status plants and wildlife within three miles of the project site (CNDDB 2024). The CNDDB is a database maintained by the CDFW that provides historic and recent records of special-status plant and animal species known from the state of California. M&A also searched the current electronic version of the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Plants of California* (CNPS 2001) for records of special-status plants known in the vicinity of the project site.

4. PLANT COMMUNITIES AND ASSOCIATED WILDLIFE HABITATS ONSITE

As stated above, the project site is almost entirely developed except for an open area in the southern portion of the project site with a stand of trees that is maintained and used for storage purposes. The only plant community observed on the project site is landscaping, as further described below. Table 1 and Table 2 attached, provide the plant and wildlife species observed on the project site during M&A's site visit.

4.1 Landscaping

A majority of the project site is developed. The trees in the undeveloped, maintained area in the southern portion of the project site were planted a long time ago. As such, there are no natural plant communities on the project site and almost all the plants observed are landscaping plants, with some non-native, weedy plants growing among the landscaping. The landscape trees on the project site within and around the parking lot include the Deodar cedar, coast live oak, coast redwood (*Sequoia sempervirens*), Chinese pistache (*Pistacia chinensis*), silk tree (*Albiza julibrissin*), fig (*Ficus carica*), weeping bottlebrush (*Melaleuca viminalis*), Japanese privet (*Ligustrum japonicum*), olive (*Olea europa*), Callery pear (*Pyrus calleryana*), tree of heaven (*Ailanthus altissima*) and Chinese elm (*Ulmus parviflora*).

The dominant shrubs on the project site include planted rosemary (*Rosmarinus officinalis*), ceanothus (*Ceanothus* sp.), pyracantha (*Pyracantha* sp.), cotoneaster (*Cotoneaster* sp.), juniper (*Juniperus* sp.) and heavenly bamboo (*Nandina domestica*). Weedy species growing among the landscaping plants include fennel (*Foeniculum vulgare*), Algerian ivy (*Hedera canariensis*), hairy fleabane (*Erigeron bonariensis*), willow lettuce (*Lactuca saligna*), common dandelion (*Taraxacum officinale*), burclover (*Medicago minima*) and oxalis (*Oxalis* sp.). Non-native grasses growing on the project site include red brome (*Bromus rubens*), barnyard grass (*Echinochloa crus-gali*), annual bluegrass (*Poa annua*) and smilo grass (*Stipa miliacea* var. *miliacea*).

The undeveloped area in the southern portion of the project site measuring approximately 70 feet wide contains predominantly Deodar cedar and coast live oak. Landscape plants such as olive, privet (*Ligustrum* sp.), Japanese pittosporum (*Pittosporum tobira*), have migrated to this area.

Several young, coast redwood trees have been planted in this area and a few coyote brush (*Baccharis pilularis* subsp. *pilularis*) are scattered throughout. The understory vegetation is suppressed by a thick mat of fallen cedar needles, with annual bluegrass and red brome being a few species sparsely growing through the needle duff.

The developed project site provides habitat for animal species adapted to humans and human-induced disturbances. The variety of flowering plants provides suitable foraging habitat for Anna's Hummingbird (*Calypte anna*), and the landscape trees provide shelter and foraging for other species such as American Crow (*Corvus brachyrhynchos*), House Finch (*Haemorhous mexicanus*), Bushtit (*Psaltriparus minimus*), western gray squirrel (*Sciurus griseus*) and western fence lizard (*Sceloporus occidentalis*), all of which were observed on the project site. The open area to the south contains friable soil suitable for California ground squirrels (*Otospermophilus beecheyi*), which have created a small network of burrows. However, this undeveloped area is so small, surrounded by development, and supports such little vegetation that there is little suitable habitat for most wildlife species.

5. WATERS OF THE U.S. AND STATE

In the Federal Register "waters of the United States" are defined as, "...all interstate waters including interstate wetlands...intrastate lakes, rivers, streams (including intermittent streams), wetlands, [and] natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce..." (33 CFR Section 328.3).

Wetlands are defined as: "...those areas that are inundated or saturated by surface or ground water at a frequency and duration to support a prevalence of vegetation adapted for life in saturated soil conditions" (33 CFR Section 328.8 [b]). Wetlands usually must possess hydrophytic vegetation (i.e., plants adapted to inundated or saturated conditions), wetland hydrology (e.g., topographic low areas, exposed water tables, stream channels), and hydric soils (i.e., soils that are periodically or permanently saturated, inundated or flooded) to be regulated by the Corps pursuant to Section 404 of the Clean Water Act.

5.1 Applicability to the Proposed Project

There are no aquatic resources on the project site that would be regulated by the Corps pursuant to Section 404 of the Clean Water Act or the California Regional Water Quality Control Board pursuant to Section 401 of the Clean Water Act or the Porter-Cologne Water Quality Control Act. *No seasonal wetlands or other waters were observed onsite.* Attachment A provides the site plan created by Hunt, Hale and Jones dated August 14, 2024 and shows there are no proposed impacts to the adjacent channelized San Tomas Aquino Creek. Due to the lack of regulatory waters (or any aquatic resources) onsite, development of the property would not require any permits from state or federal agencies relating to waters of the State/U.S.

6. SPECIAL-STATUS SPECIES

Special-status species are those plants and animals that are legally protected under the California and Federal Endangered Species Acts (CESA and FESA, respectively) or other regulations, and species that are considered rare by the scientific community (for example, the CNPS). Special-status species also include plants and animals that meet the definition of endangered, rare, or threatened under the California Environmental Quality Act (CEQA) (14 CCR §15380) that may include species not found on either CESA or FESA lists.

The site is mostly developed, and the remaining undeveloped area is small and regularly maintained; there is no suitable habitat for special status plants or wildlife. Table 3 and Table 4 attached, list special status plant and wildlife species, respectively, known to occur within three miles of the project site and Figure 4 shows where these special-status species have been recorded in the area. The special-status plant species known to occur within three miles of the project site are typically found in natural habitats that are not present on the project site such as valley and foothill grassland, chaparral, cismontane woodland and alkaline meadows. Similarly, the special-status wildlife species known to occur within three miles of the project site require grassland, woodlands, rivers, streams, wetlands and marshes, or large areas of open space, which do not occur on the project site. As such, most special-status species are not expected onsite. No impacts to special status plant species are expected due to the absence of habitat. The only special-status wildlife species expected onsite would be special-status bats and nesting birds. Both are discussed below.

6.1 Protections for Nesting Birds

6.1.1 Federal Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (16 U.S.C. §§ 703-712, July 3, 1918, as amended 1936, 1960, 1968, 1969, 1974, 1978, 1986 and 1989) makes it unlawful to "take" (kill, harm, harass, shoot, etc.) any migratory bird listed in Title 50 of the Code of Federal Regulations, Section 10.13, including their active nests, eggs, or young. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, wading birds, seabirds, and passerine birds (such as warblers, flycatchers, swallows, etc.).

6.1.2 California Fish and Game Code § 3503, 3503.5, 3511, and 3513

California Fish and Game Code §§3503, 3503.5, 3511, and 3513 prohibit the "take, possession, or destruction of birds, their nests or eggs." Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered "take." Such a take would also violate federal law protecting migratory birds (as discussed under the federal Migratory Bird Treaty Act above). The California Department of Fish and Wildlife (CDFW) has the responsibility of enforcing Fish and Game Code regulations.

Passerine birds (songbirds), waterfowl (ducks), and raptors (i.e., birds of prey), their active nests, eggs, and young are protected under California Fish and Game Code (§3503 and §3503.5) and the federal Migratory Bird Treaty Act (16 U.S.C. §§ 703-712).

6.2 Protections for Bats

Of the 25 species of bats in California, 13 are classified by the California Department of Fish and Wildlife (CDFW) as "species of special concern." Species of special concern are protected pursuant to the CEQA, that is, they may meet the CEQA definition of "rare," "threatened," or "endangered," (14 CCR §15380) and must be addressed in CEQA documents.

6.2.1 Bat Ecology and Habitat Requirements

Roost sites provide protection for bats as they sleep, rest in between foraging bouts, hibernate, mate (maternity roosts), socialize, and consume prey. Most of these activities occur at particular times – either day or night – and roosts are generally classified as either day or night roosts[1]. Since bats are nocturnal, day roosts typically involve periods of rest and maternity sites, while night roosts are associated with temporary rest, prey processing and intraspecific communication interspersed with periods of foraging. Depending upon species, day roosts generally consist of crevices and cavities, with males often roosting separately from females. Breeding and maternity care may take place in day roosts in addition to resting.

In California, bats use a wide variety of roost sites, which can be divided into "natural roosts," and man-made or "anthropogenic" roosts. Natural roost sites include caves, tree hollows, rock crevices, and exfoliating tree bark. Analogs to natural sites include buildings, mines, and bridges (Barbour and Davis, 1969[2], Constantine 1961[3], Davis and Cockrum 1963[4], Fenton 1983[5], Kunz 1982[6]). Some species roost only in tree cavities or under bark, while others use a wider range of roost types – both natural and anthropogenic.

7. PROTECTED TREES

Chapter 21.32.070 of the City of Campbell Tree Protection Ordinance details the scope of protected trees and exceptions. The project site supports trees protected by the City ordinance as described as trees measuring twelve (12) inches or greater in diameter (thirty-eight inches or greater in circumference), measured four feet above the adjacent grade. As such, a tree removal permit would need to be applied for and acquired prior to any proposed impacts to trees on the project site.

An arborist report should be prepared to determine the species, size and number of protected trees that are located on the project site and proposed for removal, and a tree removal permit should be obtained prior to impacts to protected trees. Implementation of this mitigation measure would reduce impacts to protected trees to a level regarded as less than significant pursuant to CEQA.

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[1] Barbour, R. W. and W. H. Davis. 1969. Bats of America. University Press, Lexington, Kentucky.
[2] Barbour, R. W. and W. H. Davis. 1969. Bats of America. University Press, Lexington, Kentucky.
[3] Constantine, D. G. 1961. Spotted bat and big free-tailed bat in northern New Mexico. Southwest. Nat. 6:92-97.
[4] Davis, R., and E. L. Cockrum. 1963. Bridges utilized as day roosts by bats. Journal of Mammalogy 44:428-430.
[5] Fenton, M.B. 1983. Roosts used by the African bat *Scotophilus leucogaster* (Chiroptera: Vespertilionidae). Biotropica, 15:129-132.
[6] Barbour, R. W. and W. H. Davis. 1969. Bats of America. University Press, Lexington, Kentucky.

8. RECOMMENDATIONS

M&A recommends the following measures to keep project impacts related to biological resources at a level considered less than significant pursuant to CEQA.

1. Nesting Bird Considerations. There are trees onsite that could provide suitable nesting habitat for songbirds and raptors. Thus, seven (7) days prior to any vegetation removal or ground disturbance/earthwork that would be conducted during the nesting season (February 1 through September 1) that could disturb nesting birds (for example, ground vibrations from grading equipment will cause some birds to abandon their nests), M&A recommends that preconstruction nesting bird surveys be conducted by a qualified biologist. If active bird nests are identified onsite during preconstruction surveys, then a non-disturbance buffer would need to be established around the nesting site(s) until the young have fledged. The size of the non-disturbance buffer would have to determined by a qualified biologist depending upon the nesting birds' sensitivity to disturbance, but buffers are typically 75 feet for nesting passerine birds and up to 300 feet for nesting raptors. Implementation of this mitigation measure would reduce impacts to nesting birds to a level regarded as less than significant pursuant to CEQA.

2. Special-Status Bat Considerations. While there are no CNDDB records of special-status bats within three miles of the project site, the pallid bat (*Antrozous pallidus*) is known from within 5 miles of the project site and is designated as California "species of special concern." This bat could roost in the trees or building onsite and common bat species including hoary bat (*Lasiurus cinereus*) could also be present on the project site.

As such, M&A recommends a qualified biologist conduct a survey for special-status and common bat species within the project site and a zone of influence around the project site prior to any building demolition, modification or any tree limbing or removal. This should include surveying all stands of trees and all tree hollows on the project site, examining any suitable openings for bats in trees or under loose bark for indirect evidence of bat use such as the presence of accumulations of invertebrate remains and/or the presence of excrement (guano) on the ground beneath such openings that would indicate roosting activity. If the building on site is proposed to be removed or renovated, all eaves and openings in the buildings should also be examined for evidence of bats.

If bats or signs of bats are found onsite, tree trimming and/or removal or building demolition should only be conducted during seasonal periods of bat activity: between August 31 and October 15, when bats would be able to fly and feed independently, and between March 1 and April 15 to avoid hibernating bats, and prior to the formation of maternity colonies.

Any trees that will be removed, and that the biologist has identified as having potentially suitable bat roost habitat, should be removed using a two-day phased removal method:

- On day one, in the afternoon, limbs and branches should be removed using chainsaws only. Limbs with cavities, crevices, and deep bark fissures should be avoided.
- On day two, the rest of the tree should be removed under the direct supervision of the biologist.

If tree removal or building demolition must occur outside of the seasonal activity periods mentioned above (i.e., between October 16 and February 28/29, or between April 16 and April 30), then a qualified biologist, one with at least two years of experience surveying for bats, should do preconstruction surveys within 14 days of starting work. If the qualified biologist finds evidence of bat presence during the surveys, then they should develop a plan for removal and exclusion, in conjunction with CDFW. Implementation of this mitigation measure would reduce impacts to bats to a level regarded as less than significant pursuant to CEQA.

3. Protected trees. There are multiple large trees on the project site that may be considered protected by the City of Campbell and as such, a tree removal permit would need to be applied for and acquired prior to any proposed impacts to trees on the project site. An arborist report should be prepared to determine the species, size and number of protected trees that are located on the project site and proposed for removal, and a tree removal permit should be obtained prior to impacts to protected trees. Implementation of this mitigation measure would reduce impacts to protected trees to a level regarded as less than significant pursuant to CEQA.

9. CONCLUSIONS

The project site is located in an urban area and does not support sensitive or significant natural communities. Attachment A provides the site plan created by Hunt, Hale and Jones dated August 14, 2024 and shows there are no proposed impacts to the adjacent, offsite San Tomas Aquino Creek. Due to the lack of regulatory waters (or any aquatic resources) onsite, development of the property would not require any permits from state or federal agencies relating to waters of the State/U.S. Further, M&A did not find any natural habitats onsite that could support sensitive, or special-status plant species. Nesting birds and special-status bats are the two considerations on the project site pertaining to biological resources. Any proposed project on this project site would need to undergo a CEQA review with the City of Campbell, with any potential impacts to special-status bats and nesting birds mitigated to a less than significant level. The mitigation measures recommended above would be sufficient for reducing project impacts to special-status bats and nesting birds to a level considered less than significant.

There are no other constraints pertaining to biological resources that would impact the proposed development. Should you have any questions or wish to discuss any other aspect of this report, please do not hesitate to contact me at (925) 947-4867 extension 208 or email at smcnamara@monkassociates.com.

Sincerely,

Sarah McNamara
Project Biologist II

Attachments: Figures 1-4
Tables 1-4
Attachment A

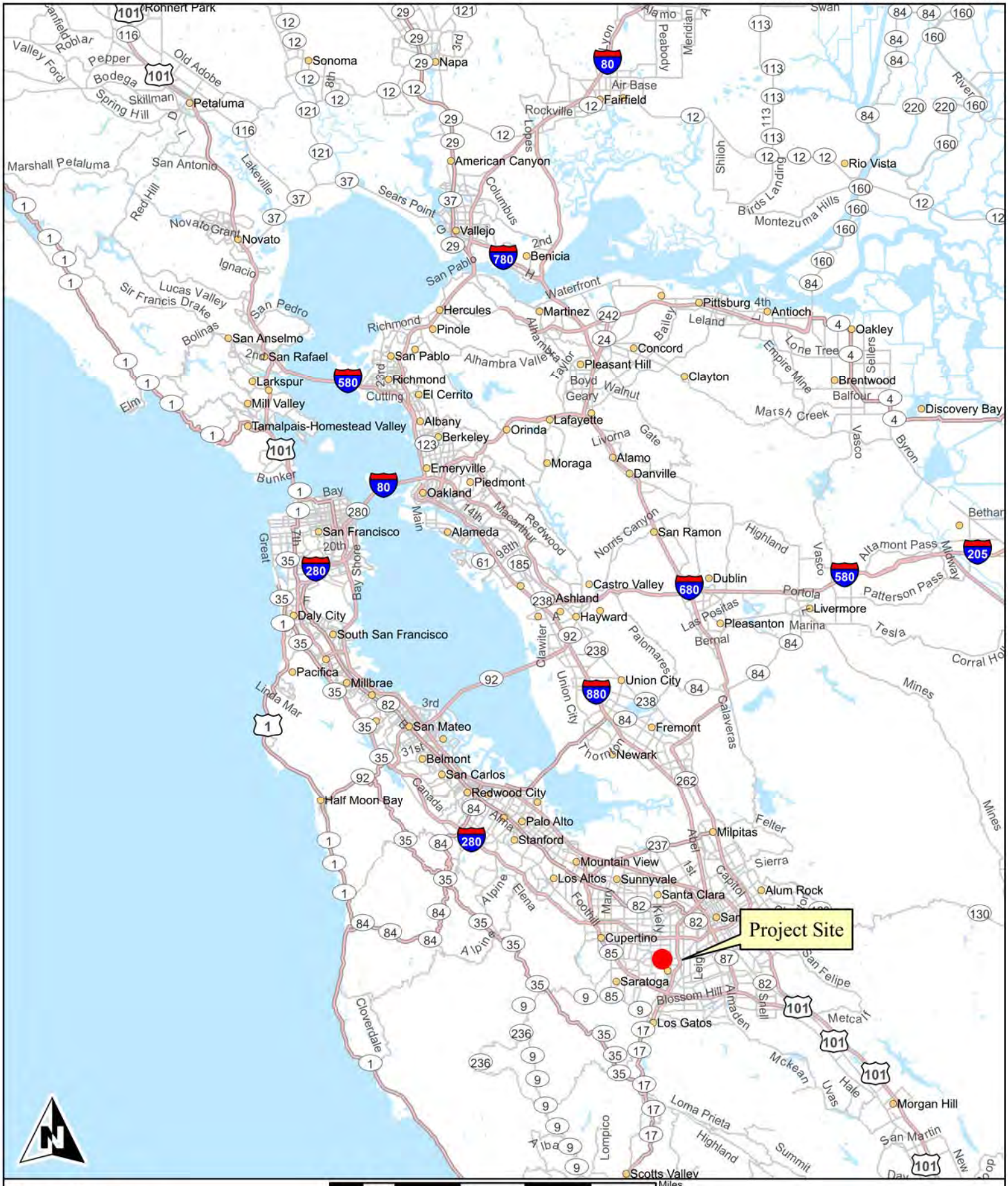
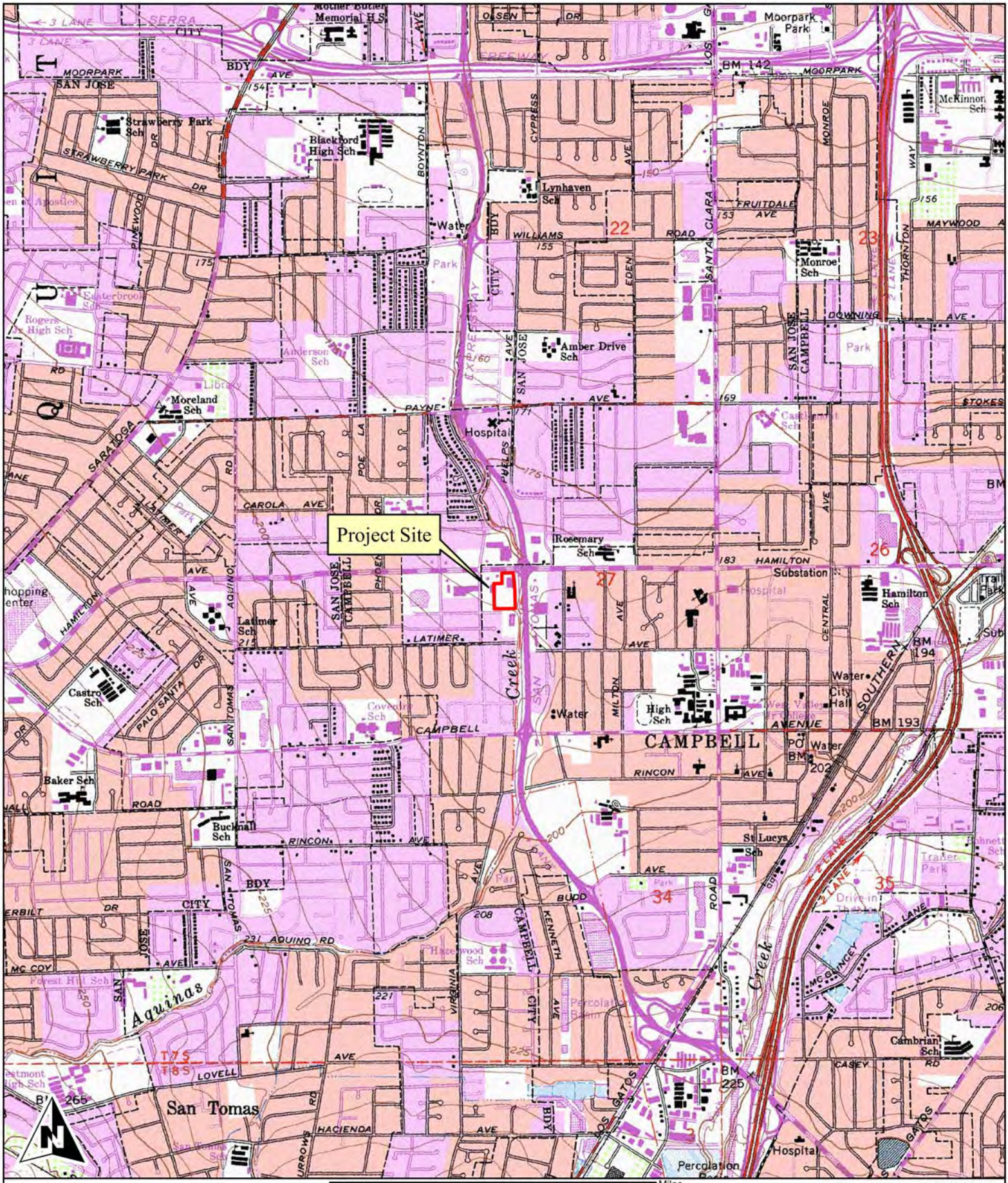


Figure 1. 700 West Hamilton Avenue Project Site
Regional Map
Campbell, California

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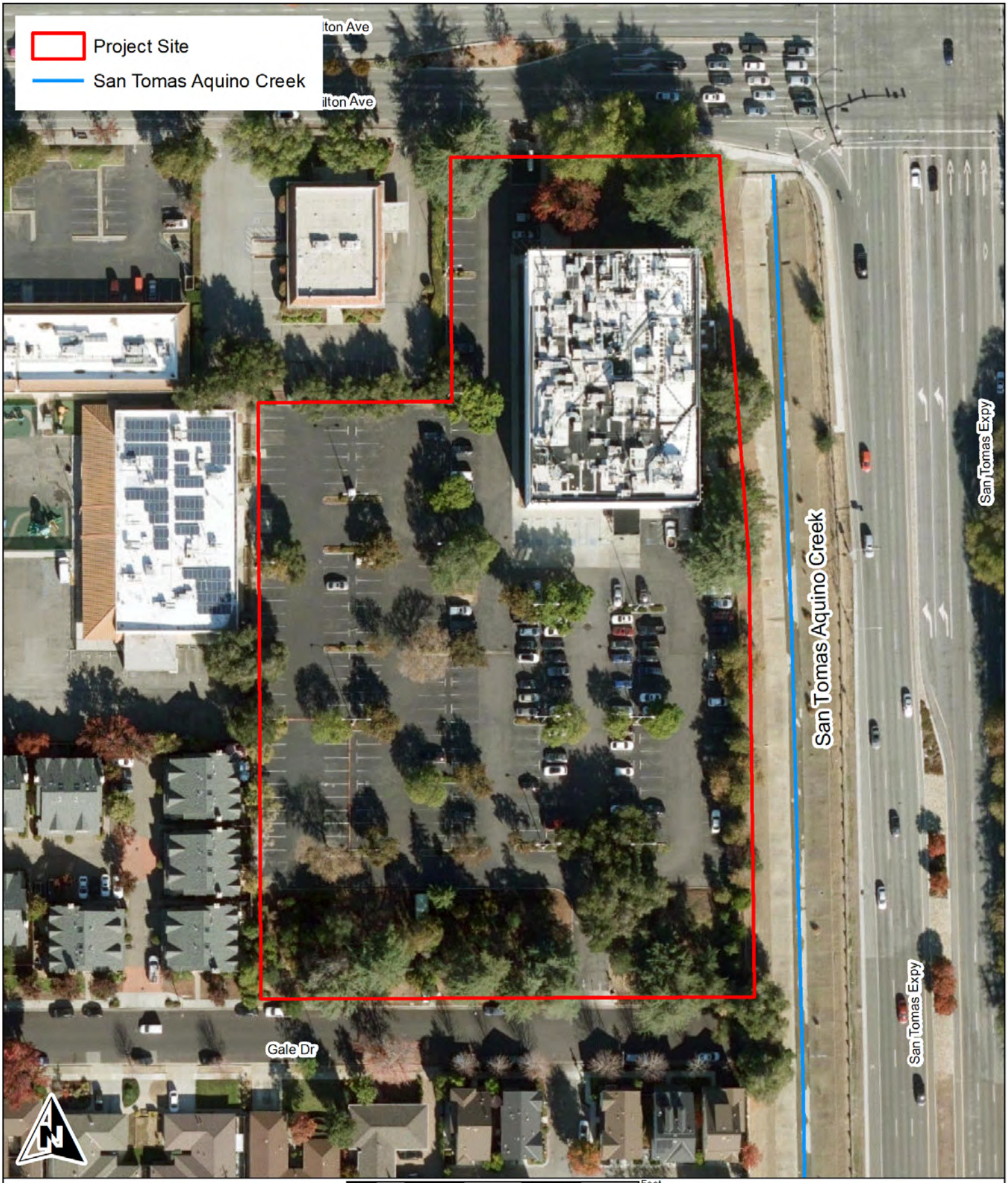
County: Santa Clara
Map Preparation Date: June 20, 2024



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Figure 2. 700 West Hamilton Avenue Project Site Location Map
Campbell, California

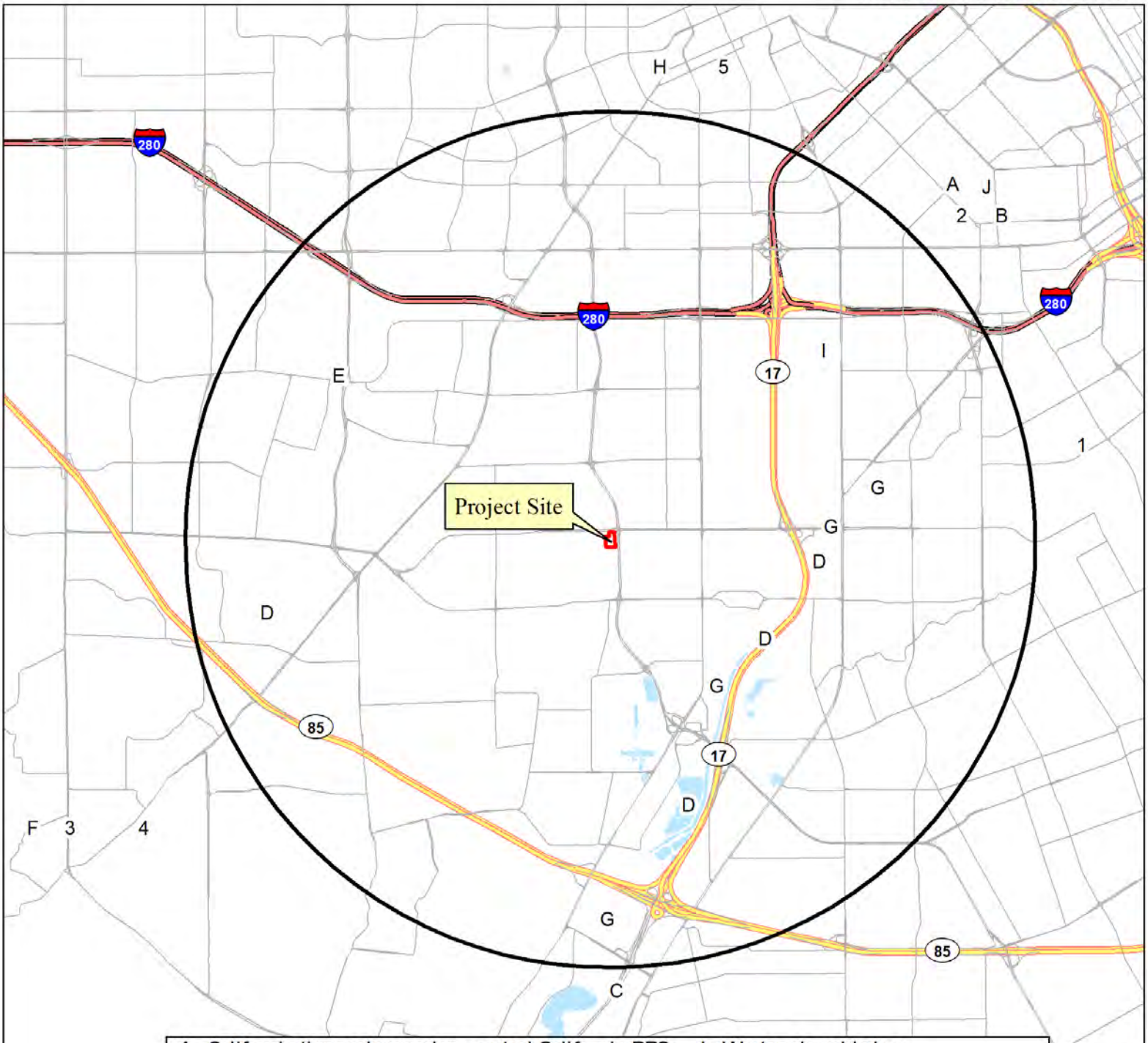
37.2931681 -121.9616236
Section: 27; T7S R1W
7.5-Minute San Jose West quadrangle
HUC08 Watershed CA: Coyote
Topography Source: USGS
Map Preparation Date: June 20, 2024



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Figure 3. Aerial Photograph of the
700 W Hamilton Avenue Project Site
Campbell, California

Aerial Photograph Source: ESRI
Map Preparation Date: September 9, 2024



A	California tiger salamander - central California DPS	I	Western bumble bee
B	Crotch's bumble bee	J	Yellow Rail
C	Foothill yellow-legged frog - central coast DPS	1	*Centromadia parryi ssp. congdonii*
D	Southwestern pond turtle	2	*Chorizanthe robusta var. robusta*
E	San Francisco dusky-footed woodrat	3	*Hoita strobilina*
F	Santa Cruz black salamander	4	*Monolopia gracilens*
G	Steelhead - central California coast DPS	5	*Plagiobothrys glaber*
H	Swainson's Hawk		

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0 0.5 1 2 3 Miles

Figure 4. CNDDB Records within 3 Miles of the 700 W Hamilton Avenue Project Site Campbell, California

Map Preparation Date: August 27, 2024
3-Mile Radius
Source: CDFW, California Natural Diversity Data Base, 2024

Table 1

Plant Species Observed on the 700 West Hamilton Avenue Project Site

Gymnosperms

Cupressaceae

Juniperus sp.	Juniper
Sequoia sempervirens	Redwood

Pinaceae

**Cedrus deodara*	Deodar cedar

Angiosperms - Dicots

Anacardiaceae

**Pistacia chinensis*	Chinese pistachio

Apiaceae

**Foeniculum vulgare*	Sweet fennel

Araliaceae

**Hedera canariensis*	Algerian ivy

Asteraceae

Baccharis pilularis subsp. pilularis	Baccharis
**Erigeron bonariensis*	Hairy fleabane
**Lactuca saligna*	Willow lettuce
**Taraxacum officinale*	Common dandelion

Berberidaceae

**Nandina domestica*	Heavenly bamboo

Bignoniaceae

**Jacaranda mimosifolia*	Blue jacaranda

Celastraceae

**Euonymus sp.*	euonymus

Euphorbiaceae

**Euphorbia maculata*	Spotted spurge

Fabaceae

**Albizia julibrissin*	Silk tree
**Medicago minima*	Burclover

Fagaceae

Quercus agrifolia var. agrifolia	Coast live oak

Gentianaceae

**Centaurium erythraea*	European centaury

Lamiaceae

**Origanum vulgare*	Oregano
**Rosmarinus officinalis*	Rosemary

Moraceae

**Ficus carica*	Fig

* Indicates a non-native species

Table 1

Plant Species Observed on the 700 West Hamilton Avenue Project Site

Myrtaceae	
**Melaleuca viminalis*	Weeping bottlebrush
Oleaceae	
**Ligustrum japonicum*	Japanese privet
**Olea europaea*	Olive
Oxalidaceae	
**Oxalis sp.*	Oxalis
Pittosporaceae	
**Pittosporum tobira*	Japanese pittosporum
Rhamnaceae	
Ceanothus sp.	Ceanothus
Rosaceae	
**Cotoneaster sp.*	Cotoneaster
Prunus sp.	Prunus
**Pyracantha sp.*	Pyracantha
**Pyrus calleryana*	Callery pear
Rutaceae	
**Citrus sp.*	orange tree
Simaroubaceae	
**Ailanthus altissima*	Tree of heaven
Ulmaceae	
**Ulmus parvifolia*	Chinese elm
Violaceae	
Viola sp.	Violet
Viscaceae	
Phoradendron sp.	Mistletoe
Angiosperms -Monocots	
Arecaceae	
**Chamaerops humilis*	Mediterranean fan palm
Asparagaceae	
**Asparagus asparagoides*	Asparagas
Asphodelaceae	
**Aloe maculata*	Aloe
Liliaceae	
Lilium sp.	Lily
Orchidaceae	
**Epipactis helleborine*	Broad-leaved helleborine
Poaceae	
**Bromus hordeaceus*	Soft chess

* Indicates a non-native species

Table 1

Plant Species Observed on the 700 West Hamilton Avenue Project Site

**Bromus madritensis subsp. madritensis*	Foxtail chess
**Echinochloa crus-galli*	Barnyard grass
**Pennisetum setaceum*	Crimson fountain grass
**Poa annua*	Annual bluegrass
**Setaria pumila subsp. pumila*	Yellow bristle grass
**Stipa miliacea var. miliacea*	Smilo grass

* Indicates a non-native species

Table 2
Wildlife Species Observed on the 700 West Hamilton Project Site

Insects	
Monarch butterfly	*Danaus plexippus*
Reptiles	
Western fence lizard	*Sceloporus occidentalis*
Birds	
Turkey Vulture	*Streptopelia decaocto*
Anna's Hummingbird	*Calypte anna*
Nuttall's Woodpecker	*Picoides nuttallii*
American Crow	*Corvus brachyrhynchos*
Bushtit	*Psaltriparus minimus*
House Finch	*Haemorhous mexicanus*
Mammals	
Western gray squirrel	*Sciurus griseus*
California ground squirrel	*Otospermophilus beecheyi*

Table 3

Special Status Plant Species Known to Occur within 3 Miles of the 700 West Hamilton Project Site

Family Taxon Common Name	Status*	Flowering Period	Habitat	Area Locations	Probability on Project Site
Asteraceae					
Centromadia parryi congdonii Congdon's tarplant	Fed: - State: - CNPS: Rank 1B.2	May-November	Valley and foothill grassland (alkaline).	The nearest CNDDB record of this species is located >3 miles east of the project site (Occurrence No. 40).	None. No suitable habitat located on the project site. No impacts expected.
Monolopia gracilens Small-flowered monolopia	Fed: State: CNPS: Rank 1B.2	March-July	Coniferous and broadleafed upland forest openings, chaparral openings, and serpentine valley and foothill grassland. Elevation 100-1200 m.	The nearest CNDDB record of this species is located approximately 3 miles southwest of the project site (Occurrence No. 33).	None. No suitable habitat located on the project site. No impacts expected.
Boraginaceae					
Plagiobothrys glaber Hairless popcornflower	Fed: - State: - CNPS: Rank 1A	April-May	Meadows (alkaline); marshes and swamps (coastal salt).	The nearest CNDDB record of this species is located approximately 3 miles north of the project site (Occurrence No. 4).	None. No suitable habitat located on the project site. No impacts expected.
Fabaceae					
Hoita strobilina Loma Prieta hoita	Fed: - State: - CNPS: Rank 1B.1	May-August	Chaparral, cismontane woodland, riparian woodland (serpentinite, mesic)	The nearest CNDDB record of this species is located >3 miles southwest of the project site (Occurrence No. 8).	None. No suitable habitat located on the project site. No impacts expected.
Polygonaceae					
Chorizanthe robusta robusta Robust spineflower	Fed: FE State: - CNPS: Rank 1B.1	May-September	Cismontane woodland (openings); coastal dunes; coastal scrub.	The nearest CNDDB record of this species is located >3 miles northeast of the project site (Occurrence No. 19).	None. No suitable habitat located on the project site. No impacts expected.

Table 3

Special Status Plant Species Known to Occur within 3 Miles of the 700 West Hamilton Project Site

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

***Status**

Federal:
FE - Federal Endangered
FT - Federal Threatened
FPE - Federal Proposed Endangered
FPT - Federal Proposed Threatened
FC - Federal Candidate

State:
CE - California Endangered
CT - California Threatened
CR - California Rare
CC - California Candidate
CSC - California Species of Special Concern

CNPS:
Rank 1A - Presumed extinct in California
Rank 1B - Plants rare, threatened, or endangered in California and elsewhere
Rank 1B.1 - Seriously endangered in California (over 80% occurrences threatened/ high degree and immediacy of threat)
Rank 1B.2 - Fairly endangered in California (20-80% occurrences threatened)
Rank 1B.3 - Not very endangered in California (<20% of occurrences threatened or no current threats known)

CNPS Continued:
Rank 2 - Plants rare, threatened, or endangered in California, but more common elsewhere
Rank 2A - Extirpated in California, common elsewhere
Rank 2B.1 - Seriously endangered in California, but more common elsewhere
Rank 2B.2 - Fairly endangered in California, but more common elsewhere
Rank 2B.3 - Not very endangered in California, but more common elsewhere
Rank 3 - Plants about which we need more information (Review List)
Rank 3.1 - Plants about which we need more information (Review List) Seriously endangered in California
Rank 3.2 - Plants about which we need more information (Review List) Fairly endangered in California
Rank 4 - Plants of limited distribution - a watch list
Rank 4.2 - Plants of limited distribution; fairly threatened in California
Rank 4.3 - Plants of limited distribution; not very threatened in California

Table 4

Special Status Wildlife Species Known to Occur within 3 Miles of the 700 West Hamilton Avenue Project Site

Species	*Status	Habitat	Closest Locations	Probability on Project Site
Insects				
Western bumble bee *Bombus occidentalis*	Fed: State: CC Other:	Confined to high elevation sites and north coast. Inhabits grassland with select food plants: Melilotus, Cirsium, Trifolium, Centaurea, Chrysothamnus, and Eriogonum. Typically nests underground in abandoned rodent burrows or other cavities.	The nearest CNDDB record of this species is located >3 miles northeast of the project site (Occurrence No. 254).	None. The nearest CNDDB occurrence is from 1979 in San Jose and the project site is not within the current known range of this species. No impacts expected.
Crotch's bumble bee *Bombus crotchii*	Fed: State: CE Other:	Inhabits grassland and scrub areas, with select food plants: Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum. Nests underground, often in abandoned rodent dens.	The nearest CNDDB record of this species is located >3 miles northeast of the project site (Occurrence No. 23).	None. No abandoned rodent burrows onsite. No nectar/pollen plants onsite. No impacts expected.
Fish				
Steelhead - California Central Valley ESU *Oncorhynchus mykiss*	Fed: FT State: - Other:	Found in the Sacramento and San Joaquin Rivers and their tributaries. Spawns Dec - April. Migrates through the estuary to spawning grounds. Eggs are laid in small and medium gravel and need a good water flow to survive.	The nearest CNDDB record of this species is located approximately 1.3 miles east of the project site (Occurrence No. 44).	None. No suitable habitat on the project site. No impacts expected.
Amphibians				
Santa Cruz black salamander *Aneides flavipunctatus niger*	Fed: State: Other: CSC	Occurs in mixed deciduous woodland, coniferous forests, coastal grasslands. Found under rocks near streams, in talus, under damp logs, and other objects. Rarely encountered very far from water.	The nearest CNDDB record of this species is located approximately 3 miles southwest of the project site (Occurrence No. 24).	None. No suitable habitat on the project site. No impacts expected.
California tiger salamander (Cntrl CA DPS) *Ambystoma californiense*	Fed: FT State: CT Other:	Found in grassland habitats of the valleys and foothills. Requires burrows for aestivation and standing water until late spring (May) for larvae to metamorphose.	The nearest CNDDB record of this species is located >3 miles northeast of the project site (Occurrence No. 326).	None. No suitable habitat on the project site. No impacts expected.

Table 4

Special Status Wildlife Species Known to Occur within 3 Miles of the 700 West Hamilton Avenue Project Site

Species	*Status	Habitat	Closest Locations	Probability on Project Site
Foothill yellow-legged frog ** *Rana boylii*	Fed: FT State: CT Other:	Found in partially shaded, shallow streams with rocky substrates. Requires perenial pools or flowing water. Needs some cobble-sized rocks as a substrate for egg laying. Requires water for 15 weeks for larval transformation.	The nearest CNDDB record of this species is located 3 miles south of the project site (Occurrence No. 86).	None. No suitable habitat on the project site. No impacts expected.
Reptiles				
Western pond turtle *Actinemys marmorata*	Fed: FPT State: CSC Other:	Uncommon to common in suitable aquatic habitat throughout CA, west of the Sierra-Cascade crest and absent from desert regions, except the Mojave River. Associated with permanent or nearly permanent water in a wide variety of habitat types.	The nearest CNDDB record of this species is located approximately 1.5 miles east of the project site (Occurrence No. 1616).	None. No suitable habitat on the project site. No impacts expected.
Birds				
Swainson's Hawk *Buteo swainsoni*	Fed: - State: CT Other:	Migratory and resident raptor that breeds in open areas with scattered trees. Prefers riparian and sparse oak woodland habitats for nesting. Requires nearby grasslands, grain fields, or alfalfa for foraging.	The nearest CNDDB record of this species is located approximately 3 miles north of the project site (Occurrence No. 2570).	None. Typically nests in riparian habitats/natural areas which are not present onsite. No impacts expected.
Yellow rail *Coturnicops noveboracensis*	Fed: - State: CSC Other:	Summer resident in eastern Sierra Nevada in Mono County. Fresh-water marshlands.	The nearest CNDDB record of this species is located >3 miles northeast of the project site (Occurrence No. 37).	None. No suitable habitat on the project site. No impacts expected.
Mammals				
San Francisco dusky-footed woodrat *Neotoma fuscipes annectens*	Fed: -- State: CSC Other:	Inhabits forests, woodlands, and chaparral with a moderate canopy and moderate to dense understory. Uses shredded grass, leaves, and other material for nests.	The nearest CNDDB record of this species is located approximately 2.2 miles northwest of the project site (Occurrence No. 17).	None. Little canopy cover and little to no vegetation in the understory for shelter. No impacts expected.

Table 4

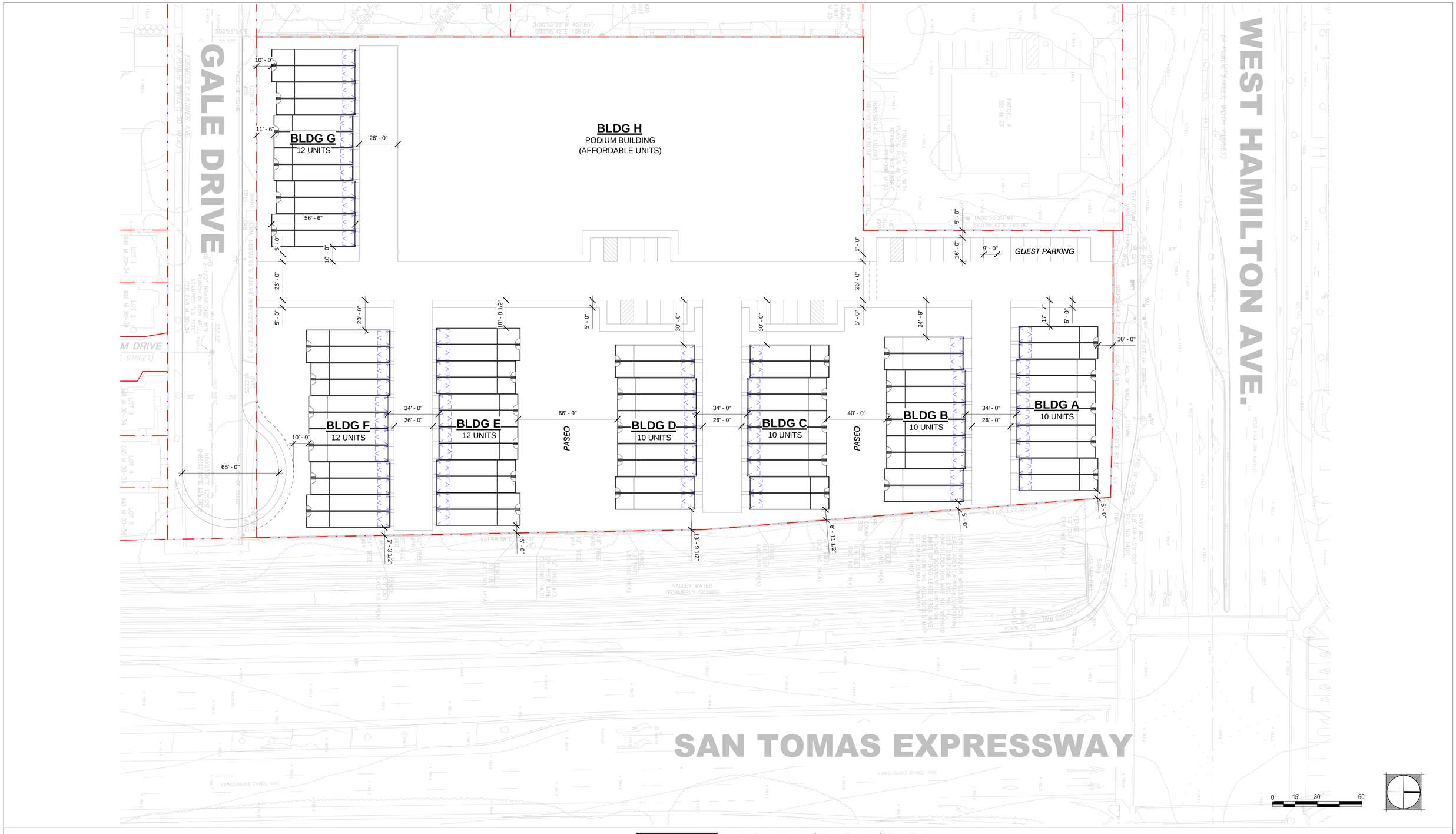
Special Status Wildlife Species Known to Occur within 3 Miles of the 700 West Hamilton Avenue Project Site

Species	*Status	Habitat	Closest Locations	Probability on Project Site

***Status**

Federal:	State:	State:	Other:
FE - Federal Endangered	CE - California Endangered	CSC - California Species of Special Concern	SA - CDFW Special Animals List
FT - Federal Threatened	CT - California Threatened	FP - Fully Protected	IUCN V - International Union for Conservation of Nature (IUCN) Vulnerable
FPE - Federal Proposed Endangered	CR - California Rare	WL - Watch List. Not protected pursuant to CEQA	
FPT - Federal Proposed Threatened	CC - California Candidate		
FC - Federal Candidate			
FPD - Federally Proposed for delisting			

** This frog is listed as “endangered” in the Southern Sierra, central, and southern California coasts and “threatened” in the Northern Sierra and Feather River. This frog is not protected pursuant to CESA on the northern coast of California (all counties north of Marin and Solano Counties north to Oregon boarder).



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CAMPBELL, CA 95008

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SITE PLAN

A0.5

Scale: 1" = 30'-0"
Date: 08/14/2024
Project Number: 317083

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700 W. HAMILTON AVENUE CONSTRUCTION HEALTH RISK & GREENHOUSE GAS EMISSIONS ASSESSMENT

Campbell, California

December 17, 2024
Revised February 26, 2025

Prepared for:

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I&R Project#: 24-166

Introduction

The purpose of this report is to determine whether the proposed residential project located at 700 W. Hamilton Avenue in Campbell, California would have any potential air quality, health risk, and greenhouse gas (GHG) impacts. The project is consistent with the development density established by the general plan, for which an EIR was certified. CEQA Guideline section 15183 states that such a project "shall not require additional environmental review, except as might be necessary to examine whether these are project-specific significant effects which are specific to the project or its site." (14 Cal. Code Regs. § 15183(a)).

Air quality impacts and GHG emissions would be associated with the demolition of the existing buildings at the site and the construction and operation of the new residential buildings and infrastructure. Air pollutant emissions associated with construction of the project were estimated using appropriate computer models. In addition, the potential project health risks, and impacts of existing toxic air contaminant (TAC) sources affecting the existing and new sensitive receptors in the area were evaluated. The analysis was conducted following guidance provided by the Bay Area Air Quality Management District (BAAQMD).[1]

Project Description

The 3.83-acre project site is currently developed with an office building and associated surface parking lot. The project proposes to demolish these and construct 173 townhome units totaling 212,848 square feet (sf) of residential use. Each townhouse would include a one- or two-car tandem parking garage. The project would also include 30 guest parking spaces. Construction is proposed from October 2026 through May 2028.

The Project would include the following Conditions of Approval (COA) as a design feature of the Project in order for the Project to have less-than-significant air quality impacts.

Condition of Approval AQ-1: **Use construction equipment that has low diesel particulate matter exhaust emissions.**

Implement a feasible plan to reduce diesel particulate matter emissions by at least 60 percent such that increased cancer risk from construction would be reduced below TAC significance levels as follows:

1. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 final emission standards, if feasible, otherwise,

Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by at least 60 percent or greater. Elements of the plan could include a combination of some of the following measures:

[1] Bay Area Air Quality Management District, *2022 CEQA Guidelines*, April 2023.

- Installation of electric power lines during early construction phases to avoid use of diesel portable equipment,
- Use of electrically powered equipment,
- Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
- Change in construction build-out plans to lengthen phases, and
- Implementation of different building techniques that result in less diesel equipment usage.

Such a construction operations plan would be subject to review by an air quality expert and approved by the City prior to construction.

Setting

The project is located in Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$).

Air Pollutants of Concern

High ozone concentrations in the air basin are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X). These precursor pollutants react under certain meteorological conditions to form ozone concentrations. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ambient ozone concentrations. The highest ozone concentrations in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone concentrations aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant in the air basin. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter concentrations aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung development in children. Due to the adverse health effects caused by $PM_{2.5}$ exposure even at low concentrations, BAAQMD has developed health risk thresholds to address exposure to increased $PM_{2.5}$ concentrations.[2]

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality, often because they cause cancer. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically

[2] BAAQMD, 2022 CEQA Air Quality Guidelines, Appendix A, p40.

found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure of TACs can result in adverse health effects, they are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about seventy percent of the cancer risk from TACs (based on the Bay Area average).[3] According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects from diesel exhaust exposure a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs. Health risks from TACs are estimated using the Office of Environmental Health Hazard Assessment (OEHHA) risk assessment guidelines, which were published in February of 2015 and incorporated in BAAQMD's current California Environmental Quality Act (CEQA) guidance.[4]

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. While not considered sensitive receptors, health risk impacts to nearby workers are also included in CEQA analysis to ensure their impacts do not exceed those of nearby sensitive receptors.

For cancer risk assessments, infants and small children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. The closest sensitive receptors would be the families located in the nearby single-family and multi-family residences and the children attending the Little Tree Montessori Internation School adjacent to the west of the site. There are also single-family homes on the opposite side of Gale Drive to the south and single- and multi-family residences located to the north and east of the site. Additionally, children attend the Hearts and Hands Christian Childcare & Preschool located to the east of the project site. This project would introduce new sensitive receptors (i.e., residents) to the area.

Bay Area Air Quality Management District (BAAQMD)

BAAQMD has jurisdiction over an approximately 5,600-square mile area, commonly referred to as the San Francisco Bay Area (Bay Area). The District's boundary encompasses the nine San Francisco Bay Area counties, including Alameda County, Contra Costa County, Marin County,

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[3] CARB, *Summary: Diesel Particulate Matter Health Impacts*, Web: https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts#footnote1_7yob8j5.

[4] OEHHA, 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. Office of Environmental Health Hazard Assessment. February.

San Francisco County, San Mateo County, Santa Clara County, Napa County, southwestern Solano County, and southern Sonoma County.

BAAQMD is the lead agency in developing plans to address attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The District also has permit authority over most types of stationary equipment. The BAAQMD is responsible for permitting and inspection of stationary sources; enforcement of regulations, including setting fees, levying fines, and enforcement actions; and ensuring that public nuisances, such as fugitive dust from construction sites, are minimized.

BAAQMD's Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposures to outdoor TACs in the Bay Area.[5] The program examines TAC emissions from point sources, area sources, and on-road and off-road mobile sources with an emphasis on diesel exhaust, which is a major contributor to airborne health risk in California. The CARE program is an on-going program that encourages community involvement and input. The technical analysis portion of the CARE program has been implemented in three phases that includes an assessment of the sources of TAC emissions, modeling and measurement programs to estimate concentrations of TAC, and an assessment of exposures and health risks. Throughout the program, information derived from the technical analyses has been used to develop emission reduction activities in areas with high TAC exposures and high density of sensitive populations. Risk reduction activities associated with the CARE program are focused on the most at-risk communities in the Bay Area. Seven areas have been identified by BAAQMD as impacted communities. They include Eastern San Francisco, Richmond/San Pablo, Western Alameda, San José, Vallejo, Concord, and Pittsburgh/Antioch. The project site is located within the San José CARE area.

Overburdened communities are areas located (i) within a census tract identified by the California Communities Environmental Health Screening Tool (CalEnviroScreen), Version 4.0 implemented by OEHHA, as having an overall score at or above the 70th percentile, or (ii) within 1,000 feet of any such census tract.[6] The BAAQMD has identified several overburdened areas within its boundaries. However, the project site is not within an overburdened area as the Project site is scored at the 12th percentile on CalEnviroScreen.[7]

BAAQMD CEQA Air Quality Guidelines

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. In 2023, the BAAQMD revised their *California Environmental Quality Act* (*CEQA) Air Quality Guidelines* that include significance thresholds to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The current BAAQMD guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements. Included in the guidelines are assessment

[5] See BAAQMD: https://www.baaqmd.gov/community-health/community-health-protection-program/community-air-risk-evaluation-care-program.
[6] See BAAQMD: https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-2-permits/2021-amendments/documents/20210722_01_appendixd_mapsofoverburdenedcommunities-pdf.pdf?la=en.
[7] OEHAA, CalEnviroScreen 4.0 Maps https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

methodologies for criteria air pollutants, air toxics, odors, and GHG emissions. Table 1 provides the current CEQA significance thresholds developed by BAAQMD.[8] Air quality impacts and health risks are considered potentially significant if they exceed these thresholds.

The BAAQMD recommends all projects include a "basic" set of best management practices (BMPs) to manage fugitive dust and consider impacts from dust (i.e., fugitive PM_{10} and $PM_{2.5}$) to be less than significant if BMPs are implemented (listed below). BAAQMD strongly encourages enhanced BMPs for construction sites near schools, residential areas, other sensitive land uses, or if the basic BMPs do not adequately reduce fugitive emissions below BAAQMD significance thresholds.

[8] Bay Area Air Quality Management District, *2022 CEQA Guidelines.* April2023.

Table 1. BAAQMD CEQA Significance Thresholds

<table>
<tr><th rowspan="2">Criteria Air Pollutant</th><th colspan="4">Construction Thresholds</th></tr>
<tr><th colspan="4">Average Daily Emissions (lbs./day)</th></tr>
<tr><td>ROG</td><td colspan="4">54</td></tr>
<tr><td>NO_x</td><td colspan="4">54</td></tr>
<tr><td>PM_{10}</td><td colspan="4">82 (Exhaust)</td></tr>
<tr><td>$PM_{2.5}$</td><td colspan="4">54 (Exhaust)</td></tr>
<tr><td>CO</td><td colspan="4">Not Applicable</td></tr>
<tr><td>Fugitive Dust (PM_{10}/$PM_{2.5}$)</td><td colspan="4">Best Management Practices (BMPs)*</td></tr>
<tr><th>Health Risks and Hazards</th><th colspan="2">Single Sources / Individual Projects</th><th colspan="2">Combined Sources (Cumulative from all sources within 1000-foot zone of influence)</th></tr>
<tr><td>Excess Cancer Risk</td><td>>10 in a million</td><td rowspan="3">OR
Compliance with Qualified Community Risk Reduction Plan</td><td>>100 in a million</td><td rowspan="3">OR
Compliance with Qualified Community Risk Reduction Plan</td></tr>
<tr><td>Hazard Index</td><td>>1.0</td><td>>10.0</td></tr>
<tr><td>Incremental annual $PM_{2.5}$</td><td>>0.3 µg/m^3</td><td>>0.8 µg/m^3</td></tr>
<tr><th colspan="5">Greenhouse Gas Emissions</th></tr>
<tr><td>Land Use Projects – (Must Include A or B)</td><td colspan="4">A. Projects must include, at a minimum, the following project design elements:
1. Buildings
a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
b. 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.
2. Transportation
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:
i. Residential projects: 15 percent below the existing VMT per capita
ii. Office projects: 15 percent below the existing VMT per employee
iii. Retail projects: no net increase in existing VMT
b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).</td></tr>
<tr><td colspan="5">Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. VMT = vehicle miles traveled. GHG = greenhouse gas.
* BAAQMD strongly recommends implementing all feasible fugitive dust management practices especially when construction projects are located near sensitive communities, including schools, residential areas, or other sensitive land uses.</td></tr>
</table>

Envision Campbell 2040 General Plan Update

The Envision Campbell 2040 General Plan Update[9] was adopted April 18, 2023 and includes goals, policies, and actions to improve air quality. They are intended to reduce GHG emissions to meet the City's goals and meet the NAAQS/CAAQS. The General Plan 2040 goals, policies, and actions applicable to the project are:

Energy Conservation

Goal COS-8 Conserve energy and other natural resources through consumption reduction programs and the maximum use of renewable resources.

Policy COS-8.1 Require all development projects to comply with the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.

Policy COS-8.2 Support and encourage the implementation of innovative and green building best management practices including, but not limited to, sustainable site planning, solar opportunities, LEED certification for new development, the local adoption of Reach Codes, and incorporation of net zero energy development standards in the California Code of Regulations (CCR), Title 24, if feasible.

Policy COS-8.5 Continue to participate in Silicon Valley Clean Energy (SVCE) whereby city-owned facilities, parks, and streetlights will run on 100% renewable energy sources like wind and solar, and motivate and encourage Campbell residents and businesses to participate in SVCE to reduce greenhouse gas emissions and support statewide alternative energy use.

Air Quality

Goal COS-10 Improve air quality in Campbell and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

Policy COS-10.1 Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.

Policy COS-10.3 Minimize exposure of sensitive receptors to concentrations of air pollutant emissions and toxic air contaminants. For discretionary

[9] City of Campbell, *Envision Campbell General Plan Update, General Plan 2040*, November 2024. Web: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.campbellca.gov/ArchiveCenter/ViewFile/Item/2951

projects involving sensitive receptors (i.e., children, the elderly, or people with illnesses) proposed within 500 feet of State Route 17 or State Route 85, require an analysis of mobile source toxic air contaminant health risks and, if necessary, incorporate appropriate mitigation measures to reduce health risks to the greatest extent feasible.

Policy COS-10.4 Require projects to adhere to the requirements of the Bay Area Air Quality Management District (BAAQMD), including standards related to fireplaces, wood stoves, heaters, dust control, and abatement measures.

Policy COS-10.6 Use the City's development review process and the California Environmental Quality Act (CEQA) to evaluate and mitigate the local and cumulative effects of new development on air quality.

Policy COS-10.8 Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

Actions in Support of Goal COS-10

Action COS-10a Review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors. The City shall ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants. Adopt an ordinance codifying these requirements into the Campbell Municipal Code.

Action COS-10b Review development, infrastructure, and planning projects for consistency with BAAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address BAAQMD and General Plan requirements, which includes analysis and identification of:

- Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions;
- Potential exposure of sensitive receptors to toxic air contaminants;
- Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions; and
- Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Action COS-10e	Continue implementation of the City's Municipal Code Chapter 18.70, Woodburning Appliances, in order to improve and maintain air quality conditions in the City and enhance the health and quality of life of its citizens.
Action COS-10f	Require adequate buffering or other mitigation of all potential air pollutant sources, including commercial and industrial emissions.
Action COS-10h	Assess the adequacy of environmental documents for projects proposed in the City utilizing the thresholds established in the BAAQMD guidelines.

Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2022 was used to estimate emissions from the project's construction activities and construction-related vehicle trips. The project's land use types and sizes were input to CalEEMod. The CalEEMod model output along with the construction information used are included in *Attachment 1*.

CalEEMod Inputs

Land Uses

The proposed project land uses were entered into CalEEMod as described in Table 2.

Table 2. Summary of Project Land Use Inputs

Project Land Uses	Size	Units	Square Feet (sf)	Acreage
Condo/Townhouse	173	Dwelling Unit	212,848*	3.83
Enclosed Parking Structure	268	Parking Space	59,662	
Parking Lot	30	Parking Space	-	
*Includes residential and deck square footage				

Construction Inputs

CalEEMod computes annual emissions for construction based on land use type, size, and site acreage. The model estimates emissions for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The construction scenario, including equipment quantities, average hours of equipment use per day, and total number of workdays were based on CalEEMod default information for a project of this type and size (included in *Attachment 1*). The project applicant estimates the earliest possible start date to be October 2026, and the project would

be built out over a period of approximately 20 months, or 430 construction workdays. The operational year (i.e., construction complete) was assumed to be 2029.

Construction Traffic Emissions

Construction would produce traffic in the form of worker trips and truck traffic. Traffic-related emissions are based on worker and vendor trip estimates produced by CalEEMod and haul trips based on the estimated amount of demolition material to be exported, the estimated amount of soil imported and/or exported to the site, and the estimated amount of concrete and asphalt deliveries to and from the site. CalEEMod provides daily estimates of worker and vendor trips for each phase of construction, while daily haul trips for demolition and soil import/export activities are estimated by CalEEMod based on information input into the model. The amount of concrete/asphalt needed for the project was estimated and converted to daily one-way trips, assuming two trips per delivery.

Estimated Construction Period Emissions and Required Control Measures

Average daily emissions were annualized for each year of construction by dividing the annual construction emissions by the number of active workdays during that year. Table 3 shows the annualized average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project. As indicated in Table 3, predicted annualized project construction emissions would not exceed the BAAQMD significance thresholds during any year of construction.

Table 3. Construction Period Emissions

Year	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction Emissions Total (Tons)				
2026	0.02	0.43	0.01	0.01
2027	0.11	1.44	0.02	0.02
2028	1.52	0.37	<0.01	<0.01
Average Daily Construction Emissions (pounds/day)				
2026 (66 construction workdays)	0.62	13.00	0.17	0.16
2027 (261 construction workdays)	0.83	11.00	0.13	0.12
2028 (102 construction workdays)	29.89	7.32	0.09	0.09
BAAQMD Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	No	No	No	No

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust (i.e., fugitive sources of PM_{10} and $PM_{2.5}$). Sources of fugitive PM_{10} and $PM_{2.5}$ include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site deposit mud on local streets, which is an additional source of PM_{10} and $PM_{2.5}$ after it dries. The BAAQMD recommends all projects include a "basic" set of BMPs to manage fugitive dust and considers impacts from fugitive PM_{10} and $PM_{2.5}$ to be less-than-significant when they are implemented. The City's General Plan Policy COS-10.4 requires implementation of BAAQMD's basic BMPs to control fugitive sources of PM_{10} and $PM_{2.5}$ during construction. Therefore, the construction contractor(s) are required to implement the following BMPs to control fugitive sources of PM_{10} and $PM_{2.5}$:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

8. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.

9. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Construction Health Risk Impacts

Health risk impacts were addressed by predicting increased lifetime cancer risk, the increase in annual $PM_{2.5}$ concentrations, and computing the Hazard Index (HI) for non-cancer health risks. Construction activity is the only source of TAC emissions from the Project. Construction equipment and associated heavy-duty truck traffic generates diesel exhaust and $PM_{2.5}$. Diesel exhaust is a known carcinogen and poses health risks for sensitive receptors. A health risk assessment of the Project's construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of diesel exhaust (as DPM) and $PM_{2.5}$.[10] This assessment used dispersion modeling to predict the off-site concentrations of DPM and $PM_{2.5}$ (including fugitive sources) resulting from project construction, so that health risks could be evaluated.

[10] DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

Modeled Sensitive Receptors

Receptors for this assessment included locations where sensitive populations would be present for extended periods of time (i.e., chronic exposures). This includes the existing residences near the site as shown in Figure 1. Residential receptors are assumed to include all receptor groups (i.e., third trimester, infants, children, and adults) with almost continuous exposure to project emissions. Health risks were also computed for child receptors at the nearby preschools. $PM_{2.5}$ concentrations were also calculated at worker receptors near the project site. While there are additional sensitive receptors within 1,000 feet of the project site, the receptors chosen are adequate to identify maximum impacts from the project.

Construction TAC Emissions

The CalEEMod model estimated the total annual PM_{10} exhaust emissions (assumed to be 100 percent DPM) for the off-road construction equipment and for exhaust emissions from on-road vehicles to be 0.08 tons (157 pounds). The on-road emissions are a result of haul truck travel during grading activities, worker travel, and vendor deliveries during construction. A trip length of half-a-mile was used to represent vehicle travel while at or near the construction site. It was assumed that the emissions from on-road vehicles traveling at or near the site would occur at the construction site. Total $PM_{2.5}$ from fugitive dust emissions was estimated to be 0.03 tons (51 pounds) and are solely from material-moving activities.

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict DPM and $PM_{2.5}$ concentrations at receptors (both sensitive and non-sensitive) in the vicinity of the project construction area. The AERMOD dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects.[11] Emission sources for the construction site were grouped into two categories: exhaust emissions of DPM and fugitive $PM_{2.5}$ dust emissions.

Construction Sources

To represent the construction equipment exhaust emissions, an area source was used with an emission release height of 20 feet (6 meters).[12] The release height incorporates both the physical release height from the construction equipment (i.e., the height of the exhaust pipe) and plume rise after it leaves the exhaust pipe. Plume rise is due to both the high temperature of the exhaust and the high velocity of the exhaust gas. It should be noted that when modeling an area source, plume rise is not calculated by the AERMOD dispersion model as it would do for a point source (exhaust stack). Therefore, the release height from an area source used to represent emissions from sources with plume rise, such as construction equipment, was based on the height the exhaust plume is expected to achieve, not just the height of the top of the exhaust pipe. DPM emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources.

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[11] BAAQMD, 2023, *Appendix E of the 2022 BAAQMD CEQA Guidelines.* April.

[12] California Air Resource Board, 2007. *Proposed Regulation for In-Use Off-Road Diesel Vehicles, Appendix D: Health Risk Methodology.* April. Web: https://ww3.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm

For modeling fugitive $PM_{2.5}$ emissions, an area source with a near-ground level release height of 7 feet (2 meters) was used. Fugitive dust emissions at construction sites come from a variety of sources, including truck and equipment travel, grading activities, truck loading (with loaders) and unloading (rear or bottom dumping), loaders and excavators moving and transferring soil and other materials, etc. All of these activities result in emissions at various heights at the point(s) of generation. Once generated, the dust plume will tend to rise as it moves downwind across the site and exits the site at a higher elevation than when it was generated. For all these reasons, a 7-foot release height was used as the average release height across the construction site.

AERMOD Inputs and Meteorological Data

The modeling used a five-year data set (2013 - 2017) of hourly meteorological data from the San José Airport prepared for use with the AERMOD model by BAAQMD. Construction emissions were modeled as occurring Monday through Friday between 9:00 a.m. to 5:00 p.m., the times when construction activities would occur according to the applicant. Annual DPM and fugitive $PM_{2.5}$ concentrations from construction activities during the 2026-2028 period were calculated at nearby receptors using the model. Receptor heights of 5 feet (1.5 meters) and 15 feet (4.5 meters) were used to represent the breathing height on the first and second floors of nearby single- and multi-family residences and workers at the nearby businesses.[13] A receptor height of 3 feet (1 meter) was used to represent the breathing heights of children at the daycares and preschools.

Summary of Construction Health Risk Impacts

The maximum increased cancer risks were calculated using the modeled DPM concentrations and the age sensitivity factors, and exposure parameters recommended by BAAQMD CEQA guidance. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Third trimester, infant, child, and adult exposures were assumed to occur at all residences during the entire construction period, while child exposures were assumed at the preschool. Off-site worker exposures were based on adult breathing parameters assuming an 8-hour shift.

Non-cancer health hazards and maximum $PM_{2.5}$ concentrations were also calculated. The maximum modeled annual $PM_{2.5}$ concentration was calculated based on combined DPM and fugitive $PM_{2.5}$ concentrations. The maximum computed HI value was based on the ratio of the maximum DPM concentration modeled and the chronic inhalation DPM reference exposure level of 5 $\mu g/m^3$.

Maximum annual DPM and $PM_{2.5}$ concentrations were used to identify the MEI, which was located at a single-family residence south of the project site opposite Gale Drive. The location of the MEI and nearby receptors are shown in Figure 1. Table 4 summarizes the maximum cancer risks, $PM_{2.5}$ concentrations, and HI for project construction activities. *Attachment 2* to includes the emission calculations used for the dispersion modeling and the cancer risk calculations.

Additionally, modeling was conducted to predict the cancer risks, non-cancer health hazards, and maximum annual $PM_{2.5}$ concentrations associated with construction activities at the Little Tree

[13] Bay Area Air Quality Management District, 2012, Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0. May. Web: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en

Montessori International School and Hearts and Hands Christian Childcare & Preschool. The maximum increased cancer risks were adjusted using child exposure parameters at the preschools.

As shown in Table 4, with the incorporation of *Condition of Approval AQ-1* (as described above), the Project's cancer risk, annual $PM_{2.5}$ concentration, and HI due to construction activities do not exceed their respective BAAQMD single-source significance thresholds.

Table 4. Construction Risk Impacts at the Off-Site MEI and Preschool

Source		Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Construction	With COA*	4.15 (infant)	0.06	<0.01
BAAQMD Single-Source Threshold		***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	With COA*	*No*	*No*	*No*
Maximum School Impact – Little Tree Montessori International School				
Project Construction	With COA	<4.00 (child)	<0.05	<0.01
BAAQMD Single-Source Threshold		***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	With COA	*No*	*No*	*No*

* Construction equipment with Tier 4 Final engines as COA..

Figure 1. Locations of Project Construction Site, Off-Site Receptors, and Maximum TAC Impacts (MEI)



Cumulative Health Risks of all TAC Sources at the Off-Site MEI

Cumulative health risk assessments look at all substantial sources of TACs located within 1,000 feet of a project site (i.e., influence area) that can affect sensitive receptors. These sources include rail lines, highways, busy surface streets, and stationary sources identified by BAAQMD.

A review of the project area using BAAQMD's geographic information systems (GIS) screening maps identified the existing health risks from nearby TAC sources at the MEI. Two nearby roadways (W. Hamilton Avenue and San Tomas Expressway) and four stationary sources within the 1,000-foot influence area were identified with the potential have cumulative health risk impacts at the MEI. Figure 2 shows the locations of the sources affecting the MEI within the influence area. Health risk impacts from these sources upon the MEI are reported in Table 5. Details of the cumulative screening, modeling, and health risk calculations are included in *Attachment 3*.

Figure 2. Project Site and Nearby TAC and $PM_{2.5}$ Sources



Nearby High-Volume Roadways – W. Hamilton Avenue and San Tomas Expressway

A refined analysis of potential health impacts from vehicle traffic on W. Hamilton Avenue and San Tomas Expressway was conducted. The refined analysis involved predicting emissions for the

traffic volume and mix of vehicle types on the roadways near the project site and using an atmospheric dispersion model to predict exposure to traffic-related TACs. The associated cancer risks are then computed based on pollutant concentrations.

Traffic Emissions Modeling

This analysis involved the development of DPM, organic TACs, and $PM_{2.5}$ emissions for traffic on W. Hamilton Avenue and San Tomas Expressway using the Caltrans version of the CARB EMFAC2021 emissions model, known as CT-EMFAC2021. CT-EMFAC2021 provides emission factors for mobile source criteria pollutants and TACs, including DPM. Emissions were estimated for running exhaust for DPM, $PM_{2.5}$ and total organic compounds (TOG), running evaporative losses for TOG, and fugitive emissions of $PM_{2.5}$ that include tire wear, brake wear, and road dust. Inputs to the model include region (Santa Clara County), type of road (major/collector), traffic mix assigned by CT-EMFAC2021 for the county, year of analysis (2026 construction start year), and season (annual).

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the emissions model, the higher the emission rates. Year 2026 emissions conservatively represent future conditions over the time period that cancer risks are evaluated (i.e., 30-years) since vehicle exhaust and evaporative emissions will decrease in the future.

The average daily traffic (ADT) for W. Hamilton Avenue and San Tomas Expressway was based on information in the Transportation Section of the Draft Environmental Impact Report (DEIR) for the City's General Plan.[14] Traffic counts take in 2016 indicate volumes on W. Hamilton Avenue were in excess of 30,500 vehicles per day and in excess of 45,400 vehicles per day on San Tomas Expressway. These counts were grown to 2026 levels assuming a one percent increase in traffic volume per year based on the built-out nature of the area. Thus, 2026 traffic volume estimates used for the analysis were 33,550 vehicles per day for W. Hamilton Avenue and 49,940 vehicles per day on San Tomas Expressway.

Hourly traffic distributions for the roadways were estimated by averaging hourly traffic volumes from nearby State Route (SR) 17 using Caltrans Performance Measurement System (PeMS) data. PeMS data is collected in real-time from nearly 40,000 individual detectors spanning the freeway system across all major metropolitan areas of California.[15] The average fraction of traffic volume each hour was calculated using PeMS data and applied to the traffic estimates for the roadways to obtain hourly traffic emission rates.

An average speed of 35 mph on W. Hamilton Avenue and 45 mph on San Tomas Expressway was assumed during off-peak periods. Speeds during the peak periods were assumed to be 5 miles per hour slower (i.e., 30 mph and 40 mph) to account for peak period congestion and congestion near the intersection of W. Hamilton Avenue at San Tomas Expressway.

[14] Section 3.14, Page 3.14-6.
[15] https://dot.ca.gov/programs/traffic-operations/mpr/pems-source

Hourly emissions rates were developed for DPM, organic TACs, and $PM_{2.5}$ along the applicable segments of W. Hamilton Avenue and San Tomas Expressway within 1,000 feet of the project site. AERMOD was used to estimate the pollutant concentrations at the MEI location. Maximum increased lifetime cancer risks at the MEI receptor were then computed using modeled DPM and TOG concentrations and BAAQMD methods and exposure parameters.

Dispersion Modeling

Dispersion modeling was conducted using the EPA AERMOD air quality dispersion model, which is recommended by the BAAQMD for this type of analysis.[16] Pollutant emissions from traffic on W. Hamilton Avenue and San Tomas Expressway within 1,000 feet of the project site were evaluated as a series of area sources along a line (line area sources); with line segments used to represent both directions of travel. The same meteorological data and off-site receptors used in the previous construction site dispersion modeling scenario were used in the roadway modeling. Other inputs to the model included road geometry and hourly traffic emissions. Annual pollutant concentrations were calculated at the MEI with receptor heights of 5 feet (1.5 meters), which were used to represent the breathing heights on the first floor of the single-family home.

Computed Cancer and Non-Cancer Health Impacts

The cancer risk, maximum annual $PM_{2.5}$ concentration, and DPM-based HI impacts from each roadway on the off-site MEI are shown in Table 5. Figure 2 shows the roadway links modeled and receptor locations where concentrations were calculated. Details of the emission calculations, dispersion modeling, and cancer risk calculations for the MEI are provided in *Attachment 3.*

<u>BAAQMD Permitted Stationary Sources</u>

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Permitted Stationary Sources 2022* GIS website,[17] which identifies the location of nearby stationary sources and their estimated risk and hazard impacts, including emissions and adjustments based on OEHHA guidance. Four sources were identified using this tool, two emergency diesel generators and two gasoline dispensing facilities (GDF). A stationary source information request was submitted to BAAQMD in order to estimate health risk impacts from the GDF.[18]

The screening risk and hazard levels provided by BAAQMD for the stationary sources were adjusted for distance using BAAQMD's *Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines* and CARBS's *Gasoline Station Risk Screening Tool.* BAAQMD provided the gasoline throughput for the gas dispensing facilities near the project site. The provided throughputs along with the estimated distance between the MEI and the gas dispensing facility,

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[16] BAAQMD. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012

[17] BAAQMD, https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=845658c19eae4594b9f4b805fb9d89a3

[18] Email from BAAQMD, December 12, 2024. Subject: "RE_ Follow-up on Public Records Request 2024-11-0083 CRM_0249030".

and the region for the gas station was input into the CARB tool. Health risk impacts from the stationary sources upon the MEI are reported in Table 5.

Summary of Cumulative Health Risk Impact at Construction MEI

Table 5 reports the cumulative health risk impacts at the MEI. As shown in Table 5, with the incorporation of *Condition of Approval AQ-1* and *AQ-2*, the cancer risk, annual $PM_{2.5}$ concentration, and HI do not exceed their respective BAAQMD single- or cumulative-source significance thresholds.

Effectiveness of Condition of Approval AQ-1

CalEEMod was used to compute emissions assuming that all construction equipment met U.S. EPA/CARB Tier 4 Final engine standards. With the inclusion of the COA, the Project would have less-than-significant Project and cumulative health risk impacts.

Table 5. Impacts from Combined Sources at Project MEI

Source		Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Impacts				
Project Construction	With COA	4.15 (infant)	0.06	<0.01
BAAQMD Single-Source Threshold		***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	With COA	*No*	*No*	*No*
Cumulative Impacts				
W. Hamilton Avenue		1.09	<0.05	<0.01
San Tomas Expressway		2.59	0.16	<0.01
Spine & Sports Surgery Center (ASC Medical) (Facility ID #18726, Generator), MEI at 715 feet.		0.04	-	-
Alvins Corner at Penny Lane (Facility ID #23068, Generator), MEI at 850 feet.		1.42	<0.01	<0.01
Shell SS#68118 (Facility ID #111837-1, Gas Dispensing Facility), MEI at 1,485 feet.		0.44	-	0.04
Safeway Fuel Ctr#3241 (Facility ID #112330-1, Gas Dispensing Facility), MEI at 1,325 feet.		1.24	-	0.10
Cumulative Total	With COA	10.97	<0.28	<0.18
BAAQMD Cumulative Source Threshold		***>100***	***>0.8***	***>10.0***
Exceed Threshold?	With COA	*No*	*No*	*No*

Non-CEQA: On-site Health Risk Assessment of TAC Sources – New Sensitive Receptors

A health risk assessment was completed to assess the impact that nearby existing TAC sources would have on the proposed new sensitive receptors (residents) that the project would introduce. The same TAC sources identified in Table 5 were used in this assessment.[19] BAAQMD's CEQA significance thresholds for health risks and hazards, shown in Table 1, are used to evaluate on-site exposure. Maximum on-site single source and cumulative health risks are listed in Table 6. *Attachment 3* includes the emissions modeling and risk calculations for TAC source impacts upon the on-site MEI.

Nearby High-Volume Roadways – W. Hamilton Avenue and San Tomas Expressway

The high-volume roadway impacts on project residents were estimated in the same manner as described above for the off-site MEI. However, emission factors for the year 2029 (operational year) were conservatively assumed as being representative of on-site conditions. Traffic volumes on W. Hamilton Avenue and San Tomas Expressway were grown to 2029 conditions by assuming a one percent increase in traffic volume per year. Thus, daily traffic volumes on W. Hamilton Avenue were estimated to be 34,465 and 51,302 on San Tomas Expressway.

Receptors were placed at the location of proposed dwelling units based on the site plan provided by the applicant. Roadway impacts were modeled at receptor heights of 18.4 feet (5.6 meters) and 26 feet (7.9 meters) representing sensitive receptors on the second and third floors of the proposed dwellings. The first floor of each unit would be a garage, and not considered a dwelling space. The portions of each roadway included in the modeling are shown in Figure 3 along with the project site and receptor locations where concentrations were calculated.

Maximum increased cancer risks were calculated for the MEI at the project site using the maximum modeled pollutant concentrations. A 30-year exposure period was used in calculating cancer risks assuming a resident would grow from infant to adulthood at the location with an exposure of 24 hours per day for 350 days per year. The maximum impacts from both roadways occurred at a receptor near the northwest corner of the project site, adjacent to W. Hamilton Avenue. Pollutant concentrations are greatest closest to the roadways and decrease with distance from the roads. Roadway health risk impacts at the on-site MEI are shown in Table 6. Details of the emission calculations, dispersion modeling, and cancer risk calculations are contained in *Attachment 3.*

[19] We note that to the extent this analysis considers *existing* air quality issues in relation to the impact on *future residents* of the Project, it does so for informational purposes only pursuant to the judicial decisions in *CBIA v. BAAQMD* (2015) 62 Cal.4th 369, 386 and *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455, 473, which confirm that the impacts of the environment on a project are excluded from CEQA unless the project itself "exacerbates" such impacts.

Stationary Sources

The stationary source screening analysis of the source for the new project sensitive receptors was conducted in the same manner as described above for the cumulative analysis. Table 6 includes the health risk screening results for the stationary source at the project site.

Summary of Cumulative Health Risks at the Project Site

Health risk impacts from the existing TAC sources upon the project site are reported in Table 6. Risks from each source are compared against the BAAQMD single-source thresholds, while the combined risks from all the sources are compared against the BAAQMD cumulative-source thresholds. $PM_{2.5}$ concentrations at the MEI from W. Hamilton Avenue exceed the BAAQMD single-source threshold of 0.3 $\mu g/m^3$. However, no other single source exceeds the BAAQMD CEQA single source thresholds. Likewise, the cumulative health risks from all the sources would not exceed any of the BAAQMD cumulative source CEQA thresholds. Because the maximum annual $PM_{2.5}$ concentration at the MEI exceeds the BAAQMD single source threshold, design features to reduce $PM_{2.5}$ exposure to residents of the Project are recommended.

Table 6. Impacts from Nearby Sources to Project Site Receptors

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
W. Hamilton Avenue	4.75	**0.33**	<0.01
San Tomas Expressway	1.47	0.10	<0.01
Spine & Sports Surgery Center (ASC Medical) (Facility ID #18726, Generator), Project Site at 630 feet.	0.04	-	-
Alvins Corner at Penny Lane (Facility ID #23068, Generator), Project Site at 230 feet.	8.82	0.01	<0.01
Shell SS#68118 (Facility ID #111837-1, Gas Dispensing Facility), Project Site at 1,000 feet.	0.93	-	0.08
Safeway Fuel Ctr#3241 (Facility ID #112330-1, Gas Dispensing Facility), Project Site at 925 feet.	2.41	-	0.20
BAAQMD Single-Source Threshold	***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	*No*	***YES***	*No*
Cumulative Total	18.42	0.44	<0.31
BAAQMD Cumulative Source Threshold	***>100***	***>0.8***	***>10.0***
Exceed Threshold?	*No*	*No*	*No*

Figure 3. Locations of Project Site, On-Site Residential Receptors, Roadway Model, Stationary Sources, and Maximum TAC Impacts



Recommended Design Features to Reduce Project $PM_{2.5}$ Exposure

Ventilation system filtration for each residential unit is recommended to reduce the level of $PM_{2.5}$ concentrations attributable to W. Hamilton Avenue to below the BAAQMD single-source threshold of 0.3 $\mu g/m^3$. $PM_{2.5}$ concentrations are high due primarily to fugitive sources of $PM_{2.5}$, including the brake wear, tires wear, and re-entrainment of roadway dust from vehicles traveling over pavement. Reducing particulate matter exposure would reduce both annual $PM_{2.5}$ exposures and cancer risk, although cancer risks at the MEI are below the BAAQMD thresholds.

In order to meet BAAQMD CEQA significance thresholds, the project needs to include the following measures to minimize annual $PM_{2.5}$ exposure for on-site occupants:

1. Install air filtration for each residential unit. Air filtration devices shall be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors (i.e., residents), this ventilation system, whether mechanical or passive, shall filter all fresh air that would be circulated into the dwelling units.

2. The ventilation system shall be designed to keep the building at positive pressure when doors and windows are closed to reduce unfiltered outside air from entering the building

3. As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required that includes regular filter replacement.

4. Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

Effectiveness of Recommended Design Features

A professionally installed and operated ventilation system with MERV13 would achieve a 90-percent reduction for small particulates.[20] The overall effectiveness calculations consider the amount of time spent outdoors at the project site but not time spent away from home. Assuming that the filtration system is 80-percent effective, and the individual is being exposed to 21 hours of indoor filtered air and three hours of outdoor unfiltered air at the site, the overall effectiveness of a MERV13 filtration system would be about 70-percent for $PM_{2.5}$ exposure. This would reduce the maximum annual $PM_{2.5}$ concentrations to 0.10 $\mu g/m^3$ from W. Hamilton Avenue, below BAAQMD's single-source threshold for annual $PM_{2.5}$ concentrations.

[20] Bay Area Air Quality Management District (2016). Appendix B: Best Practices to Reduce Exposure to Local Air Pollution, *Planning Healthy Places A Guidebook for Addressing Local Sources of Air Pollutants in Community Planning* (p. 38). http://www.baaqmd.gov/~/media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?la=en

Greenhouse Gas Emissions

Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2, CH_4, and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes, and drought; and increased levels of air pollution.

Federal and Statewide GHG Emissions

The U.S. EPA reported that in 2022, total gross nationwide GHG emissions were 6,343 million metric tons (MMT) carbon dioxide equivalent (CO_2e).[21] These emissions were 17 percent lower than 2005 levels, but 1 percent higher than 2021.

[21] United States Environmental Protection Agency, 2024. *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2022*. April 11. Web: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks

CARB updates the statewide GHG emission inventory on an annual basis where the latest inventory includes 2000 through 2022 emissions.[22] In 2022, GHG emissions from statewide emitting activities were 371.1 MMT CO_2e, 2.4 percent lower than 2021. Since peak levels in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG Limit and have remained below the Limit since that time.

State Regulatory Actions for GHG Emissions

Executive Order S-3-05 – California GHG Reduction Targets

Executive Order (EO) S-3-05 was signed by Governor Arnold Schwarzenegger in 2005 to set GHG emission reduction targets for California. The three targets established by this EO are as follows: (1) reduce California's GHG emissions to 2000 levels by 2010, (2) reduce California's GHG emissions to 1990 levels by 2020, and (3) reduce California's GHG emissions by 80 percent below 1990 levels by 2050.

Assembly Bill 32 – California Global Warming Solutions Act (2006)

Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05, which has a target of reducing GHG emissions 85 percent below 1990 levels.

The first Scoping Plan for AB 32 was adopted by CARB in December 2008. Its most recent update was completed in December of 2022[23]. It contains the State's main strategies to achieve carbon neutrality by 2045. This plan extends and expands upon the earlier versions with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. It also takes the step of adding carbon neutrality as a science-based guide and touchstone for California's climate work. Measures to achieve carbon neutrality include rapidly moving to zero emission vehicles (ZEV), removing natural gas as an option for space conditioning, increasing the number of solar arrays and wind turbines, and scaling up renewable hydrogen for hard-to-electrify end uses.

Senate Bill 375 – California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they

[22] CARB. 2024. *California Greenhouse Gas Emission for 2000 to 2022*. Web: https://ww2.arb.ca.gov/ghg-inventory-data

[23] CARB. 2022. Final 2022 Scoping Plan Update and Appendices. Web: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents

build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organization (i.e., MTC) to align their regional transportation, housing, and land use plans to reduce VMT and demonstrate the region's ability to attain its GHG reduction targets.

Senate Bills 350 and 100 - Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increased the states Renewables Portfolio Standard (RPS) for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

In September 2018, SB 100 was signed by Governor Brown to revise California's RPS program goals, furthering California's focus on using renewable energy and carbon-free power sources for its energy needs. The bill requires all California utilities to supply a specific percentage of their retail sales from renewable resources by certain target years. By December 31, 2024, 44 percent of the retails sales would need to be from renewable energy sources, by December 31, 2026 the target would be 40 percent, by December 31, 2027 the target would be 52 percent, and by December 31, 2030 the target would be 60 percent. By December 31, 2045, all California utilities would be required to supply retail electricity that is 100 percent carbon-free and sourced from eligible renewable energy resources to all California end-use customers.

SB 743 Transportation Impacts

Senate Bill 743 required lead agencies to abandon the old "level of service" metric for evaluating a project's transportation impacts, which was based solely on the amount of delay experienced by motor vehicles. In response, the Governor's Office of Planning and Research (OPR) developed a VMT metric that considered other factors such as reducing GHG emissions and developing multimodal transportation.[24] A VMT-per-capita metric was adopted into the CEQA Guidelines Section 15064.3 in November 2017. Given current baseline per-capita VMT levels computed by CARB in the 2017 Scoping Plan of 22.24 miles per day for light-duty vehicles and 24.61 miles per day for all vehicle types, the reductions needed to achieve the 2050 climate goal are 16.8 percent for light-duty vehicles and 14.3 percent for all vehicle types combined. Based on this analysis (as well as other factors), OPR recommended using a 15-percent reduction in per capita VMT as an appropriate threshold of significance for evaluating transportation impacts.

Executive Order B-55-18 – Carbon Neutrality

In 2018, a new statewide goal was established to achieve carbon neutrality as soon as possible, but no later than 2045, and to maintain net negative emissions thereafter. CARB and other relevant state agencies are tasked with establishing sequestration targets and creating policies/programs that would meet this goal.

[24] Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December.

Executive Order B-30-15 & Senate Bill 32 GHG Reduction Targets – 2030 GHG Reduction Target

In April 2015, Governor Brown signed EO B-30-15, which extended the goals of AB 32, setting a GHG emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed Senate Bill (SB) 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued *California's 2017 Climate Change Scoping Plan*.[25] While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

SB 32 was passed in 2016, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB has drafted a 2022 Scoping Plan Update to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. The 2022 draft plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 or earlier.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as a driving principle.
- Incorporates the contribution of natural and working lands to the state's GHG emissions, as well as its role in achieving carbon neutrality.
- Relies on the most up to date science, including the need to deploy all viable tools, including carbon capture and sequestration as well as direct air capture.
- Evaluates multiple options for achieving our GHG and carbon neutrality targets, as well as the public health benefits and economic impacts associated with each.

The Scoping Plan was updated in 2022 and lays out how the state can get to carbon neutrality by 2045 or earlier. It is the first Scoping Plan that adds carbon neutrality as a science-based guide and touchstone beyond statutorily established emission reduction targets.[26]

The mid-term 2030 target is considered critical by CARB on the path to obtaining an even deeper GHG emissions target of 80 percent below 1990 levels by 2050, as directed in Executive Order S-3-05. The 2022 Scoping Plan outlines the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure, providing a blueprint to continue driving down GHG emissions and to not only obtain the statewide goals, but cost-effectively achieve carbon-neutrality by 2045 or earlier. In the 2022 Scoping Plan, CARB recommends:

- VMT per capita reduced 12% below 2019 levels by 2030 and 22% below 2019 levels by 2045.

[25] California Air Resource Board, 2017. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Targets.* November. Web: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf

[26] https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents

- 100% of Light-duty vehicle sales are zero emissions vehicles (ZEV) by 2035.
- 100% of medium duty/heavy duty vehicle sales are ZEV by 2040.
- 100% of passenger and other locomotive sales are ZEV by 2030.
- 100% of line haul locomotive sales are ZEV by 2035.
- All electric appliances in new residential and commercial building begin in 2026 (residential) and 2029 (commercial).
- 80% of residential appliance sales are electric by 2030 and 100% of residential appliance sales are electric by 2035.
- 80% of commercial appliance sales are electric by 2030 and 100% of commercial appliance sales are electric by 2045.

California Building Standards Code – Title 24 Part 11 & Part 6

The California Green Building Standards Code (CALGreen Code) is part of the California Building Standards Code under Title 24, Part 11.[27] The CALGreen Code encourages sustainable construction standards that involve planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 California Building Standard Code) was effective as of January 1, 2023.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments, while being cost effective for homeowners. However, the CEC does not mandate specific fuel types. This Energy Code is enforced and verified by cities during the planning and building permit process. The current energy efficiency standards (2022 Energy Code) replaced the 2019 Energy Code as of January 1, 2023. The 2022 Energy Code builds on California's technology innovations, encouraging inclusion of market-ready electric products in new construction, such as heat pumps for climate control and water heating. Under the 2022 standards, all new homes are required to be electric-ready. That means buildings with gas stoves have electrical panels and wiring to support a switch to electric stoves. This Energy code also strengthens ventilation standards to improve indoor air quality. This update provides crucial steps in the state's progress toward 100 percent clean carbon neutrality by midcentury.[28]

CEC studies have identified the most aggressive electrification scenario as putting the building sector on track to reach the carbon neutrality goal by 2045.[29] Installing new natural gas infrastructure in new buildings will interfere with this goal. To meet the State's goal, communities have been adopting "Reach" codes that prohibit natural gas connections in new and remodeled buildings.

Requirements for electric vehicle (EV) charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a 3-year cycle. The CALGreen

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[27] See: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen#:~:text=CALGreen%20is%20the%20first%2Din,to%201990%20levels%20by%202020.

[28] See: https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf

[29] California Energy Commission. 2021. F*inal Commission Report: California Building Decarbonization Assessment. Publication Number CEC-400-2021-006-CMF*.August

standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The CALGreen 2022 standards require deployment of additional EV chargers in various building types, including multifamily residential and nonresidential land uses. They include requirements for both EV capable parking spaces and the installation of Level 2 EV supply equipment for multifamily residential and nonresidential buildings. The 2022 CALGreen standards include both mandatory requirements and more aggressive voluntary Tier 1 and Tier 2 provisions for both EV readiness and the actual installation of EV chargers. Providing EV charging infrastructure that meets current CALGreen requirements will not be sufficient to power the anticipated more extensive level of EV penetration in the future that is needed to meet SB 32 climate goals.

An update to the current CALGreen Energy Code will be effective on January 1, 2026, with the adoption of the 2025 Energy Code.[30] The 2025 standards were adopted at the September 11, 2024 CEC business meeting and will go to the California Building Standards Commission for approval as part of California's Building Standards Code before the end of 2024. It will apply to newly constructed buildings, additions, and alterations and focus on:

- Expanding the use of heat pumps for space conditioning and water heating in newly constructed single-family, multifamily, and select nonresidential buildings.
- Encouraging electric-ready buildings to set up owners to use cleaner electric water heating and cooking when they are ready to invest in those technologies.
- Updating photovoltaic and battery energy storage system standards for high-rise multifamily and nonresidential buildings to achieve cost effective installations in consideration of revised net billing and virtual net billing rules.
- Updating space conditioning system control standards for nonresidential buildings.
- Updating ventilation requirements in multifamily buildings to improve indoor air quality.

Advanced Clean Cars

The Advanced Clean Cars Program, originally adopted by CARB in 2012, was designed to bring together CARB's traditional passenger vehicle requirements to meet federal air quality standards and also support California's AB 32 goals to develop and implement programs to reduce GHG emissions back down to 1990 levels by 2020, a goal achieved in 2016 as a result of numerous emissions reduction programs.

Advanced Clean Cars II (ACC II) is phase two of the original rule. ACC II establishes a year-by-year process, starting in 2026, so all new cars and light trucks sold in California will be zero-emission vehicles by 2035. The regulation codifies the light-duty vehicle goals set out in Governor Newsom's Executive Order N-79-20. Currently, 16 percent of new light-duty vehicles sold in California are zero emissions or plug-in hybrids. By 2030, 68 percent of new vehicles sold in California would be zero emissions and 100 percent by 2035.

[30] CEC 2025 California Energy Code Fact Sheet, September 2024.
https://www.energy.ca.gov/sites/default/files/2024-09/2025_California_Energy_Code_Fact_Sheet_ada.pdf

Envision Campbell General Plan and Housing Element Update Environmental Impact Report (EIR and Draft EIR)

The EIR for the Envision Campbell General Plan and Housing Element Update analyzed GHG impacts with respect to growth in the City per Appendix G of the State CEQA Guidelines.[31] It found that GHG emissions from implementation of the General Plan and Housing Element Update could have a significant and unavoidable impact (Impact 3.7-1). However, implementation of the General Plan and Housing Element Update would not result in any significant adverse impacts related to energy requirements, energy use inefficiencies, and/or the energy intensiveness (Impact 3.7-2).

There are numerous General Plan goals, policies and implementing measures that would minimize potential impacts associated with GHG emissions in the City of Campbell. Development projects are required to comply with State and local regulations for the reduction of GHG emissions. However, there is no guarantee that implementation of the General Plan and its updated Housing Element would ensure that the City of Campbell would be consistent with California's long-term climate goal of achieving carbon neutrality by 2045. The goals, policies and implementing measures used to minimize the potential impacts associated with GHG emissions in the City include:

- Promoting a compact urban development form, emphasizing infill development.
- Reducing VMT per service population throughout the City through the use of complete streets and multi-modal transportation systems.
- Implementing a connected multi-modal transportation network that balances transportation modes, encourages non-automobile travel, and reduces GHG emissions.
- Implementing VMT reduction measures, such as Transportation Demand Management (TDM) measures, and other strategies to reduce VMT.

The full list of General Plan and Housing Element Update goals, policies, and implementing measures that minimize potential GHG impacts are provided in Section 3.7 of the DEIR.

City of Campbell Climate Action Plan

The City of Campbell does not currently have a Climate Action Plan or other local GHG reductions strategies that meet the criteria under State CEQA Guidelines Section 15183.5(b) As part of the General Plan and Housing Element Update, the City has committed to develop a Climate Action Plan (CAP) that establishes GHG reduction targets that are consistent with Statewide GHG reduction goals and includes an implementation program to achieve the reduction targets. The City is currently in the process of developing its CAP, with an estimated completion of October 2025.[32] When completed, it is likely the plan would meet the requirements of a qualified CAP (i.e., one that meets the criteria under State CEQA Guidelines Section 15183.5(b)).

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[31] Findings of Fact and Statement of Overriding Considerations for the Envision Campbell General Plan and Housing Element Update. Web: https://www.campbellca.gov/DocumentCenter/View/19998/Findings-of-Fact-and-Statements-of-Overriding-Consideration---03-14-2023

[32] City of Campbell Climate Action & Adaptation Plan. Web: https://www.campbellca.gov/1372/Climate-Action-and-Adaptation-Plan

BAAQMD GHG Significance Thresholds

On April 20, 2022, BAAQMD adopted new thresholds of significance for operational GHG emissions from land use projects for projects beginning the CEQA process. The following framework is how BAAQMD will determine GHG significance moving forward.[33] Note BAAQMD intends that the thresholds apply to projects that begin the CEQA process after adoption of the thresholds, unless otherwise directed by the lead agency. The new thresholds of significance are:

A. Projects must include, at a minimum, the following project design elements:
   a. Buildings
      i. The project will not include natural gas appliances or natural gas plumbing (in both residential and non-residential development).
      ii. 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.
   b. Transportation
      i. 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:
         1. Residential Projects: 15 percent below the existing VMT per capita
         2. Office Projects: 15 percent below the existing VMT per employee
         3. Retail Projects: no net increase in existing VMT
      ii. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

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

Any new land use project would have to include either section A or B from the above list, not both, to be considered in compliance with BAAQMD's GHG thresholds of significance.

Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal.

[33] Justification Report: BAAQMD CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Project and Plans. Web: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-thresholds-2022/justification-report-pdf.pdf?la=en

GHG emissions associated with construction were computed at 802 MT of CO_2e for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though the California Office of Planning and Research (OPR) recommends quantifying emissions and disclosing that GHG emissions would occur during construction, even in cases where BAAQMD does not. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

The project is a Housing Element site, and therefore the impacts associated with the Project were included in the GHG analysis of the City's General Plan and Housing Element Update. As a whole, the General Plan and Housing Element Update was found to have a significant and unavoidable GHG emissions impact. In order to minimize the GHG impacts, the Project would need to adhere to the goals, policies, and implementing measures listed in the General Plan.

Projects consistent with the City of Campbell's General Plan do not require a VMT analysis. The City's Environmental Impact Review (March 2023) found that VMT impacts would be significant and unavoidable.[34] Because the Project's VMT impacts were considered in the analysis of the Updated Housing Element, it would not generate unanticipated new VMT, and therefore would not require mitigation. Policy T-3.2 of the 2040 General Plan requires the implementation of VMT reduction measures, such as Transportation Demand Management (TDM) measures, and other strategies to reduce VMT in Campbell. Thus, the project would need to develop Project-specific VMT reduction measures, such as a TDM plan based on the adopted General Plan policies.

The City anticipates adoption of its CAP in late 2025. The CAP may have project-specific requirements or a checklist that must be adhered to prior to acquiring building permits. Adherence to the CAP's project-level requirements would meet requirement B of BAAQMD's CEQA significance threshold for GHG emissions, making its impact less than significant.

The project also complies with the BAAQMD's GHG Threshold A, since the project demonstrates the following:

1. Avoid construction of new natural gas connections for the residential building,
    - Conforms – According to the project applicant, the project will be all-electric and not include new natural gas connections.
2. Avoid wasteful or inefficient use of electricity,
    - Conforms – would meet CALGreen Building Standards Code requirements that are considered to be energy efficient.
3. Include electric vehicle charging infrastructure that meets current Building Code CALGreen Tier 2 compliance, and
    - Conforms – The project's parking would meet the Tier 2 compliance standard and each garage unit will be equipped for EV charging infrastructure.
4. Reduce VMT per capita by 15 percent over baseline conditions.

[34] URL: https://www.campbellca.gov/DocumentCenter/View/19998/Findings-of-Fact-and-Statements-of-Overriding-Consideration---03-14-2023

- Conforms with implementation of a TDM plan – the Project is consistent with the City of Campbell's General Plan. The City's General Plan does not require a project-level VMT analysis but does require the project to develop and implement VMT reduction measures, such as a transportation demand management (TDM) plan.

With the VMT reduction measures/TDM plan, the project is anticipated to comply with the requirements of Threshold A. As a result, the Project would have a less-than-significant impact for the project's GHG impacts.

Impact GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project would be constructed in conformance with 2025 CALGreen, 2022 CALGreen, and Title 24 Building Codes, which requires high-efficiency water fixtures, water-efficient irrigation systems, and compliance with current energy efficiency standards. Compliance with these standards ensures compliance with State and federal plans, policies, and regulations applicable to GHG emissions. Additionally, the City of Campbell is also a member agency of the Silicon Valley Clean Energy (SVCE). Households and businesses receive carbon-free electricity through the SVCE program, reducing indirect GHG emissions.

Supporting Documentation

Attachment 1 includes the CalEEMod outputs for project construction emissions. Also included are any modeling assumptions.

Attachment 2 includes the construction health risk assessment. This includes the summary of the dispersion modeling and the cancer risk calculations for construction. The AERMOD dispersion modeling files for this assessment, which are quite voluminous, are available upon request and would be provided in digital format.

Attachment 3 includes the cumulative health risk screening and calculations from sources affecting the project MEI and new project sensitive receptors.

Attachment 1: CalEEMod Input Assumptions and Outputs

Construction Criteria Air Pollutants							
With COA	ROG	NOX	PM10 Exhaust	PM2.5 Exhaust	PM2.5 Fugitive	**CO2e**	
Year	Tons					MT	
Construction Equipment							
2026	0.02	0.43	0.01	0.01	0.03	142.85	
2027	0.11	1.44	0.02	0.02	0.05	534.52	
2028	1.52	0.37	0.005	0.004	0.01	125.11	
	Total Construction Emissions						
Tons	1.65	2.24	0.03	0.03		802.48	
Pounds/Workdays	*Average Daily Emissions*					Workdays	
2026	0.62	13.00	0.17	0.16			**66**
2027	0.83	11.00	0.13	0.12			**261**
2028	29.89	7.32	0.09	0.09			**102**
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**			
	Total Construction Emissions						
Pounds	3307.83	4474.97	54.76	51.88		0.00	
Average	7.71	10.43	0.13	0.12		0.00	429.00
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**			

Operational Criteria Air Pollutants				
	ROG	NOX	Total PM10	Total PM2.5
Year	Tons			
Total	1.69	0.45	1.15	0.30
	Net Annual Operational Emissions			
Tons/year	1.69	0.45	1.15	0.30
Threshold - Tons/year	**10.0**	**10.0**	**15.0**	**10.0**
	Average Daily Emissions			
Pounds Per Day	9.27	2.45	6.28	1.62
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**

Category	**CO2e**			
	Project			
Mobile	1046.56			
Area	3.02			
Energy	2.58			
Water	3.90			
Waste	39.92			
Refrig.	0.25			
TOTAL	1096.23	0.00	0.00	0.00
Net GHG Emissions		1096.23		0.00

Number of Days Per Year				
2026	10/1/2026	12/31/26	92	66
2027	1/1/27	12/31/27	365	261
2028	1/1/28	5/22/2028	143	102
			600	**430** ***Total Workdays***

Phase	Start Date	End Date	Days/Week	Workdays
Demolition	10/1/2026	11/10/2026	5	29
Site Preparation	11/11/2026	11/19/2026	5	7
Grading	11/20/2026	12/4/2026	5	11
Building Construction	12/5/2026	3/9/2028	5	329
Paving	4/15/2028	5/22/2028	5	26
Architectural Coating	3/10/2028	4/14/2028	5	26
Trenching	11/20/2026	12/4/2026	5	11

Air Quality/Noise Construction Information Data Request

Project Name: 700 W Hamilton Ave, Campbell DEFAULTS

Complete ALL Portions in Yellow

See Equipment Type TAB for type, horsepower and load factor

Project Size

173 Dwelling Units | 3.83 total project acres disturbed

204176 s.f. residential

\- s.f. retail

\- s.f. office/commercial

8,672 s.f. other, specify: Deck

59662 s.f. parking garage | 268 spaces

\- s.f. parking lot | 30 spaces

Construction Days (i.e, M-F) M to F

Construction Hours 9 am to 5 pm

Pile Driving? Y/N?

Project include on-site GENERATOR OR FIRE PUMP during project OPERATION (not construction)? Y/N? ____

IF YES (if BOTH separate values) -->

Kilowatts/Horsepower: _____

Fuel Type: _____

Location in project (Plans Desired if Available):

DO NOT MULTIPLY EQUIPMENT HOURS/DAY BY THE QUANTITY OF EQUIPMENT

Quantity	Description	HP	Load Factor	Hours/day	Total Work Days	Avg. Hours per day	HP Annual Hours	Comments
	Demolition	**Start Date:**	**10/1/2026**	**Total phase:**	**29**			**Overall Import/Export Volumes**
		End Date:	**11/10/2026**					
1	Concrete/Industrial Saws	81	0.73	8	29	8	13718	**Demolition Volume**
3	Excavators	158	0.38	8	29	8	41788	Square footage of buildings to be demolished
2	Rubber-Tired Dozers	247	0.4	8	29	8	45843	(*or* total tons to be hauled)
	Tractors/Loaders/Backhoes	97	0.37			0	0	**Est. 20,500** square feet *or*
	Other Equipment?							**?** Hauling volume (tons)
								Any pavement demolished and hauled? **Est. 66,000 sf**
	Site Preparation	**Start Date:**	**11/11/2026**	**Total phase:**	**7**			
		End Date:	**11/19/2026**					
	Graders	187	0.41			0	0	
3	Rubber Tired Dozers	247	0.4	8	7	8	16598	
4	Tractors/Loaders/Backhoes	97	0.37	8	7	8	8039	
	Other Equipment?							
	Grading / Excavation	**Start Date:**	**11/20/2026**	**Total phase:**	**11**			
		End Date:	**12/4/2026**					**Soil Hauling Volume**
1	Excavators	158	0.38	8	11	8	5284	Export volume = **?** cubic yards?
1	Graders	187	0.41	8	11	8	6747	Import volume = **600** cubic yards?
1	Rubber Tired Dozers	247	0.4	8	11	8	8694	
	Concrete/Industrial Saws	81	0.73			0	0	
3	Tractors/Loaders/Backhoes	97	0.37	8	11	8	9475	
	Other Equipment?							
	Trenching/Foundation	**Start Date:**	**11/20/2026**	**Total phase:**	**11**			
		End Date:	**12/4/2026**					
1	Tractor/Loader/Backhoe	97	0.37	8	11	8	3158	
1	Excavators	158	0.38	8	11	8	5284	
	Other Equipment?							
	Building - Exterior	**Start Date:**	**12/5/2026**	**Total phase:**	**329**			**Cement Trucks? Est. 275 Total Round-Trips**
		End Date:	**3/9/2028**					
1	Cranes	231	0.29	7	329	7	154278	Electric? (Y/N) ___ Otherwise assumed diesel
3	Forklifts	89	0.2	8	329	8	140549	Liquid Propane (LPG)? (Y/N) ___ Otherwise Assumed diesel
1	Generator Sets	84	0.74	8	329	8	163605	Or temporary line power? (Y/N) ___
3	Tractors/Loaders/Backhoes	97	0.37	7	329	7	247964	
1	Welders	46	0.45	8	329	8	54482	
	Other Equipment?							
Building - Interior/Architectural Coating		**Start Date:**	**3/10/2028**	**Total phase:**	**26**			
		End Date:	**4/14/2028**					
1	Air Compressors	78	0.48	6	26	6	5841	
	Aerial Lift	62	0.31			0	0	
	Other Equipment?							
	Paving	**Start Date:**	**4/15/2028**	**Total phase:**	**26**			
		Start Date:	**5/22/2028**					
2	Cement and Mortar Mixers	9	0.56	6	26	6	1572	
1	Pavers	130	0.42	8	26	8	11357	**Asphalt? ___ cubic yards or _Est. 32___ round trips?**
2	Paving Equipment	132	0.36	6	26	6	14826	
2	Rollers	80	0.38	6	26	6	9485	
1	Tractors/Loaders/Backhoes	97	0.37	8	26	8	7465	
	Other Equipment?							

24-166 700 W Hamilton Ave, Campbell BMPs T4i 2029 Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

2.6. Operations Emissions by Sector, Mitigated

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

3.2. Demolition (2026) - Mitigated

3.3. Site Preparation (2026) - Unmitigated

3.4. Site Preparation (2026) - Mitigated

3.5. Grading (2026) - Unmitigated

3.6. Grading (2026) - Mitigated

3.7. Building Construction (2026) - Unmitigated

3.8. Building Construction (2026) - Mitigated

3.9. Building Construction (2027) - Unmitigated

3.10. Building Construction (2027) - Mitigated

3.11. Building Construction (2028) - Unmitigated

3.12. Building Construction (2028) - Mitigated

3.13. Paving (2028) - Unmitigated

3.14. Paving (2028) - Mitigated

3.15. Architectural Coating (2028) - Unmitigated

3.16. Architectural Coating (2028) - Mitigated

3.17. Trenching (2026) - Unmitigated

3.18. Trenching (2026) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	24-166 700 W Hamilton Ave, Campbell BMPs T4i 2029
Construction Start Date	10/1/2026
Operational Year	2029
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	32.4
Location	700 W Hamilton Ave, Campbell, CA 95008, USA
County	Santa Clara
City	Campbell
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1779
EDFZ	1
Electric Utility	Silicon Valley Clean Energy
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

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
Condo/Townhouse	173	Dwelling Unit	3.83	212,848	23,372	—	517	—

Enclosed Parking Structure	268	Space	0.00	59,662	0.00	—	—	—
Parking Lot	30.0	Space	0.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	115	10.8	0.35	1.48	1.83	0.32	0.36	0.68	4,601
Mit.	115	10.9	0.13	1.48	1.61	0.12	0.36	0.48	4,601
% Reduced	< 0.5%	-1%	63%	—	12%	61%	—	29%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	115	29.2	1.24	7.81	9.05	1.14	3.97	5.12	5,454
Mit.	115	14.8	0.22	7.81	7.91	0.21	3.97	4.07	5,454
% Reduced	< 0.5%	49%	82%	—	13%	82%	—	20%	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	8.46	7.77	0.25	1.04	1.29	0.23	0.25	0.48	3,229
Mit.	8.35	7.86	0.09	1.04	1.13	0.09	0.25	0.34	3,229
% Reduced	1%	-1%	63%	—	12%	61%	—	29%	—
Annual (Max)	—	—	—	—	—	—	—	—	—

Unmit.	1.54	1.42	0.05	0.19	0.23	0.04	0.05	0.09	535
Mit.	1.52	1.44	0.02	0.19	0.21	0.02	0.05	0.06	535
% Reduced	1%	-1%	63%	—	12%	61%	—	29%	—

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2027	1.47	10.8	0.35	1.48	1.83	0.32	0.36	0.68	4,601
2028	115	6.17	0.21	0.25	0.44	0.20	0.06	0.25	1,768
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2026	3.19	29.2	1.24	7.81	9.05	1.14	3.97	5.12	5,454
2027	1.46	10.9	0.35	1.48	1.83	0.32	0.36	0.68	4,505
2028	115	10.4	0.31	1.48	1.79	0.28	0.36	0.64	4,462
Average Daily	—	—	—	—	—	—	—	—	—
2026	0.39	3.47	0.13	0.41	0.55	0.12	0.16	0.28	863
2027	1.04	7.77	0.25	1.04	1.29	0.23	0.25	0.48	3,229
2028	8.46	1.90	0.06	0.23	0.29	0.05	0.06	0.11	756
Annual	—	—	—	—	—	—	—	—	—
2026	0.07	0.63	0.02	0.08	0.10	0.02	0.03	0.05	143
2027	0.19	1.42	0.05	0.19	0.23	0.04	0.05	0.09	535
2028	1.54	0.35	0.01	0.04	0.05	0.01	0.01	0.02	125

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2027	0.86	10.9	0.13	1.48	1.61	0.12	0.36	0.48	4,601
2028	115	6.88	0.09	0.25	0.33	0.09	0.06	0.15	1,768
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2026	0.86	14.8	0.22	7.81	7.91	0.21	3.97	4.07	5,454
2027	0.84	11.0	0.13	1.48	1.61	0.12	0.36	0.48	4,505
2028	115	11.0	0.13	1.48	1.61	0.12	0.36	0.48	4,462
Average Daily	—	—	—	—	—	—	—	—	—
2026	0.11	2.35	0.03	0.41	0.44	0.03	0.16	0.18	863
2027	0.60	7.86	0.09	1.04	1.13	0.09	0.25	0.34	3,229
2028	8.35	2.05	0.03	0.23	0.26	0.02	0.06	0.08	756
Annual	—	—	—	—	—	—	—	—	—
2026	0.02	0.43	0.01	0.08	0.08	0.01	0.03	0.03	143
2027	0.11	1.44	0.02	0.19	0.21	0.02	0.05	0.06	535
2028	1.52	0.37	< 0.005	0.04	0.05	< 0.005	0.01	0.01	125

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	10.5	2.54	0.05	7.11	7.16	0.05	1.80	1.85	7,758
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	9.06	2.84	0.04	7.11	7.15	0.04	1.80	1.84	7,278
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	9.27	2.45	0.04	6.24	6.28	0.04	1.58	1.62	6,621

Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	1.69	0.45	0.01	1.14	1.15	0.01	0.29	0.30	1,096

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Mobile	3.85	2.43	0.04	7.11	7.15	0.04	1.80	1.84	7,440
Area	6.65	0.11	0.01	—	0.01	0.01	—	0.01	37.0
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.6
Water	—	—	—	—	—	—	—	—	23.5
Waste	—	—	—	—	—	—	—	—	241
Refrig.	—	—	—	—	—	—	—	—	1.52
Total	10.5	2.54	0.05	7.11	7.16	0.05	1.80	1.85	7,758
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	3.68	2.84	0.04	7.11	7.15	0.04	1.80	1.84	6,997
Area	5.38	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.6
Water	—	—	—	—	—	—	—	—	23.5
Waste	—	—	—	—	—	—	—	—	241
Refrig.	—	—	—	—	—	—	—	—	1.52
Total	9.06	2.84	0.04	7.11	7.15	0.04	1.80	1.84	7,278
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	3.26	2.39	0.04	6.24	6.27	0.03	1.58	1.62	6,321
Area	6.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	18.3
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.6
Water	—	—	—	—	—	—	—	—	23.5

Waste	—	—	—	—	—	—	—	—	241
Refrig.	—	—	—	—	—	—	—	—	1.52
Total	9.27	2.45	0.04	6.24	6.28	0.04	1.58	1.62	6,621
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.59	0.44	0.01	1.14	1.14	0.01	0.29	0.29	1,047
Area	1.10	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.02
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	2.58
Water	—	—	—	—	—	—	—	—	3.90
Waste	—	—	—	—	—	—	—	—	39.9
Refrig.	—	—	—	—	—	—	—	—	0.25
Total	1.69	0.45	0.01	1.14	1.15	0.01	0.29	0.30	1,096

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Mobile	3.85	2.43	0.04	7.11	7.15	0.04	1.80	1.84	7,440
Area	6.65	0.11	0.01	—	0.01	0.01	—	0.01	37.0
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.6
Water	—	—	—	—	—	—	—	—	23.5
Waste	—	—	—	—	—	—	—	—	241
Refrig.	—	—	—	—	—	—	—	—	1.52
Total	10.5	2.54	0.05	7.11	7.16	0.05	1.80	1.85	7,758
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	3.68	2.84	0.04	7.11	7.15	0.04	1.80	1.84	6,997
Area	5.38	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.6

Water	—	—	—	—	—	—	—	—	23.5
Waste	—	—	—	—	—	—	—	—	241
Refrig.	—	—	—	—	—	—	—	—	1.52
Total	9.06	2.84	0.04	7.11	7.15	0.04	1.80	1.84	7,278
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	3.26	2.39	0.04	6.24	6.27	0.03	1.58	1.62	6,321
Area	6.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	18.3
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.6
Water	—	—	—	—	—	—	—	—	23.5
Waste	—	—	—	—	—	—	—	—	241
Refrig.	—	—	—	—	—	—	—	—	1.52
Total	9.27	2.45	0.04	6.24	6.28	0.04	1.58	1.62	6,621
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.59	0.44	0.01	1.14	1.14	0.01	0.29	0.29	1,047
Area	1.10	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.02
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	2.58
Water	—	—	—	—	—	—	—	—	3.90
Waste	—	—	—	—	—	—	—	—	39.9
Refrig.	—	—	—	—	—	—	—	—	0.25
Total	1.69	0.45	0.01	1.14	1.15	0.01	0.29	0.30	1,096

3. Construction Emissions Details

3.1. Demolition (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.29	20.7	0.84	—	0.84	0.78	—	0.78	3,438
Demolition	—	—	—	0.71	0.71	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.64	0.07	—	0.07	0.06	—	0.06	273
Demolition	—	—	—	0.06	0.06	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.30	0.01	—	0.01	0.01	—	0.01	45.2
Demolition	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.12	0.12	0.00	0.03	0.03	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.74	0.02	0.35	0.37	0.02	0.10	0.11	1,408
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	< 0.005	0.03	0.03	< 0.005	0.01	0.01	112
Annual	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	18.5

3.2. Demolition (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	11.9	0.20	—	0.20	0.19	—	0.19	3,438
Demolition	—	—	—	0.71	0.71	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.95	0.02	—	0.02	0.02	—	0.02	273
Demolition	—	—	—	0.06	0.06	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.17	< 0.005	—	< 0.005	< 0.005	—	< 0.005	45.2
Demolition	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Worker	0.04	0.04	0.00	0.12	0.12	0.00	0.03	0.03	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.74	0.02	0.35	0.37	0.02	0.10	0.11	1,408
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	< 0.005	0.03	0.03	< 0.005	0.01	0.01	112
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	18.5

3.3. Site Preparation (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	1.24	—	1.24	1.14	—	1.14	5,316
Dust From Material Movement	—	—	—	7.67	7.67	—	3.94	3.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.56	0.02	—	0.02	0.02	—	0.02	102

Dust From Material Movement	—	—	—	0.15	0.15	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.9
Dust From Material Movement	—	—	—	0.03	0.03	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.00	0.14	0.14	0.00	0.03	0.03	138
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	14.7	0.10	—	0.10	0.10	—	0.10	5,316
Dust From Material Movement	—	—	—	7.67	7.67	—	3.94	3.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.28	< 0.005	—	< 0.005	< 0.005	—	< 0.005	102
Dust From Material Movement	—	—	—	0.15	0.15	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.9
Dust From Material Movement	—	—	—	0.03	0.03	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.00	0.14	0.14	0.00	0.03	0.03	138
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.0	0.65	—	0.65	0.59	—	0.59	2,970
Dust From Material Movement	—	—	—	2.76	2.76	—	1.34	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.45	0.02	—	0.02	0.02	—	0.02	89.5
Dust From Material Movement	—	—	—	0.08	0.08	—	0.04	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.08	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.8
Dust From Material Movement	—	—	—	0.02	0.02	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.12	0.12	0.00	0.03	0.03	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.62	0.01	0.13	0.13	0.01	0.03	0.04	503
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	15.2
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.51

3.6. Grading (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.39	10.3	0.08	—	0.08	0.08	—	0.08	2,970
Dust From Material Movement	—	—	—	2.76	2.76	—	1.34	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.31	< 0.005	—	< 0.005	< 0.005	—	< 0.005	89.5
Dust From Material Movement	—	—	—	0.08	0.08	—	0.04	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.8
Dust From Material Movement	—	—	—	0.02	0.02	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.12	0.12	0.00	0.03	0.03	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.62	0.01	0.13	0.13	0.01	0.03	0.04	503
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	15.2

Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.51

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.52	0.02	—	0.02	0.02	—	0.02	127
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	< 0.005	—	< 0.005	< 0.005	—	< 0.005	21.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.42	0.41	0.00	1.24	1.24	0.00	0.29	0.29	1,182
Vendor	0.02	0.98	0.01	0.20	0.21	0.01	0.06	0.07	784

Hauling	< 0.005	0.22	< 0.005	0.04	0.05	< 0.005	0.01	0.01	176
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.06	0.00	0.01	0.01	63.2
Vendor	< 0.005	0.05	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	41.4
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.32
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.5
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	6.86
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.54

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	9.53	0.12	—	0.12	0.11	—	0.11	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.50	0.01	—	0.01	0.01	—	0.01	127
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	< 0.005	—	< 0.005	< 0.005	—	< 0.005	21.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.42	0.41	0.00	1.24	1.24	0.00	0.29	0.29	1,182
Vendor	0.02	0.98	0.01	0.20	0.21	0.01	0.06	0.07	784
Hauling	< 0.005	0.22	< 0.005	0.04	0.05	< 0.005	0.01	0.01	176
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.06	0.00	0.01	0.01	63.2
Vendor	< 0.005	0.05	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	41.4
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.32
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.5
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	6.86
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.54

3.9. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.71	0.24	—	0.24	0.22	—	0.22	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.22	0.04	—	0.04	0.04	—	0.04	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.41	0.31	0.00	1.24	1.24	0.00	0.29	0.29	1,254
Vendor	0.02	0.89	0.01	0.20	0.21	0.01	0.06	0.07	769
Hauling	< 0.005	0.20	< 0.005	0.04	0.05	< 0.005	0.01	0.01	172
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.40	0.37	0.00	1.24	1.24	0.00	0.29	0.29	1,159
Vendor	0.02	0.93	0.01	0.20	0.21	0.01	0.06	0.07	769
Hauling	< 0.005	0.21	< 0.005	0.04	0.05	< 0.005	0.01	0.01	172
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.28	0.26	0.00	0.87	0.87	0.00	0.20	0.20	838
Vendor	0.02	0.65	0.01	0.14	0.15	0.01	0.04	0.05	549
Hauling	< 0.005	0.15	< 0.005	0.03	0.03	< 0.005	0.01	0.01	123
Annual	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.00	0.16	0.16	0.00	0.04	0.04	139
Vendor	< 0.005	0.12	< 0.005	0.03	0.03	< 0.005	0.01	0.01	90.9
Hauling	< 0.005	0.03	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	20.4

3.10. Building Construction (2027) - Mitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	9.53	0.12	—	0.12	0.11	—	0.11	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	9.53	0.12	—	0.12	0.11	—	0.11	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	6.80	0.08	—	0.08	0.08	—	0.08	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.24	0.02	—	0.02	0.01	—	0.01	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.41	0.31	0.00	1.24	1.24	0.00	0.29	0.29	1,254
Vendor	0.02	0.89	0.01	0.20	0.21	0.01	0.06	0.07	769
Hauling	< 0.005	0.20	< 0.005	0.04	0.05	< 0.005	0.01	0.01	172
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.40	0.37	0.00	1.24	1.24	0.00	0.29	0.29	1,159
Vendor	0.02	0.93	0.01	0.20	0.21	0.01	0.06	0.07	769

Hauling	< 0.005	0.21	< 0.005	0.04	0.05	< 0.005	0.01	0.01	172
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.28	0.26	0.00	0.87	0.87	0.00	0.20	0.20	838
Vendor	0.02	0.65	0.01	0.14	0.15	0.01	0.04	0.05	549
Hauling	< 0.005	0.15	< 0.005	0.03	0.03	< 0.005	0.01	0.01	123
Annual	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.00	0.16	0.16	0.00	0.04	0.04	139
Vendor	< 0.005	0.12	< 0.005	0.03	0.03	< 0.005	0.01	0.01	90.9
Hauling	< 0.005	0.03	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	20.4

3.11. Building Construction (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	8.92	0.30	—	0.30	0.28	—	0.28	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.21	0.04	—	0.04	0.04	—	0.04	325
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.01	—	0.01	0.01	—	0.01	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.38	0.37	0.00	1.24	1.24	0.00	0.29	0.29	1,140
Vendor	0.02	0.89	0.01	0.20	0.21	0.01	0.06	0.06	749
Hauling	< 0.005	0.20	< 0.005	0.04	0.05	< 0.005	0.01	0.01	168
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.00	0.16	0.16	0.00	0.04	0.04	156
Vendor	< 0.005	0.12	< 0.005	0.03	0.03	< 0.005	0.01	0.01	101
Hauling	< 0.005	0.03	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	22.7
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.03	0.03	0.00	0.01	0.01	25.8
Vendor	< 0.005	0.02	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	16.7
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.75

3.12. Building Construction (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	9.52	0.12	—	0.12	0.11	—	0.11	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.29	0.02	—	0.02	0.02	—	0.02	325

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.23	< 0.005	—	< 0.005	< 0.005	—	< 0.005	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.38	0.37	0.00	1.24	1.24	0.00	0.29	0.29	1,140
Vendor	0.02	0.89	0.01	0.20	0.21	0.01	0.06	0.06	749
Hauling	< 0.005	0.20	< 0.005	0.04	0.05	< 0.005	0.01	0.01	168
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.00	0.16	0.16	0.00	0.04	0.04	156
Vendor	< 0.005	0.12	< 0.005	0.03	0.03	< 0.005	0.01	0.01	101
Hauling	< 0.005	0.03	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	22.7
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.03	0.03	0.00	0.01	0.01	25.8
Vendor	< 0.005	0.02	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	16.7
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.75

3.13. Paving (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	5.85	0.21	—	0.21	0.19	—	0.19	1,355

Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.42	0.01	—	0.01	0.01	—	0.01	96.5
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.0
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.00	0.17	0.17	0.00	0.04	0.04	163
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.29	< 0.005	0.07	0.07	< 0.005	0.02	0.02	250
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	17.8
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.95

3.14. Paving (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	6.56	0.09	—	0.09	0.09	—	0.09	1,355
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.47	0.01	—	0.01	0.01	—	0.01	96.5
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.0
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.00	0.17	0.17	0.00	0.04	0.04	163
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.29	< 0.005	0.07	0.07	< 0.005	0.02	0.02	250
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	17.8
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.95

3.15. Architectural Coating (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	0.02	—	0.02	0.01	—	0.01	134
Architectural Coatings	115	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	0.02	—	0.02	0.01	—	0.01	134
Architectural Coatings	115	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.54

Architectural Coatings	8.21	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.58
Architectural Coatings	1.50	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.00	0.25	0.25	0.00	0.06	0.06	244
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.00	0.25	0.25	0.00	0.06	0.06	228
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	0.02	0.02	0.00	< 0.005	< 0.005	16.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	1.07	0.03	—	0.03	0.03	—	0.03	134
Architectural Coatings	115	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	1.07	0.03	—	0.03	0.03	—	0.03	134
Architectural Coatings	115	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.54
Architectural Coatings	8.21	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.58
Architectural Coatings	1.50	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.00	0.25	0.25	0.00	0.06	0.06	244

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.00	0.25	0.25	0.00	0.06	0.06	228
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	0.02	0.02	0.00	< 0.005	< 0.005	16.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Trenching (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.86	0.06	—	0.06	0.05	—	0.05	433
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.1

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.16
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	39.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Trenching (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07	2.28	0.04	—	0.04	0.03	—	0.03	433
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.07	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.16
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	39.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	3.85	2.43	0.04	7.11	7.15	0.04	1.80	1.84	7,440
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.85	2.43	0.04	7.11	7.15	0.04	1.80	1.84	7,440
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	3.68	2.84	0.04	7.11	7.15	0.04	1.80	1.84	6,997
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.68	2.84	0.04	7.11	7.15	0.04	1.80	1.84	6,997
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.59	0.44	0.01	1.14	1.14	0.01	0.29	0.29	1,047
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.59	0.44	0.01	1.14	1.14	0.01	0.29	0.29	1,047

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	3.85	2.43	0.04	7.11	7.15	0.04	1.80	1.84	7,440
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.85	2.43	0.04	7.11	7.15	0.04	1.80	1.84	7,440
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	3.68	2.84	0.04	7.11	7.15	0.04	1.80	1.84	6,997
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.68	2.84	0.04	7.11	7.15	0.04	1.80	1.84	6,997
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.59	0.44	0.01	1.14	1.14	0.01	0.29	0.29	1,047
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.59	0.44	0.01	1.14	1.14	0.01	0.29	0.29	1,047

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Condo/Townhous	—	—	—	—	—	—	—	—	14.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	1.34
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	15.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	14.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	1.34
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	15.6
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	2.36
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.22
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	2.58

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	14.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	1.34
Parking Lot	—	—	—	—	—	—	—	—	0.00

Total	—	—	—	—	—	—	—	—	15.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	14.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	1.34
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	15.6
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	2.36
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.22
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	2.58

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Enclosed Parking Structure	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	4.55	—	—	—	—	—	—	—	—
Architectural Coatings	0.82	—	—	—	—	—	—	—	—
Landscape Equipment	1.28	0.11	0.01	—	0.01	0.01	—	0.01	37.0
Total	6.65	0.11	0.01	—	0.01	0.01	—	0.01	37.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	4.55	—	—	—	—	—	—	—	—
Architectural Coatings	0.82	—	—	—	—	—	—	—	—
Total	5.38	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	0.83	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.02
Total	1.10	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.02

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	4.55	—	—	—	—	—	—	—	—
Architectural Coatings	0.82	—	—	—	—	—	—	—	—
Landscape Equipment	1.28	0.11	0.01	—	0.01	0.01	—	0.01	37.0
Total	6.65	0.11	0.01	—	0.01	0.01	—	0.01	37.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	4.55	—	—	—	—	—	—	—	—
Architectural Coatings	0.82	—	—	—	—	—	—	—	—
Total	5.38	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	0.83	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.02
Total	1.10	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.02

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	23.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	23.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	23.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	23.5
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	3.90

Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	3.90

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	23.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	23.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	23.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	23.5
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	3.90
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	3.90

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	241
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	241
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	241
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	241
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	39.9
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	39.9

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	241
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	241
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	241
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	241
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	39.9
Enclosed Parking Structure	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	39.9

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Condo/Townhous	—	—	—	—	—	—	—	—	1.52
Total	—	—	—	—	—	—	—	—	1.52
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	1.52
Total	—	—	—	—	—	—	—	—	1.52
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.25
Total	—	—	—	—	—	—	—	—	0.25

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	1.52
Total	—	—	—	—	—	—	—	—	1.52
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	1.52
Total	—	—	—	—	—	—	—	—	1.52
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.25
Total	—	—	—	—	—	—	—	—	0.25

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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

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

4.8.2. Mitigated

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

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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
Demolition	Demolition	10/1/2026	11/10/2026	5.00	29.0	—
Site Preparation	Site Preparation	11/11/2026	11/19/2026	5.00	7.00	—
Grading	Grading	11/20/2026	12/4/2026	5.00	11.0	—
Building Construction	Building Construction	12/5/2026	3/9/2028	5.00	329	—
Paving	Paving	4/15/2028	5/22/2028	5.00	26.0	—
Architectural Coating	Architectural Coating	3/10/2028	4/14/2028	5.00	26.0	—
Trenching	Trenching	11/20/2026	12/4/2026	5.00	11.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73

Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Trenching	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

5.2.2. Mitigated

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

Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Interim	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Interim	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Interim	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Interim	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Interim	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 4 Interim	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Tier 4 Interim	1.00	6.00	37.0	0.48
Trenching	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37
Trenching	Excavators	Diesel	Tier 4 Interim	1.00	8.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	19.1	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	6.82	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	150	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	28.3	8.40	HHDT,MHDT
Building Construction	Hauling	2.39	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	3.56	20.0	HHDT

Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	29.9	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
Trenching	—	—	—	—
Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Trenching	Vendor	—	8.40	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	19.1	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	6.82	20.0	HHDT

Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	150	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	28.3	8.40	HHDT,MHDT
Building Construction	Hauling	2.39	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	3.56	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	29.9	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
Trenching	—	—	—	—
Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Trenching	Vendor	—	8.40	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	431,017	143,672	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	20,500	—
Site Preparation	—	—	10.5	0.00	—
Grading	600	—	11.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Condo/Townhouse	—	0%
Enclosed Parking Structure	0.00	100%
Parking Lot	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	2.34	0.00	0.00

2027	0.00	2.34	0.00	0.00
2028	0.00	2.34	0.00	0.00

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
Condo/Townhouse	1,266	1,408	1,086	460,237	9,069	10,085	7,781	3,296,009
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Condo/Townhouse	1,266	1,408	1,086	460,237	9,069	10,085	7,781	3,296,009
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0

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

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
431017.19999999995	143,672	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	2,221,211	2.34	0.0000	0.0000	0.00
Enclosed Parking Structure	208,902	2.34	0.0000	0.0000	0.00
Parking Lot	0.00	2.34	0.0000	0.0000	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	2,221,211	2.34	0.0000	0.0000	0.00
Enclosed Parking Structure	208,902	2.34	0.0000	0.0000	0.00
Parking Lot	0.00	2.34	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

Condo/Townhouse	6,274,087	0.00
Enclosed Parking Structure	0.00	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	6,274,087	0.00
Enclosed Parking Structure	0.00	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	128	—
Enclosed Parking Structure	0.00	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	128	—
Enclosed Parking Structure	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.6	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 ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

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

Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	20.8
AQ-PM	16.0
AQ-DPM	42.2
Drinking Water	22.7
Lead Risk Housing	45.6
Pesticides	0.00
Toxic Releases	37.1
Traffic	60.3
Effect Indicators	—
CleanUp Sites	25.6
Groundwater	76.2
Haz Waste Facilities/Generators	79.0
Impaired Water Bodies	12.5
Solid Waste	0.00
Sensitive Population	—
Asthma	12.1
Cardio-vascular	7.38
Low Birth Weights	5.68
Socioeconomic Factor Indicators	—
Education	36.6
Housing	40.3
Linguistic	39.8
Poverty	40.8
Unemployment	29.4

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	71.78236879
Employed	90.79943539
Median HI	74.52842294
Education	—
Bachelor's or higher	69.07481073
High school enrollment	17.87501604
Preschool enrollment	64.96856153
Transportation	—
Auto Access	63.41588605
Active commuting	65.01988964
Social	—
2-parent households	35.69870397
Voting	79.05812909
Neighborhood	—
Alcohol availability	30.39907609
Park access	24.25253433
Retail density	82.57410497
Supermarket access	79.75105864
Tree canopy	80.40549211
Housing	—
Homeownership	42.43551906
Housing habitability	61.01629668
Low-inc homeowner severe housing cost burden	72.28281791
Low-inc renter severe housing cost burden	72.29564994

Uncrowded housing	47.26036186
Health Outcomes	—
Insured adults	59.70742974
Arthritis	91.4
Asthma ER Admissions	86.1
High Blood Pressure	91.4
Cancer (excluding skin)	63.4
Asthma	80.2
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	91.4
Diagnosed Diabetes	88.2
Life Expectancy at Birth	90.6
Cognitively Disabled	62.4
Physically Disabled	54.0
Heart Attack ER Admissions	82.8
Mental Health Not Good	77.2
Chronic Kidney Disease	90.3
Obesity	81.6
Pedestrian Injuries	19.6
Physical Health Not Good	87.1
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	32.5
Current Smoker	80.3
No Leisure Time for Physical Activity	76.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	71.1
Elderly	54.5
English Speaking	51.2
Foreign-born	61.6
Outdoor Workers	83.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	40.1
Traffic Density	45.9
Traffic Access	23.0
Other Indices	—
Hardship	19.8
Other Decision Support	—
2016 Voting	78.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	12.0
Healthy Places Index Score for Project Location (b)	74.0
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
Characteristics: Utility Information	Campbell default clean energy provider is Silicon Valley Clean Energy.
Construction: Construction Phases	Defaults - added trenching. Based on provided start date and end date.
Construction: Off-Road Equipment	Defaults - added trenching.
Land Use	Provided total lot acreage, number of units, square footages (combined residential + deck), landscaped area, and parking from construction worksheet and plans.
Construction: Trips and VMT	Demolition = Est. 66,000-sf of pavement demo'ed and hauled (7.3 trips/day), Building Construction = Est. 275 concrete truck round trips (2.39 trips/day), Paving = Est. 32 asphalt truck round trips (3.56 trips/day).
Construction: On-Road Fugitive Dust	Air district recommended BMPS 15 mph. Required by Campbell general plan.
Operations: Hearths	No hearths.
Operations: Energy Use	Project design is all-electric. Confirmed no natural gas. Converted natural gas to electricity.
Operations: Water and Waste Water	Wastewater treatment 100% aerobic - no sceptic tanks or lagoons.

24-166 700 W Hamilton Ave, Campbell BMPs T4f HRA Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

3.2. Demolition (2026) - Mitigated

3.3. Site Preparation (2026) - Unmitigated

3.4. Site Preparation (2026) - Mitigated

3.5. Grading (2026) - Unmitigated

3.6. Grading (2026) - Mitigated

3.7. Building Construction (2026) - Unmitigated

3.8. Building Construction (2026) - Mitigated

3.9. Building Construction (2027) - Unmitigated

3.10. Building Construction (2027) - Mitigated

3.11. Building Construction (2028) - Unmitigated

3.12. Building Construction (2028) - Mitigated

3.13. Paving (2028) - Unmitigated

3.14. Paving (2028) - Mitigated

3.15. Architectural Coating (2028) - Unmitigated

3.16. Architectural Coating (2028) - Mitigated

3.17. Trenching (2026) - Unmitigated

3.18. Trenching (2026) - Mitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	24-166 700 W Hamilton Ave, Campbell BMPs T4f HRA
Construction Start Date	10/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	32.4
Location	700 W Hamilton Ave, Campbell, CA 95008, USA
County	Santa Clara
City	Campbell
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1779
EDFZ	1
Electric Utility	Silicon Valley Clean Energy
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

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
Condo/Townhouse	173	Dwelling Unit	3.83	212,848	23,372	—	517	—
Enclosed Parking Structure	268	Space	0.00	59,662	0.00	—	—	—

Parking Lot	30.0	Space	0.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	115	9.83	0.34	0.07	0.40	0.31	0.02	0.33	2,568
Mit.	115	3.25	0.08	0.07	0.14	0.07	0.02	0.09	2,568
% Reduced	< 0.5%	67%	78%	—	65%	77%	—	73%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	115	29.2	1.24	7.67	8.91	1.14	3.94	5.08	5,325
Mit.	115	4.83	0.10	7.67	7.77	0.10	3.94	4.04	5,325
% Reduced	< 0.5%	83%	92%	—	13%	91%	—	21%	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	8.46	7.03	0.24	0.29	0.42	0.22	0.13	0.25	1,833
Mit.	8.33	2.34	0.05	0.29	0.30	0.05	0.13	0.14	1,833
% Reduced	1%	67%	78%	—	28%	77%	—	44%	—
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	1.54	1.28	0.04	0.05	0.08	0.04	0.02	0.05	303
Mit.	1.52	0.43	0.01	0.05	0.06	0.01	0.02	0.03	303

% Reduced	1%	67%	78%	—	28%	77%	—	44%	—

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2027	1.42	9.83	0.34	0.07	0.40	0.31	0.02	0.33	2,568
2028	115	5.92	0.21	0.01	0.22	0.19	< 0.005	0.20	1,377
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2026	3.19	29.2	1.24	7.67	8.91	1.14	3.94	5.08	5,325
2027	1.41	9.86	0.34	0.07	0.40	0.31	0.02	0.33	2,566
2028	115	9.39	0.30	0.07	0.37	0.28	0.02	0.29	2,563
Average Daily	—	—	—	—	—	—	—	—	—
2026	0.38	3.28	0.13	0.29	0.42	0.12	0.13	0.25	621
2027	1.00	7.03	0.24	0.05	0.29	0.22	0.01	0.23	1,833
2028	8.46	1.75	0.06	0.01	0.07	0.05	< 0.005	0.05	455
Annual	—	—	—	—	—	—	—	—	—
2026	0.07	0.60	0.02	0.05	0.08	0.02	0.02	0.05	103
2027	0.18	1.28	0.04	0.01	0.05	0.04	< 0.005	0.04	303
2028	1.54	0.32	0.01	< 0.005	0.01	0.01	< 0.005	0.01	75.3

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2027	0.72	3.25	0.08	0.07	0.14	0.07	0.02	0.09	2,568

2028	115	2.20	0.05	0.01	0.06	0.05	< 0.005	0.05	1,377
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2026	0.72	4.83	0.10	7.67	7.77	0.10	3.94	4.04	5,325
2027	0.71	3.29	0.08	0.07	0.14	0.07	0.02	0.09	2,566
2028	115	3.28	0.07	0.07	0.14	0.07	0.02	0.09	2,563
Average Daily	—	—	—	—	—	—	—	—	—
2026	0.09	0.70	0.01	0.29	0.30	0.01	0.13	0.14	621
2027	0.50	2.34	0.05	0.05	0.10	0.05	0.01	0.06	1,833
2028	8.33	0.64	0.01	0.01	0.02	0.01	< 0.005	0.02	455
Annual	—	—	—	—	—	—	—	—	—
2026	0.02	0.13	< 0.005	0.05	0.06	< 0.005	0.02	0.03	103
2027	0.09	0.43	0.01	0.01	0.02	0.01	< 0.005	0.01	303
2028	1.52	0.12	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	75.3

3. Construction Emissions Details

3.1. Demolition (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.29	20.7	0.84	—	0.84	0.78	—	0.78	3,438
Demolition	—	—	—	0.71	0.71	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.64	0.07	—	0.07	0.06	—	0.06	273
Demolition	—	—	—	0.06	0.06	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.30	0.01	—	0.01	0.01	—	0.01	45.2
Demolition	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	67.9
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.37
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.89

3.2. Demolition (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	4.51	0.06	—	0.06	0.06	—	0.06	3,438
Demolition	—	—	—	0.71	0.71	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.36	0.01	—	0.01	0.01	—	0.01	273
Demolition	—	—	—	0.06	0.06	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	< 0.005	—	< 0.005	< 0.005	—	< 0.005	45.2
Demolition	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	67.9
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.37
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.89

3.3. Site Preparation (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	1.24	—	1.24	1.14	—	1.14	5,316
Dust From Material Movement	—	—	—	7.67	7.67	—	3.94	3.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.56	0.02	—	0.02	0.02	—	0.02	102
Dust From Material Movement	—	—	—	0.15	0.15	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.9

Dust From Material Movement	—	—	—	0.03	0.03	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	2.59	0.10	—	0.10	0.10	—	0.10	5,316

Dust From Material Movement	—	—	—	7.67	7.67	—	3.94	3.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	< 0.005	—	< 0.005	< 0.005	—	< 0.005	102
Dust From Material Movement	—	—	—	0.15	0.15	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.9
Dust From Material Movement	—	—	—	0.03	0.03	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.03

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.0	0.65	—	0.65	0.59	—	0.59	2,970
Dust From Material Movement	—	—	—	2.76	2.76	—	1.34	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.45	0.02	—	0.02	0.02	—	0.02	89.5
Dust From Material Movement	—	—	—	0.08	0.08	—	0.04	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.8
Dust From Material Movement	—	—	—	0.02	0.02	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	24.2
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.73
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.12

3.6. Grading (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.04	0.06	—	0.06	0.06	—	0.06	2,970
Dust From Material Movement	—	—	—	2.76	2.76	—	1.34	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	89.5
Dust From Material Movement	—	—	—	0.08	0.08	—	0.04	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.8
Dust From Material Movement	—	—	—	0.02	0.02	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	24.2
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.73
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.12

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.52	0.02	—	0.02	0.02	—	0.02	127
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	< 0.005	—	< 0.005	< 0.005	—	< 0.005	21.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.38	0.12	0.00	0.05	0.05	0.00	0.01	0.01	79.8
Vendor	0.01	0.33	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	76.2
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.50
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.17
Vendor	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	4.02
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.45
Annual	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.66
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.07

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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.82	0.07	—	0.07	0.07	—	0.07	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	< 0.005	—	< 0.005	< 0.005	—	< 0.005	127
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	21.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.38	0.12	0.00	0.05	0.05	0.00	0.01	0.01	79.8
Vendor	0.01	0.33	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	76.2
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.50

Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.17
Vendor	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	4.02
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.45
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.66
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.07

3.9. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.71	0.24	—	0.24	0.22	—	0.22	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.22	0.04	—	0.04	0.04	—	0.04	284

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.38	0.09	0.00	0.05	0.05	0.00	0.01	0.01	80.4
Vendor	0.01	0.31	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	74.4
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.36	0.11	0.00	0.05	0.05	0.00	0.01	0.01	77.3
Vendor	0.01	0.32	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	75.0
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.34
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.26	0.07	0.00	0.04	0.04	0.00	0.01	0.01	55.3
Vendor	0.01	0.22	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	53.4
Hauling	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.93
Annual	—	—	—	—	—	—	—	—	—
Worker	0.05	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.16
Vendor	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.84
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.98

3.10. Building Construction (2027) - Mitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.82	0.07	—	0.07	0.07	—	0.07	2,405

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.82	0.07	—	0.07	0.07	—	0.07	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.01	0.05	—	0.05	0.05	—	0.05	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.37	0.01	—	0.01	0.01	—	0.01	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.38	0.09	0.00	0.05	0.05	0.00	0.01	0.01	80.4
Vendor	0.01	0.31	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	74.4
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.36	0.11	0.00	0.05	0.05	0.00	0.01	0.01	77.3
Vendor	0.01	0.32	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	75.0
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.34
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.26	0.07	0.00	0.04	0.04	0.00	0.01	0.01	55.3
Vendor	0.01	0.22	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	53.4
Hauling	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.93
Annual	—	—	—	—	—	—	—	—	—
Worker	0.05	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.16

Vendor	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.84
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.98

3.11. Building Construction (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	8.92	0.30	—	0.30	0.28	—	0.28	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.21	0.04	—	0.04	0.04	—	0.04	325
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.01	—	0.01	0.01	—	0.01	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.35	0.11	0.00	0.05	0.05	0.00	0.01	0.01	75.9
Vendor	0.01	0.32	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	73.4
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.18
Average Daily	—	—	—	—	—	—	—	—	—

Worker	0.05	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.3
Vendor	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.86
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.10
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.70
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.63
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.18

3.12. Building Construction (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.81	0.07	—	0.07	0.07	—	0.07	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.38	0.01	—	0.01	0.01	—	0.01	325
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	< 0.005	—	< 0.005	< 0.005	—	< 0.005	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.35	0.11	0.00	0.05	0.05	0.00	0.01	0.01	75.9
Vendor	0.01	0.32	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	73.4
Hauling	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.18
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.05	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.3
Vendor	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.86
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.10
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.70
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.63
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.18

3.13. Paving (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	5.85	0.21	—	0.21	0.19	—	0.19	1,355
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.42	0.01	—	0.01	0.01	—	0.01	96.5
Paving	0.00	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.0
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	12.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.86
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.14

3.14. Paving (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.21	2.14	0.05	—	0.05	0.05	—	0.05	1,355
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	< 0.005	—	< 0.005	< 0.005	—	< 0.005	96.5
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	16.0
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	12.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.86
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.14

3.15. Architectural Coating (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	0.02	—	0.02	0.01	—	0.01	134
Architectural Coatings	115	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	0.02	—	0.02	0.01	—	0.01	134
Architectural Coatings	115	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.54
Architectural Coatings	8.21	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.58
Architectural Coatings	1.50	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.07	0.02	0.00	0.01	0.01	0.00	< 0.005	< 0.005	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.07	0.02	0.00	0.01	0.01	0.00	< 0.005	< 0.005	15.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2028) - 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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	115	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	115	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.54
Architectural Coatings	8.21	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.58
Architectural Coatings	1.50	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.07	0.02	0.00	0.01	0.01	0.00	< 0.005	< 0.005	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.07	0.02	0.00	0.01	0.01	0.00	< 0.005	< 0.005	15.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Trenching (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.86	0.06	—	0.06	0.05	—	0.05	433
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.16
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Trenching (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	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.81	0.01	—	0.01	0.01	—	0.01	433
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.16
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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	PM10D	PM10T	PM2.5E	PM2.5D	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
Demolition	Demolition	10/1/2026	11/10/2026	5.00	29.0	—
Site Preparation	Site Preparation	11/11/2026	11/19/2026	5.00	7.00	—
Grading	Grading	11/20/2026	12/4/2026	5.00	11.0	—
Building Construction	Building Construction	12/5/2026	3/9/2028	5.00	329	—
Paving	Paving	4/15/2028	5/22/2028	5.00	26.0	—
Architectural Coating	Architectural Coating	3/10/2028	4/14/2028	5.00	26.0	—
Trenching	Trenching	11/20/2026	12/4/2026	5.00	11.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

Trenching	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Trenching	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37

Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48
Trenching	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Trenching	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	0.50	LDA,LDT1,LDT2
Demolition	Vendor	—	0.50	HHDT,MHDT
Demolition	Hauling	19.1	0.50	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	0.50	LDA,LDT1,LDT2
Site Preparation	Vendor	—	0.50	HHDT,MHDT
Site Preparation	Hauling	0.00	0.50	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	0.50	LDA,LDT1,LDT2
Grading	Vendor	—	0.50	HHDT,MHDT
Grading	Hauling	6.82	0.50	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	150	0.50	LDA,LDT1,LDT2
Building Construction	Vendor	28.3	0.50	HHDT,MHDT
Building Construction	Hauling	2.39	0.50	HHDT
Building Construction	Onsite truck	—	—	HHDT

Paving	—	—	—	—
Paving	Worker	20.0	0.50	LDA,LDT1,LDT2
Paving	Vendor	—	0.50	HHDT,MHDT
Paving	Hauling	3.56	0.50	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	29.9	0.50	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	0.50	HHDT,MHDT
Architectural Coating	Hauling	0.00	0.50	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	5.00	0.50	LDA,LDT1,LDT2
Trenching	Vendor	—	0.50	HHDT,MHDT
Trenching	Hauling	0.00	0.50	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	0.50	LDA,LDT1,LDT2
Demolition	Vendor	—	0.50	HHDT,MHDT
Demolition	Hauling	19.1	0.50	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	0.50	LDA,LDT1,LDT2
Site Preparation	Vendor	—	0.50	HHDT,MHDT
Site Preparation	Hauling	0.00	0.50	HHDT
Site Preparation	Onsite truck	—	—	HHDT

Grading	—	—	—	—
Grading	Worker	15.0	0.50	LDA,LDT1,LDT2
Grading	Vendor	—	0.50	HHDT,MHDT
Grading	Hauling	6.82	0.50	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	150	0.50	LDA,LDT1,LDT2
Building Construction	Vendor	28.3	0.50	HHDT,MHDT
Building Construction	Hauling	2.39	0.50	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	0.50	LDA,LDT1,LDT2
Paving	Vendor	—	0.50	HHDT,MHDT
Paving	Hauling	3.56	0.50	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	29.9	0.50	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	0.50	HHDT,MHDT
Architectural Coating	Hauling	0.00	0.50	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	5.00	0.50	LDA,LDT1,LDT2
Trenching	Vendor	—	0.50	HHDT,MHDT
Trenching	Hauling	0.00	0.50	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	431,017	143,672	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	20,500	—
Site Preparation	—	—	10.5	0.00	—
Grading	600	—	11.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Condo/Townhouse	—	0%
Enclosed Parking Structure	0.00	100%
Parking Lot	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	2.34	0.00	0.00
2027	0.00	2.34	0.00	0.00
2028	0.00	2.34	0.00	0.00

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.6	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 ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	20.8
AQ-PM	16.0
AQ-DPM	42.2
Drinking Water	22.7
Lead Risk Housing	45.6
Pesticides	0.00
Toxic Releases	37.1
Traffic	60.3
Effect Indicators	—
CleanUp Sites	25.6
Groundwater	76.2
Haz Waste Facilities/Generators	79.0
Impaired Water Bodies	12.5
Solid Waste	0.00
Sensitive Population	—
Asthma	12.1
Cardio-vascular	7.38
Low Birth Weights	5.68
Socioeconomic Factor Indicators	—
Education	36.6
Housing	40.3
Linguistic	39.8

Poverty	40.8
Unemployment	29.4

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	71.78236879
Employed	90.79943539
Median HI	74.52842294
Education	—
Bachelor's or higher	69.07481073
High school enrollment	17.87501604
Preschool enrollment	64.96856153
Transportation	—
Auto Access	63.41588605
Active commuting	65.01988964
Social	—
2-parent households	35.69870397
Voting	79.05812909
Neighborhood	—
Alcohol availability	30.39907609
Park access	24.25253433
Retail density	82.57410497
Supermarket access	79.75105864
Tree canopy	80.40549211
Housing	—
Homeownership	42.43551906

Housing habitability	61.01629668
Low-inc homeowner severe housing cost burden	72.28281791
Low-inc renter severe housing cost burden	72.29564994
Uncrowded housing	47.26036186
Health Outcomes	—
Insured adults	59.70742974
Arthritis	91.4
Asthma ER Admissions	86.1
High Blood Pressure	91.4
Cancer (excluding skin)	63.4
Asthma	80.2
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	91.4
Diagnosed Diabetes	88.2
Life Expectancy at Birth	90.6
Cognitively Disabled	62.4
Physically Disabled	54.0
Heart Attack ER Admissions	82.8
Mental Health Not Good	77.2
Chronic Kidney Disease	90.3
Obesity	81.6
Pedestrian Injuries	19.6
Physical Health Not Good	87.1
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	32.5
Current Smoker	80.3
No Leisure Time for Physical Activity	76.1

Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	71.1
Elderly	54.5
English Speaking	51.2
Foreign-born	61.6
Outdoor Workers	83.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	40.1
Traffic Density	45.9
Traffic Access	23.0
Other Indices	—
Hardship	19.8
Other Decision Support	—
2016 Voting	78.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	12.0
Healthy Places Index Score for Project Location (b)	74.0
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
Characteristics: Utility Information	Campbell default clean energy provider is Silicon Valley Clean Energy.
Construction: Construction Phases	Defaults - added trenching. Based on provided start date and end date.
Construction: Off-Road Equipment	Defaults - added trenching.
Land Use	Provided total lot acreage, number of units, square footages (combined residential + deck), landscaped area, and parking from construction worksheet and plans.
Construction: Trips and VMT	Demolition = Est. 66,000-sf of pavement demo'ed and hauled (7.3 trips/day), Building Construction = Est. 275 concrete truck round trips (2.39 trips/day), Paving = Est. 32 asphalt truck round trips (3.56 trips/day). HRA = 0.5 mile trip length for localized emissions.
Construction: On-Road Fugitive Dust	Air district recommended BMPS 15 mph. Required by Campbell general plan.
Operations: Hearths	No hearths.
Operations: Energy Use	Project design is all-electric. Confirmed no natural gas. Converted natural gas to electricity.
Operations: Water and Waste Water	Wastewater treatment 100% aerobic - no sceptic tanks or lagoons.

Attachment 2: Project Construction Dispersion Modeling Inputs and Risk Calculations

Construction Health Risk Assessment and Calculations

DPM Construction Emissions and Modeling Emission Rates - With COA

Construction Year	Activity	DPM (ton/year)	Area Source	DPM Emissions (lb/yr)	DPM Emissions (lb/hr)	DPM Emissions (g/s)	Modeled Area (m^2)	DPM Emission Rate ($g/s/m^2$)
2026	Construction	0.0024	CON_DPM	4.7	0.00226	2.85E-04	15,511	1.84E-08
2027	Construction	0.0098	CON_DPM	19.6	0.00942	1.19E-03	15,511	7.66E-08
2028	Construction	0.0025	CON_DPM	5.0	0.00240	3.02E-04	15,511	1.95E-08
Total		***0.0146***		***29.3***	***0.0141***	***0.0018***		

Construction Hours

hr/day =	8	(Mon - Fri, 9am - 5pm)
days/yr =	260	
hours/year =	2080	

PM2.5 Fugitive Dust Construction Emissions for Modeling - With COA

Construction Year	Activity	Area Source	PM2.5 Emissions (ton/year)	PM2.5 Emissions (lb/yr)	PM2.5 Emissions (lb/hr)	PM2.5 Emissions (g/s)	Modeled Area (m^2)	PM2.5 Emission Rate $g/s/m^2$
2026	Construction	CON_FUG	0.0229	45.9	0.02204	2.78E-03	15,511	1.79E-07
2027	Construction	CON_FUG	0.0020	4.1	0.00196	2.47E-04	15,511	1.59E-08
2028	Construction	CON_FUG	0.0004	0.89	0.00043	5.38E-05	15,511	3.47E-09
Total			***0.0254***	***50.8***	***0.0244***	***0.0031***		

Construction Hours

hr/day =	8	(Mon - Fri, 9am - 5pm)
days/yr =	260	
hours/year =	2080	

700 W. Hamilton Ave, Campbell, CA - Construction Health Impact Summary

Maximum Impacts at MEI Residential Location - With COA

Emissions Year	Maximum Concentrations		Cancer Risk (per million)		Hazard Index	Maximum Annual PM2.5 Concentration
	Exhaust PM10/DPM ($\mu g/m^3$)	Fugitive PM2.5 ($\mu g/m^3$)	Infant/Child	Adult	(-)	($\mu g/m^3$)
2026	0.0047	0.0597	0.83	0.01	0.001	0.06
2027	0.0194	0.0053	3.19	0.06	0.004	0.02
2028	0.0050	0.0012	0.13	0.01	0.001	0.01
Total	-	-	**4.15**	**0.08**	-	-
Maximum	0.0194	0.0597	-	-	**0.004**	**0.06**

- Tier 4 Final Engines and basic BMPs COA

Maximum Impacts at Little Tree Montessori International School

Construction Year	Unmitigated Emissions				
	Maximum Concentrations		Child Cancer Risk (per million)	Hazard Index (-)	Maximum Annual PM2.5 Concentration ($\mu g/m^3$)
	Exhaust PM10/DPM ($\mu g/m^3$)	Fugitive PM2.5 ($\mu g/m^3$)			
2026	0.0187	0.0330	1.32	0.004	0.05
2027	0.0342	0.0029	2.11	0.01	0.04
2028	0.0081	0.0006	0.57	0.002	0.01
Total	-	-	**4.00**	-	-
Maximum	0.0342	0.0330	-	**0.01**	**0.05**

700 W. Hamilton Ave, Campbell, CA - Construction Impacts - With COA
Maximum DPM Cancer Risk and PM2.5 Calculations From Construction
Impacts at Off-Site MEI Location - 1.5 meter receptor height (1st Floor Level)

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

			Infant/Child - Exposure Information				Adult - Exposure Information				Maximum		
			DPM Conc (ug/m3)		Age	Infant/Child	Modeled DPM Conc (ug/m3)		Age	Adult			
Exposure Year	Exposure Duration (years)	Age	Year	Annual	Sensitivity Factor	Cancer Risk (per million)	Year	Annual	Sensitivity Factor	Cancer Risk (per million)	Hazard Index	Fugitive PM2.5	Total PM2.5
0	0.25	-0.25 - 0*	2026	0.0047	10	0.06	2026	0.0047	-	-			
1	1	0 - 1	2026	0.0047	10	0.77	2026	0.0047	1	0.01	0.001	0.06	0.06
2	1	1 - 2	2027	0.0194	10	3.19	2027	0.0194	1	0.06	0.004	0.01	0.02
3	1	2 - 3	2028	0.0050	3	0.13	2028	0.0050	1	0.01	0.001	0.001	0.01
4	1	3 - 4		0.0000	3	0.00		0.0000	1	0.00			
5	1	4 - 5		0.0000	3	0.00		0.0000	1	0.00			
6	1	5 - 6		0.0000	3	0.00		0.0000	1	0.00			
7	1	6 - 7		0.0000	3	0.00		0.0000	1	0.00			
8	1	7 - 8		0.0000	3	0.00		0.0000	1	0.00			
9	1	8 - 9		0.0000	3	0.00		0.0000	1	0.00			
10	1	9 - 10		0.0000	3	0.00		0.0000	1	0.00			
11	1	10 - 11		0.0000	3	0.00		0.0000	1	0.00			
12	1	11 - 12		0.0000	3	0.00		0.0000	1	0.00			
13	1	12 - 13		0.0000	3	0.00		0.0000	1	0.00			
14	1	13 - 14		0.0000	3	0.00		0.0000	1	0.00			
15	1	14 - 15		0.0000	3	0.00		0.0000	1	0.00			
16	1	15 - 16		0.0000	3	0.00		0.0000	1	0.00			
17	1	16-17		0.0000	1	0.00		0.0000	1	0.00			
18	1	17-18		0.0000	1	0.00		0.0000	1	0.00			
19	1	18-19		0.0000	1	0.00		0.0000	1	0.00			
20	1	19-20		0.0000	1	0.00		0.0000	1	0.00			
21	1	20-21		0.0000	1	0.00		0.0000	1	0.00			
22	1	21-22		0.0000	1	0.00		0.0000	1	0.00			
23	1	22-23		0.0000	1	0.00		0.0000	1	0.00			
24	1	23-24		0.0000	1	0.00		0.0000	1	0.00			
25	1	24-25		0.0000	1	0.00		0.0000	1	0.00			
26	1	25-26		0.0000	1	0.00		0.0000	1	0.00			
27	1	26-27		0.0000	1	0.00		0.0000	1	0.00			
28	1	27-28		0.0000	1	0.00		0.0000	1	0.00			
29	1	28-29		0.0000	1	0.00		0.0000	1	0.00			
30	1	29-30		0.0000	1	0.00		0.0000	1	0.00			
Total Increased Cancer Risk						**4.15**				**0.08**			

* Third trimester of pregnancy

700 W. Hamilton Ave, Campbell, CA - Construction Risks at School Receptors
Maximum DPM Cancer Risk and PM2.5 Calculations For Construction Emissions - Unmitigated
Impacts at Little Tree Montessori International School (2-6 years old) - 1 meter receptor heights

Student Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)

Inhalation Dose = C_{air} x SCAF x 8-Hr BR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
SCAF = School Child Adjustment Factor (unitless) for source operation and exposures different than 8 hours/day
= (24/SHR) x (7days/SDay) x (SCHR/8 hrs)
SHR = Hours/day of emission source operation
SDay = Number of days per week of source operation
SCHR = School operation hours while emission source in operation
8-Hr BR = Eight-hour breathing rate (L/kg body weight-per 8 hrs)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Values

	Infant	Child
Age -->	**0 - <2**	**2 - <16**
Parameter		
ASF =	10	3
DPM CPF =	1.10E+00	1.10E+00
8-Hr BR* =	1200	520
SCHR =	8	8
SHR =	8	8
SDay =	5	5
A =	1	1
EF =	250	250
AT =	70	70
SCAF =	4.20	4.20

* 95th percentile 8-hr breathing rates for moderate intensity activities

Construction Cancer Risk by Year - Head Start Center Receptor

			Child - Exposure Information			Child	Maximum		
	Exposure			DPM Conc (ug/m3)	Age*	Cancer			
Exposure	Duration				Sensitivity	Risk	Hazard	Fugitive	Total
Year	(years)	Age	Year	Annual	Factor	(per million)	Index	PM2.5	PM2.5
3	1	2 - 3	2026	0.01873	3	1.32	0.004	0.033	0.05
4	1	3 - 4	2027	0.03418	3	2.11	0.007	0.003	0.04
5	1	4 - 5	2028	0.00806	3	0.57	0.002	0.001	0.01
Total Increased Cancer Risk						**4.00**			

* Children assumed to be 2 years and older during 3 years of construction activities

700 W. Hamilton Ave, Campbell, CA - Construction Risks at School Receptors
Maximum DPM Cancer Risk and PM2.5 Calculations For Construction Emissions - Unmitigated
Impacts at Hearts and Hands Christian Childcare & Preschool (2-6 years old) - 1 meter receptor heights

Student Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)

Inhalation Dose = C_{air} x SCAF x 8-Hr BR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
SCAF = School Child Adjustment Factor (unitless) for source operation and exposures different than 8 hours/day
= (24/SHR) x (7days/SDay) x (SCHR/8 hrs)
SHR = Hours/day of emission source operation
SDay = Number of days per week of source operation
SCHR = School operation hours while emission source in operation
8-Hr BR = Eight-hour breathing rate (L/kg body weight-per 8 hrs)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Values

	Infant	Child
Age -->	**0 - <2**	**2 - <16**
Parameter		
ASF =	10	3
DPM CPF =	1.10E+00	1.10E+00
8-Hr BR* =	1200	520
SCHR =	8	8
SHR =	8	8
SDay =	5	5
A =	1	1
EF =	250	250
AT =	70	70
SCAF =	4.20	4.20

* 95th percentile 8-hr breathing rates for moderate intensity activities

Construction Cancer Risk by Year - Head Start Center Receptor

Exposure Year	Exposure Duration (years)	Age	Child - Exposure Information: DPM Conc (ug/m3) Year	DPM Conc (ug/m3) Annual	Age* Sensitivity Factor	Child Cancer Risk (per million)	Maximum: Hazard Index	Fugitive PM2.5	Total PM2.5
3	1	2 - 3	2026	0.00445	3	0.31	0.001	0.004	0.01
4	1	3 - 4	2027	0.00812	3	0.57	0.002	0.0004	0.01
5	1	4 - 5	2028	0.00192	3	0.14	0.0004	0.0001	0.002
Total Increased Cancer Risk						**1.02**			

* Children assumed to be 2 years and older during 3 years of construction activities

Attachment 3: Cumulative Health Risk Screening and Calculations from Existing TAC Sources

Road Link	Description	Direction	No. Lanes	Link Length (miles)	Link Width (ft)	Link Width (m)	Release Height (ft)	Release Height (m)	Initial Vertical Dimention (m)	Initial Vertical Dispersion (m)	Average Speed (mph)	Average Vehicles per Day
STE_DPM	San Tomas Expressway DPM	N/S	6	0.49	89	27.13	11.15	3.4	6.8	3.16	45 mph Off Peak, 40 mph Peak	33,550
STE_XXX	San Tomas Expressway XXX	N/S	6	0.49	89	27.13	4.27	1.3	2.87	1.34	45 mph Off Peak, 40 mph Peak	33,550
Ham_DPM	W. Hamilton Ave. DPM	E/W	6	0.43	87	26.52	11.15	3.4	6.8	3.16	35 mph Off Peak, 30 mph Peak	49,940
Ham_XXX	W. Hamilton Ave. XXX	E/W	6	0.43	87	26.52	4.27	1.3	2.87	1.34	35 mph Off Peak, 30 mph Peak	49,940

2026 Emission Factors

	Speed Category	1	2	3	4
	Travel Speed (mph)	30	35	40	45
Emisions per vehicle (g/VMT)	DPM	0.000636	0.000589	0.000585	0.000621
	PM2.5	0.00182	0.00156	0.00143	0.00139
	TOG Exhaust	0.02546	0.02130	0.01861	0.01698
	TOG Evap	0.03213	0.02754	0.02410	0.02142
	Fugitive PM2.5	0.02580	0.02574	0.02521	0.02415

		Hamilton Ave.		**San Tomas Expressway**	
Vehicle Type	Truck 1 (MDT)	520	520	774	774
	Truck 2 (HDT)	570	570	849	849
	Non-Truck	15,685	15,685	23,347	23,347
Total	2026 Volumes		33,550		49,940
	Directional Volume (50/50 split)	**16,775**	**16,775**	**24,970**	**24,970**
	Average Veh/Hour/Dir	699	699	1040	1040

2026 Hourly Traffic Volumes and DPM Emisssions - San Tomas Expressway DPM

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	244	0.000021	8	0.0660276	2215	0.000176387	16	0.06414169	2152	0.000171349
1	0.00456323	153	1.294E-05	9	0.0602215	2020	0.000170777	17	0.06405792	2149	0.000171126
2	0.00427186	143	1.2114E-05	10	0.057351	1924	0.000162637	18	0.05524608	1854	0.000156668
3	0.00649184	218	1.841E-05	11	0.0552298	1853	0.000156622	19	0.04396014	1475	0.000124663
4	0.01716189	576	4.8668E-05	12	0.0560716	1881	0.000159009	20	0.03569271	1197	0.000101218
5	0.03641192	1222	0.00010326	13	0.0578161	1940	0.000163956	21	0.0302113	1014	8.56736E-05
6	0.05155918	1730	0.00014621	14	0.0626459	2102	0.000177652	22	0.02184048	733	6.19355E-05
7	0.06477601	2173	0.00017304	15	0.063595	2134	0.000169889	23	0.01338286	449	3.79513E-05
									TOTAL	33,550	

2026 Hourly Traffic Volumes and DPM Emisssions - W. Hamilton Ave. DPM

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	363	0.000026	8	0.0660276	3297	0.000250494	16	0.06414169	3203	0.000243339
1	0.00456323	228	1.6033E-05	9	0.0602215	3007	0.000211583	17	0.06405792	3199	0.000243021
2	0.00427186	213	1.5009E-05	10	0.057351	2864	0.000201498	18	0.05524608	2759	0.000194103
3	0.00649184	324	2.2809E-05	11	0.0552298	2758	0.000194046	19	0.04396014	2195	0.00015445
4	0.01716189	857	6.0297E-05	12	0.0560716	2800	0.000197003	20	0.03569271	1782	0.000125403
5	0.03641192	1818	0.00012793	13	0.0578161	2887	0.000203132	21	0.0302113	1509	0.000106145
6	0.05155918	2575	0.00018115	14	0.0626459	3129	0.000220101	22	0.02184048	1091	7.67347E-05
7	0.06477601	3235	0.00024575	15	0.063595	3176	0.000241265	23	0.01338286	668	4.70196E-05
									TOTAL	49,940	

2026 Hourly Traffic Volumes and Fugitive PM2.5 Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	244	0.000802	8	0.06602763	2215	0.007600942	16	0.06414169	2152	0.007383837
1	0.00456323	153	0.00050328	9	0.06022148	2020	0.006641873	17	0.06405792	2149	0.007374193
2	0.00427186	143	0.00047115	10	0.05735105	1924	0.006325292	18	0.05524608	1854	0.006093133
3	0.00649184	218	0.00071599	11	0.05522985	1853	0.006091343	19	0.04396014	1475	0.004848399
4	0.01716189	576	0.0018928	12	0.05607158	1881	0.006184179	20	0.03569271	1197	0.003936576
5	0.03641192	1222	0.0040159	13	0.05781605	1940	0.006376577	21	0.0302113	1014	0.003332028
6	0.05155918	1730	0.0056865	14	0.0626459	2102	0.006909265	22	0.02184048	733	0.002408803
7	0.06477601	2173	0.00745686	15	0.063595	2134	0.007320904	23	0.01338286	449	0.001476007
									TOTAL	33,550	

2026 Hourly Traffic Volumes and Fugitive PM2.5 Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	363	0.001117	8	0.06602763	3297	0.01015958	16	0.06414169	3203	0.009869392
1	0.00456323	228	0.00070059	9	0.06022148	3007	0.009245719	17	0.06405792	3199	0.009856502
2	0.00427186	213	0.00065585	10	0.05735105	2864	0.008805026	18	0.05524608	2759	0.008481853
3	0.00649184	324	0.00099668	11	0.05522985	2758	0.008479361	19	0.04396014	2195	0.006749139
4	0.01716189	857	0.00263484	12	0.05607158	2800	0.008608592	20	0.03569271	1782	0.005479851
5	0.03641192	1818	0.00559027	13	0.05781605	2887	0.008876417	21	0.0302113	1509	0.004638299
6	0.05155918	2575	0.00791581	14	0.0626459	3129	0.009617937	22	0.02184048	1091	0.003353138
7	0.06477601	3235	0.00996699	15	0.063595	3176	0.009785274	23	0.01338286	668	0.002054652
									TOTAL	49,940	

2026 Hourly Traffic Volumes and PM2.5 Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	244	0.000046	8	0.0660276	2215	0.000429963	16	0.06414169	2152	0.000417682
1	0.00456323	153	2.8923E-05	9	0.0602215	2020	0.000381704	17	0.06405792	2149	0.000417137
2	0.00427186	143	2.7077E-05	10	0.057351	1924	0.00036351	18	0.05524608	1854	0.000350168
3	0.00649184	218	4.1147E-05	11	0.0552298	1853	0.000350066	19	0.04396014	1475	0.000278634
4	0.01716189	576	0.00010878	12	0.0560716	1881	0.000355401	20	0.03569271	1197	0.000226233
5	0.03641192	1222	0.00023079	13	0.0578161	1940	0.000366458	21	0.0302113	1014	0.00019149
6	0.05155918	1730	0.0003268	14	0.0626459	2102	0.000397071	22	0.02184048	733	0.000138432
7	0.06477601	2173	0.00042181	15	0.063595	2134	0.000169889	23	0.01338286	449	8.48252E-05
									TOTAL	33,550	

2026 Hourly Traffic Volumes and PM2.5 Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	363	0.000068	8	0.0660276	3297	0.000716429	16	0.06414169	3203	0.000695965
1	0.00456323	228	4.249E-05	9	0.0602215	3007	0.000560749	17	0.06405792	3199	0.000695056
2	0.00427186	213	3.9777E-05	10	0.057351	2864	0.000534022	18	0.05524608	2759	0.000514421
3	0.00649184	324	6.0448E-05	11	0.0552298	2758	0.00051427	19	0.04396014	2195	0.000409333
4	0.01716189	857	0.0001598	12	0.0560716	2800	0.000522108	20	0.03569271	1782	0.000332351
5	0.03641192	1818	0.00033905	13	0.0578161	2887	0.000538351	21	0.0302113	1509	0.000281311
6	0.05155918	2575	0.00048009	14	0.0626459	3129	0.000583324	22	0.02184048	1091	0.000203367
7	0.06477601	3235	0.00070285	15	0.063595	3176	0.000690033	23	0.01338286	668	0.000124614
									TOTAL	49,940	

Road Link	Description	Direction	No. Lanes	Link Length (miles)	Link Width (ft)	Link Width (m)	Release Height (ft)	Release Height (m)	Initial Vertical Dimention (m)	Initial Vertical Dispersion (m)	Average Speed (mph)	Average Vehicles per Day
STE_DPM	San Tomas Expressway DPM	N/S	6	0.49	89	27.13	11.15	3.4	6.8	3.16	45 mph Off Peak, 40 mph Peak	33,550
STE_XXX	San Tomas Expressway XXX	N/S	6	0.49	89	27.13	4.27	1.3	2.87	1.34	45 mph Off Peak, 40 mph Peak	33,550
Ham_DPM	W. Hamilton Ave. DPM	E/W	6	0.43	87	26.52	11.15	3.4	6.8	3.16	35 mph Off Peak, 30 mph Peak	49,940
Ham_XXX	W. Hamilton Ave. XXX	E/W	6	0.43	87	26.52	4.27	1.3	2.87	1.34	35 mph Off Peak, 30 mph Peak	49,940

2026 Emission Factors

	Speed Category	1	2	3	4
	Travel Speed (mph)	30	35	40	45
Emisions per vehicle (g/VMT)	DPM	0.000636	0.000589	0.000585	0.000621
	PM2.5	0.00182	0.00156	0.00143	0.00139
	TOG Exhaust	0.02546	0.02130	0.01861	0.01698
	TOG Evap	0.03213	0.02754	0.02410	0.02142
	Fugitive PM2.5	0.02580	0.02574	0.02521	0.02415

		Hamilton Ave.		**San Tomas Expressway**	
Vehicle Type	Truck 1 (MDT)	520	520	774	774
	Truck 2 (HDT)	570	570	849	849
	Non-Truck	15,685	15,685	23,347	23,347
Total	2026 Volumes		33,550		49,940
	Directional Volume (50/50 split)	**16,775**	**16,775**	**24,970**	**24,970**
	Average Veh/Hour/Dir	699	699	1040	1040

2026 Hourly Traffic Volumes and TOGV Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	244	0.000711	8	0.0660276	2215	0.007265128	16	0.06414169	2152	0.007057614
1	0.00456323	153	0.00044631	9	0.0602215	2020	0.005890015	17	0.06405792	2149	0.007048397
2	0.00427186	143	0.00041781	10	0.057351	1924	0.005609271	18	0.05524608	1854	0.005403392
3	0.00649184	218	0.00063494	11	0.0552298	1853	0.005401804	19	0.04396014	1475	0.004299561
4	0.01716189	576	0.00167853	12	0.0560716	1881	0.005484131	20	0.03569271	1197	0.003490957
5	0.03641192	1222	0.0035613	13	0.0578161	1940	0.00565475	21	0.0302113	1014	0.002954844
6	0.05155918	1730	0.00504279	14	0.0626459	2102	0.006127138	22	0.02184048	733	0.002136127
7	0.06477601	2173	0.00712741	15	0.063595	2134	0.006997461	23	0.01338286	449	0.001308923
									TOTAL	33,550	

2026 Hourly Traffic Volumes and TOGV Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	363	0.001195	8	0.0660276	3297	0.012653492	16	0.06414169	3203	0.01229207
1	0.00456323	228	0.00074957	9	0.0602215	3007	0.009892118	17	0.06405792	3199	0.012276017
2	0.00427186	213	0.00070171	10	0.057351	2864	0.009420615	18	0.05524608	2759	0.009074848
3	0.00649184	324	0.00106636	11	0.0552298	2758	0.009072181	19	0.04396014	2195	0.007220994
4	0.01716189	857	0.00281905	12	0.0560716	2800	0.009210447	20	0.03569271	1782	0.005862966
5	0.03641192	1818	0.00598111	13	0.0578161	2887	0.009496997	21	0.0302113	1509	0.004962578
6	0.05155918	2575	0.00846923	14	0.0626459	3129	0.010290359	22	0.02184048	1091	0.003587567
7	0.06477601	3235	0.01241363	15	0.063595	3176	0.012187304	23	0.01338286	668	0.0021983
									TOTAL	49,940	

2026 Hourly Traffic Volumes and TOGX Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	244	0.000564	8	0.0660276	2215	0.005611835	16	0.06414169	2152	0.005451544
1	0.00456323	153	0.00035391	9	0.0602215	2020	0.004670652	17	0.06405792	2149	0.005444424
2	0.00427186	143	0.00033132	10	0.057351	1924	0.004448027	18	0.05524608	1854	0.00428477
3	0.00649184	218	0.00050349	11	0.0552298	1853	0.004283511	19	0.04396014	1475	0.003409457
4	0.01716189	576	0.00133104	12	0.0560716	1881	0.004348795	20	0.03569271	1197	0.002768252
5	0.03641192	1222	0.00282403	13	0.0578161	1940	0.004484092	21	0.0302113	1014	0.002343126
6	0.05155918	1730	0.00399882	14	0.0626459	2102	0.004858685	22	0.02184048	733	0.001693902
7	0.06477601	2173	0.00550546	15	0.063595	2134	0.00540508	23	0.01338286	449	0.001037947
									TOTAL	33,550	

2026 Hourly Traffic Volumes and TOGX Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	363	0.000924	8	0.0660276	3297	0.010027637	16	0.06414169	3203	0.009741218
1	0.00456323	228	0.00057984	9	0.0602215	3007	0.007652199	17	0.06405792	3199	0.009728496
2	0.00427186	213	0.00054282	10	0.057351	2864	0.007287461	18	0.05524608	2759	0.007019988
3	0.00649184	324	0.0008249	11	0.0552298	2758	0.007017925	19	0.04396014	2195	0.005585911
4	0.01716189	857	0.00218072	12	0.0560716	2800	0.007124882	20	0.03569271	1782	0.004535387
5	0.03641192	1818	0.00462678	13	0.0578161	2887	0.007346548	21	0.0302113	1509	0.003838878
6	0.05155918	2575	0.0065515	14	0.0626459	3129	0.007960265	22	0.02184048	1091	0.002775217
7	0.06477601	3235	0.00983755	15	0.063595	3176	0.009658192	23	0.01338286	668	0.001700529
									TOTAL	49,940	

24-166 700 W Hamilton Ave, Campbell, CA - Roadway Impacts on Construction MEI
AERMOD Risk Modeling Parameters and Maximum Concentrations
1st Floor MEI Receptors

Emissions Years	2026
Receptor Information	
Number of Receptors	
Receptor Height (in m) =	1.5
Receptor Distances =	Construction MEI Location
Meteorological Conditions	
BAAQMD San Jose Airport Met Data	2013 - 2017
Land Use Classification	urban
Wind Speed =	variable
Wind Direction =	variable

Hamilton Ave. - Construction MEI Maximum Concentrations - Floor 1

Meteorological Data Years	TAC Concentrations (µg/m^3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.00118	0.04675	0.06001

Meteorological Data Years	PM2.5 Concentrations (µg/m^3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.0572	0.0538	0.0034

San Tomas Expressway - Construction MEI Maximum Concentrations - Floor 1

Meteorological Data Years	TAC Concentrations (µg/m^3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.00283	0.10693	0.13584

Meteorological Data Years	PM2.5 Concentrations (µg/m^3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.1586	0.15005	0.00855

24-166 700 W Hamilton Ave, Campbell, CA - Hamilton Ave. Impacts on Construction MEI
Maximum DPM Cancer Risk and PM2.5 Calculations
First Floor receptor height (1.5m)

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Roadway Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**TOTAL**
0	0.25	-0.25 - 0*	2026	10	0.0012	0.0468	0.0600	0.016	0.004	0.0003	0.020
1	1	0 - 1	2026	10	0.0012	0.0468	0.0600	0.194	0.044	0.0033	0.241
2	1	1 - 2	2027	10	0.0012	0.0468	0.0600	0.194	0.044	0.0033	0.241
3	1	2 - 3	2028	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
4	1	3 - 4	2029	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
5	1	4 - 5	2030	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
6	1	5 - 6	2031	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
7	1	6 - 7	2032	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
8	1	7 - 8	2033	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
9	1	8 - 9	2034	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
10	1	9 - 10	2035	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
11	1	10 - 11	2036	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
12	1	11 - 12	2037	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
13	1	12 - 13	2038	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
14	1	13 - 14	2039	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
15	1	14 - 15	2040	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
16	1	15 - 16	2041	3	0.0012	0.0468	0.0600	0.031	0.007	0.0005	0.038
17	1	16-17	2042	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
18	1	17-18	2043	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
19	1	18-19	2044	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
20	1	19-20	2045	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
21	1	20-21	2046	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
22	1	21-22	2047	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
23	1	22-23	2048	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
24	1	23-24	2049	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
25	1	24-25	2050	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
26	1	25-26	2051	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
27	1	26-27	2052	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
28	1	27-28	2053	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
29	1	28-29	2054	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
30	1	29-30	2055	1	0.0012	0.0468	0.0600	0.003	0.001	0.0001	0.004
Total Increased Cancer Risk								0.88	0.199	0.015	**1.09**

Maximum Hazard Index	**Total PM2.5 (µg/m3)**
0.00024	0.057

* Third trimester of pregnancy

24-166 700 W Hamilton Ave, Campbell, CA - San Tomas Expressway Impacts on Construction MEI
Maximum DPM Cancer Risk and PM2.5 Calculations
First Floor receptor height (1.5m)

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Roadway Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**TOTAL**
0	0.25	-0.25 - 0*	2026	10	0.0028	0.1069	0.1358	0.038	0.008	0.0006	0.05
1	1	0 - 1	2026	10	0.0028	0.1069	0.1358	0.465	0.100	0.0075	0.57
2	1	1 - 2	2027	10	0.0028	0.1069	0.1358	0.465	0.100	0.0075	0.57
3	1	2 - 3	2028	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
4	1	3 - 4	2029	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
5	1	4 - 5	2030	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
6	1	5 - 6	2031	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
7	1	6 - 7	2032	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
8	1	7 - 8	2033	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
9	1	8 - 9	2034	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
10	1	9 - 10	2035	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
11	1	10 - 11	2036	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
12	1	11 - 12	2037	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
13	1	12 - 13	2038	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
14	1	13 - 14	2039	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
15	1	14 - 15	2040	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
16	1	15 - 16	2041	3	0.0028	0.1069	0.1358	0.073	0.016	0.0012	0.09
17	1	16-17	2042	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
18	1	17-18	2043	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
19	1	18-19	2044	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
20	1	19-20	2045	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
21	1	20-21	2046	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
22	1	21-22	2047	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
23	1	22-23	2048	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
24	1	23-24	2049	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
25	1	24-25	2050	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
26	1	25-26	2051	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
27	1	26-27	2052	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
28	1	27-28	2053	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
29	1	28-29	2054	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
30	1	29-30	2055	1	0.0028	0.1069	0.1358	0.008	0.002	0.0001	0.010
Total Increased Cancer Risk								2.11	0.454	0.034	**2.59**

Maximum Hazard Index	Total PM2.5 (µg/m3)
0.0006	0.159

* Third trimester of pregnancy

Road Link	Description	Direction	No. Lanes	Link Length (miles)	Link Width (ft)	Link Width (m)	Release Height (ft)	Release Height (m)	Initial Vertical Dimention (m)	Initial Vertical Dispersion (m)	Average Speed (mph)	Average Vehicles per Day
STE_DPM	San Tomas Expressway DPM	N/S	6	0.49	89	27.13	11.15	3.4	6.8	3.16	45 mph Off Peak, 40 mph Peak	34,465
STE_XXX	San Tomas Expressway XXX	N/S	6	0.49	89	27.13	4.27	1.3	2.88	1.34	45 mph Off Peak, 40 mph Peak	34,465
Ham_DPM	W. Hamilton Ave. DPM	E/W	6	0.43	87	26.52	11.15	3.4	6.8	3.16	35 mph Off Peak, 30 mph Peak	51,302
Ham_XXX	W. Hamilton Ave. XXX	E/W	6	0.43	87	26.52	4.27	1.3	2.88	1.34	35 mph Off Peak, 30 mph Peak	51,302

2029 Emission Factors

	Speed Category	1	2	3	4
	Travel Speed (mph)	30	35	40	45
Emisions per vehicle (g/VMT)	DPM	0.000519	0.000488	0.000493	0.000534
	PM2.5	0.00152	0.00131	0.00120	0.00118
	TOG Exhaust	0.02091	0.01753	0.01533	0.01399
	TOG Evap	0.02959	0.02537	0.02219	0.01973
	Fugitive PM2.5	0.02589	0.02582	0.02530	0.02424

		Hamilton Ave.		**San Tomas Expressway**	
Vehicle Type	Truck 1 (MDT)	551	551	821	821
	Truck 2 (HDT)	586	586	872	872
	Non-Truck	16,095	16,095	23,958	23,958
Total	2026 Volumes		34,465		51,302
	Directional Volume (50/50 split)	**17,233**	**17,233**	**25,651**	**25,651**
	Average Veh/Hour/Dir	718	718	1069	1069

2029 Hourly Traffic Volumes and DPM Emisssions - San Tomas Expressway DPM

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	251	0.000018	8	0.0660276	2276	0.000152702	16	0.06414169	2211	0.00014834
1	0.00456323	157	1.1431E-05	9	0.0602215	2076	0.000150857	17	0.06405792	2208	0.000148147
2	0.00427186	147	1.0701E-05	10	0.057351	1977	0.000143666	18	0.05524608	1904	0.000138393
3	0.00649184	224	1.6262E-05	11	0.0552298	1903	0.000138352	19	0.04396014	1515	0.000110122
4	0.01716189	591	4.2991E-05	12	0.0560716	1933	0.000140461	20	0.03569271	1230	8.94113E-05
5	0.03641192	1255	9.1213E-05	13	0.0578161	1993	0.000144831	21	0.0302113	1041	7.56803E-05
6	0.05155918	1777	0.00012916	14	0.0626459	2159	0.00015693	22	0.02184048	753	5.47111E-05
7	0.06477601	2233	0.00014981	15	0.063595	2192	0.000147076	23	0.01338286	461	3.35245E-05
									TOTAL	34,465	

2029 Hourly Traffic Volumes and DPM Emisssions - W. Hamilton Ave. DPM

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	373	0.000022	8	0.0660276	3387	0.000209987	16	0.06414169	3291	0.00020399
1	0.00456323	234	1.3646E-05	9	0.0602215	3089	0.000180082	17	0.06405792	3286	0.000203723
2	0.00427186	219	1.2774E-05	10	0.057351	2942	0.000171499	18	0.05524608	2834	0.000165204
3	0.00649184	333	1.9413E-05	11	0.0552298	2833	0.000165156	19	0.04396014	2255	0.000131456
4	0.01716189	880	5.132E-05	12	0.0560716	2877	0.000167673	20	0.03569271	1831	0.000106733
5	0.03641192	1868	0.00010888	13	0.0578161	2966	0.000172889	21	0.0302113	1550	9.0342E-05
6	0.05155918	2645	0.00015418	14	0.0626459	3214	0.000187332	22	0.02184048	1120	6.53104E-05
7	0.06477601	3323	0.00020601	15	0.063595	3263	0.000202251	23	0.01338286	687	4.00193E-05
									TOTAL	51,302	

2029 Hourly Traffic Volumes and Fugitive PM2.5 Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	251	0.000827	8	0.0660276	2276	0.007834878	16	0.06414169	2211	0.007611091
1	0.00456323	157	0.00051896	9	0.0602215	2076	0.006848723	17	0.06405792	2208	0.007601151
2	0.00427186	147	0.00048582	10	0.057351	1977	0.006522282	18	0.05524608	1904	0.006282893
3	0.00649184	224	0.00073829	11	0.0552298	1903	0.006281047	19	0.04396014	1515	0.004999394
4	0.01716189	591	0.00195175	12	0.0560716	1933	0.006376774	20	0.03569271	1230	0.004059174
5	0.03641192	1255	0.00414097	13	0.0578161	1993	0.006575165	21	0.0302113	1041	0.003435799
6	0.05155918	1777	0.0058636	14	0.0626459	2159	0.007124442	22	0.02184048	753	0.002483821
7	0.06477601	2233	0.00768636	15	0.063595	2192	0.007546221	23	0.01338286	461	0.001521974
									TOTAL	34,465	

2029 Hourly Traffic Volumes and Fugitive PM2.5 Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	373	0.001151	8	0.0660276	3387	0.010473882	16	0.06414169	3291	0.010174717
1	0.00456323	234	0.0007221	9	0.0602215	3089	0.009529611	17	0.06405792	3286	0.010161429
2	0.00427186	219	0.00067599	10	0.057351	2942	0.009075387	18	0.05524608	2834	0.00874229
3	0.00649184	333	0.00102729	11	0.0552298	2833	0.008739722	19	0.04396014	2255	0.006956373
4	0.01716189	880	0.00271574	12	0.0560716	2877	0.00887292	20	0.03569271	1831	0.005648111
5	0.03641192	1868	0.00576192	13	0.0578161	2966	0.00914897	21	0.0302113	1550	0.004780719
6	0.05155918	2645	0.00815886	14	0.0626459	3214	0.009913258	22	0.02184048	1120	0.003456097
7	0.06477601	3323	0.01027534	15	0.063595	3263	0.010087997	23	0.01338286	687	0.002117741
									TOTAL	51,302	

2029 Hourly Traffic Volumes and PM2.5 Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	251	0.000040	8	0.0660276	2276	0.000372308	16	0.06414169	2211	0.000361674
1	0.00456323	157	2.526E-05	9	0.0602215	2076	0.000333354	17	0.06405792	2208	0.000361201
2	0.00427186	147	2.3647E-05	10	0.057351	1977	0.000317465	18	0.05524608	1904	0.000305813
3	0.00649184	224	3.5935E-05	11	0.0552298	1903	0.000305723	19	0.04396014	1515	0.00024334
4	0.01716189	591	9.4999E-05	12	0.0560716	1933	0.000310382	20	0.03569271	1230	0.000197576
5	0.03641192	1255	0.00020156	13	0.0578161	1993	0.000320039	21	0.0302113	1041	0.000167234
6	0.05155918	1777	0.0002854	14	0.0626459	2159	0.000346774	22	0.02184048	753	0.000120897
7	0.06477601	2233	0.00036525	15	0.063595	2192	0.000358591	23	0.01338286	461	7.40803E-05
									TOTAL	34,465	

2029 Hourly Traffic Volumes and PM2.5 Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	373	0.000058	8	0.0660276	3387	0.000614183	16	0.06414169	3291	0.00059664
1	0.00456323	234	3.6575E-05	9	0.0602215	3089	0.00048268	17	0.06405792	3286	0.000595861
2	0.00427186	219	3.4239E-05	10	0.057351	2942	0.000459673	18	0.05524608	2834	0.000442802
3	0.00649184	333	5.2033E-05	11	0.0552298	2833	0.000442672	19	0.04396014	2255	0.000352344
4	0.01716189	880	0.00013755	12	0.0560716	2877	0.000449418	20	0.03569271	1831	0.00028608
5	0.03641192	1868	0.00029184	13	0.0578161	2966	0.0004634	21	0.0302113	1550	0.000242146
6	0.05155918	2645	0.00041325	14	0.0626459	3214	0.000502112	22	0.02184048	1120	0.000175053
7	0.06477601	3323	0.00060254	15	0.063595	3263	0.000591555	23	0.01338286	687	0.000107265
									TOTAL	51,302	

2029 Hourly Traffic Volumes and TOGV Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	251	0.000673	8	0.0660276	2276	0.00687449	16	0.06414169	2211	0.006678134
1	0.00456323	157	0.00042231	9	0.0602215	2076	0.005573316	17	0.06405792	2208	0.006669413
2	0.00427186	147	0.00039535	10	0.057351	1977	0.005307667	18	0.05524608	1904	0.005112858
3	0.00649184	224	0.0006008	11	0.0552298	1903	0.005111356	19	0.04396014	1515	0.004068379
4	0.01716189	591	0.00158828	12	0.0560716	1933	0.005189256	20	0.03569271	1230	0.003303252
5	0.03641192	1255	0.00336981	13	0.0578161	1993	0.005350701	21	0.0302113	1041	0.002795965
6	0.05155918	1777	0.00477165	14	0.0626459	2159	0.005797689	22	0.02184048	753	0.00202127
7	0.06477601	2233	0.00674418	15	0.063595	2192	0.006621216	23	0.01338286	461	0.001238544
									TOTAL	34,465	

2029 Hourly Traffic Volumes and TOGV Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	373	0.001130	8	0.0660276	3387	0.011973128	16	0.06414169	3291	0.01163114
1	0.00456323	234	0.00070926	9	0.0602215	3089	0.00936023	17	0.06405792	3286	0.011615949
2	0.00427186	219	0.00066398	10	0.057351	2942	0.008914079	18	0.05524608	2834	0.008586904
3	0.00649184	333	0.00100903	11	0.0552298	2833	0.00858438	19	0.04396014	2255	0.00683273
4	0.01716189	880	0.00266747	12	0.0560716	2877	0.008715212	20	0.03569271	1831	0.005547721
5	0.03641192	1868	0.00565951	13	0.0578161	2966	0.008986354	21	0.0302113	1550	0.004695746
6	0.05155918	2645	0.00801385	14	0.0626459	3214	0.009737058	22	0.02184048	1120	0.003394667
7	0.06477601	3323	0.01174617	15	0.063595	3263	0.011532006	23	0.01338286	687	0.0020801
									TOTAL	51,302	

2029 Hourly Traffic Volumes and TOGX Emisssions - San Tomas Expressway XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	251	0.000477	8	0.0660276	2276	0.004748317	16	0.06414169	2211	0.004612691
1	0.00456323	157	0.00029943	9	0.0602215	2076	0.003951654	17	0.06405792	2208	0.004606667
2	0.00427186	147	0.00028031	10	0.057351	1977	0.0037633	18	0.05524608	1904	0.003625175
3	0.00649184	224	0.00042599	11	0.0552298	1903	0.00362411	19	0.04396014	1515	0.002884607
4	0.01716189	591	0.00112614	12	0.0560716	1933	0.003679343	20	0.03569271	1230	0.002342108
5	0.03641192	1255	0.0023893	13	0.0578161	1993	0.003793813	21	0.0302113	1041	0.001982426
6	0.05155918	1777	0.00338325	14	0.0626459	2159	0.004110741	22	0.02184048	753	0.001433143
7	0.06477601	2233	0.00465831	15	0.063595	2192	0.004573377	23	0.01338286	461	0.000878166
									TOTAL	34,465	

2029 Hourly Traffic Volumes and TOGX Emisssions - W. Hamilton Ave. XXX

Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s	Hour	Fraction Per Hour	VPH	g/s
0	0.00727235	373	0.000781	8	0.0660276	3387	0.008458165	16	0.06414169	3291	0.008216574
1	0.00456323	234	0.00049007	9	0.0602215	3089	0.00646747	17	0.06405792	3286	0.008205843
2	0.00427186	219	0.00045878	10	0.057351	2942	0.006159202	18	0.05524608	2834	0.005933139
3	0.00649184	333	0.00069719	11	0.0552298	2833	0.005931396	19	0.04396014	2255	0.004721089
4	0.01716189	880	0.0018431	12	0.0560716	2877	0.006021794	20	0.03569271	1831	0.003833209
5	0.03641192	1868	0.00391045	13	0.0578161	2966	0.00620914	21	0.0302113	1550	0.003244536
6	0.05155918	2645	0.00553718	14	0.0626459	3214	0.006727841	22	0.02184048	1120	0.002345553
7	0.06477601	3323	0.00829783	15	0.063595	3263	0.008146544	23	0.01338286	687	0.001437249
									TOTAL	51,302	

24-166 700 W Hamilton Ave, Campbell, CA - Roadway Impacts Onsite
AERMOD Risk Modeling Parameters and Maximum Concentrations
2nd Floor MEI Receptors

Emissions Years	2029
Receptor Information	
Number of Receptors	
Receptor Height (in m) =	5.16
Receptor Distances =	Varies
Meteorological Conditions	
BAAQMD San Jose Airport Met Data	2013 - 2017
Land Use Classification	urban
Wind Speed =	variable
Wind Direction =	variable

Hamilton Ave. - Maximum Onsite Concentrations - Floor 2

Meteorological Data Years	TAC Concentrations (µg/m^3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.00499	0.2238	0.32164

Meteorological Data Years	PM2.5 Concentrations (µg/m^3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.32958	0.31302	0.01656

San Tomas Expressway - Maximum Concentrations - Floor 2

Meteorological Data Years	TAC Concentrations (µg/m^3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.00223	0.07557	0.10737

Meteorological Data Years	PM2.5 Concentrations (µg/m^3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.13546	0.12921	0.00625

Onsite MEI - San Tomas Expressway - Floor 2

Meteorological Data Years	TAC Concentrations (µg/m^3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.00164	0.05335	0.07577

Meteorological Data Years	PM2.5 Concentrations (µg/m^3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.09571	0.09129	0.00442

24-166 700 W Hamilton Ave, Campbell, CA - Roadway Impacts Onsite
AERMOD Risk Modeling Parameters and Maximum Concentrations
3rd Floor MEI Receptors

Emissions Years	2029
Receptor Information	
Number of Receptors	
Receptor Height (in m) =	7.93
Receptor Distances =	Varies
Meteorological Conditions	
BAAQMD San Jose Airport Met Data	2013 - 2017
Land Use Classification	urban
Wind Speed =	variable
Wind Direction =	variable

Hamilton Ave. - Maximum Onsite Concentrations - Floor 3

Meteorological Data Years	TAC Concentrations (µg/m^3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.00393	0.13244	0.19035

Meteorological Data Years	PM2.5 Concentrations (µg/m^3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.19507	0.18527	0.0098

San Tomas Expressway - Maximum Concentrations - Floor 3

Meteorological Data Years	TAC Concentrations (µg/m^3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.0018	0.05047	0.07174

Meteorological Data Years	PM2.5 Concentrations (µg/m^3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.09039	0.08622	0.00417

24-166 700 W Hamilton Ave, Campbell, CA - Hamilton Ave. Impacts Onsite
Maximum DPM Cancer Risk and PM2.5 Calculations
Second Floor receptor height (5.16m)

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Roadway Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**TOTAL**
0	0.25	-0.25 - 0*	2029	10	0.0050	0.2238	0.3216	0.068	0.017	0.0015	0.087
1	1	0 - 1	2029	10	0.0050	0.2238	0.3216	0.820	0.210	0.0178	1.047
2	1	1 - 2	2030	10	0.0050	0.2238	0.3216	0.820	0.210	0.0178	1.047
3	1	2 - 3	2031	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
4	1	3 - 4	2032	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
5	1	4 - 5	2033	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
6	1	5 - 6	2034	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
7	1	6 - 7	2035	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
8	1	7 - 8	2036	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
9	1	8 - 9	2037	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
10	1	9 - 10	2038	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
11	1	10 - 11	2039	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
12	1	11 - 12	2040	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
13	1	12 - 13	2041	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
14	1	13 - 14	2042	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
15	1	14 - 15	2043	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
16	1	15 - 16	2044	3	0.0050	0.2238	0.3216	0.129	0.033	0.0028	0.165
17	1	16-17	2045	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
18	1	17-18	2046	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
19	1	18-19	2047	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
20	1	19-20	2048	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
21	1	20-21	2049	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
22	1	21-22	2050	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
23	1	22-23	2051	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
24	1	23-24	2052	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
25	1	24-25	2053	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
26	1	25-26	2054	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
27	1	26-27	2055	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
28	1	27-28	2056	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
29	1	28-29	2057	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
30	1	29-30	2058	1	0.0050	0.2238	0.3216	0.014	0.004	0.0003	0.018
Total Increased Cancer Risk								3.71	0.951	0.081	**4.75**

Maximum	
Hazard Index	**Total PM2.5 (µg/m3)**
0.00100	0.330

* Third trimester of pregnancy

24-166 700 W Hamilton Ave, Campbell, CA - Onsite MEI
Maximum DPM Cancer Risk and PM2.5 Calculations
Second Floor receptor height (5.16m)

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Roadway Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**TOTAL**
0	0.25	-0.25 - 0*	2029	10	0.0016	0.0534	0.0758	0.022	0.004	0.0003	0.03
1	1	0 - 1	2029	10	0.0016	0.0534	0.0758	0.269	0.050	0.0042	0.32
2	1	1 - 2	2030	10	0.0016	0.0534	0.0758	0.269	0.050	0.0042	0.32
3	1	2 - 3	2031	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
4	1	3 - 4	2032	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
5	1	4 - 5	2033	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
6	1	5 - 6	2034	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
7	1	6 - 7	2035	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
8	1	7 - 8	2036	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
9	1	8 - 9	2037	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
10	1	9 - 10	2038	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
11	1	10 - 11	2039	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
12	1	11 - 12	2040	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
13	1	12 - 13	2041	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
14	1	13 - 14	2042	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
15	1	14 - 15	2043	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
16	1	15 - 16	2044	3	0.0016	0.0534	0.0758	0.042	0.008	0.0007	0.05
17	1	16-17	2045	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
18	1	17-18	2046	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
19	1	18-19	2047	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
20	1	19-20	2048	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
21	1	20-21	2049	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
22	1	21-22	2050	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
23	1	22-23	2051	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
24	1	23-24	2052	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
25	1	24-25	2053	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
26	1	25-26	2054	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
27	1	26-27	2055	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
28	1	27-28	2056	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
29	1	28-29	2057	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
30	1	29-30	2058	1	0.0016	0.0534	0.0758	0.005	0.001	0.0001	0.006
Total Increased Cancer Risk								1.22	0.227	0.019	**1.47**

Maximum	
Hazard Index	**Total PM2.5 (µg/m3)**
0.0003	0.096

* Third trimester of pregnancy

Screening Report

Area of Interest (AOI) Information

Area : 5,251,804.56 ft²

Nov 8 2024 10:19:11 Pacific Standard Time



Summary

Name	Count	Area(ft²)	Length(ft)
Permitted Stationary Sources	3	N/A	N/A

Permitted Stationary Sources

#	Address	Cancer_Ris	Chronic_Ha	City	County
1	429 Llewellyn Avenue	0.56	0.00	Campbell	Santa Clara
2	651 W Hamilton Ave	28.44	0.01	Campbell	Santa Clara
3	921 W Hamilton Ave	13.46	0.06	Campbell	Santa Clara

#	Details	Facility_I	Facility_N	Latitude	Longitude
1	Generator	18726	Spine & Sports Surgery Center (ASC Medical)	37.29	-121.96
2	Generator	23068	Alvins Corner at Penny Lane	37.29	-121.96
3	Gas Dispensing Facility	111837-1	Shell SS#68118	37.29	-121.97

#	NAICS	NAICS_Indu	NAICS_Sect	NAICS_Subs	PM25
1	622110	General Medical and Surgical Hospitals	Health Care and Social Assistance	Hospitals	0.00
2	531120	Lessors of Nonresidential Buildings (except Miniwarehouses)	Real Estate and Rental and Leasing	Real Estate	0.04
3	447110	Gasoline Stations with Convenience Stores	Retail Trade	Gasoline Stations	0.00

#	State	Zip	Count
1	CA	95008	1
2	CA	95008	1
3	CA	95008	1

NOTE: A larger buffer than 1,000 may be warranted depending on proximity to significant sources.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Risk & Hazard Stationary Source Inquiry Form

This form is required when users request stationary source data from BAAQMD

This form is to be used with the BAAQMD's Google Earth stationary source screening tables.

Click here for guidance on coducting risk & hazard screening, including roadways & freeways, refer to the District's Risk & Hazard Analysis flow chart.

Click here for District's Recommended Methods for Screening and Modeling Local Risks and Hazards document.

Table A: Requester Contact Information

Date of Request	**11/22/2024**
Contact Name	Jordyn Bauer
Affiliation	Illingworth & Rodkin, Inc.
Phone	707-794-0400 x106
Email	jbauer@illingworthrodkin.com
Project Name	700 W Hamilton
Address	700 W Hamilton
City	Campbell
County	Santa Clara
Type (residential, commercial, mixed use, industrial, etc.)	Residential
Project Size (# of units or building square feet)	173
Comments:	

For Air District assistance, the following steps must be completed:

1. Complete all the contact and project information requested in Table A complete forms will not be processed. Please include a project site map.

2. Download and install the free program Google Earth, **http://www.google.com/earth/download/ge/,** and then download the county specific Google Earth stationary source application files from the District's website, **http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx.** The small points on the map represent stationary sources permitted by the District (Map A on right). These permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc. Click on a point to view the source's Information Table, including the name, location, and preliminary estimated cancer risk, hazard index, and PM2.5 concentration.

3. Find the project site in Google Earth by inputting the site's address in the Google Earth search box.

4. Identify stationary sources within at least a 1000ft radius of project site. Verify that the location of the source on the map matches with the source's address in the Information Table, by using the Google Earth address search box to confirm the source's address location. Please report any mapping errors to the District.

5. List the stationary source information in Table B e section only.

6. Note that a small percentage of the stationary sources have Health Risk Screening Assessment (HRSA) data INSTEAD of screening level data. These sources will be noted by an asterisk next to the Plant Name (Map B on right). If HRSA values are presented, these values have already been modeled and cannot be adjusted further.

7. Email this completed form to District staff. District staff will provide the most recent risk, hazard, and PM2.5 data that are available for the source(s). If this information or data are not available, source emissions data will be provided. Staff will respond to inquiries within three weeks.

Note that a public records request received for the same stationary source information will cancel the processing of your SSIF request.

Submit forms, maps, and questions to Matthew Hanson at 415-749-8733, or mhanson@baaqmd.gov

Table B: Google Earth data

Distance from Receptor (feet) or MEI[1]	Plant No.	Facility Name	Address	Cancer Risk[2]	Hazard Risk[2]	$PM_{2.5}$[2]	Source No.[3]	Type of Source[4]	Fuel Code[5]	Status/Comments
715	18726	Spine & Sports Surgery Center (	429 Llewellyn Avenue	0.56	--	--		Generator		2022 Dataset
850	23068	Alvins Corner at Penny Lane	651 W Hamilton Ave	28.44	0.01	0.04		Generator		2022 Dataset
1485	111837-1	Shell SS#68118	921 W Hamilton Ave	13.46	0.06	--		Gas Dispensing Facility		BAAQMD requested data, CARB GDF Tool
1325	112330-1	Safeway Fuel Ctr#3241	900 W Hamilton Ave	36.14	0.16	--		Gas Dispensing Facility		BAAQMD requested data, CARB GDF Tool

Project MEI

Distance Adjustment Multiplier	Adjusted Cancer Risk Estimate	Adjusted Hazard Risk	Adjusted PM2.5
0.07	0.04	#VALUE!	#VALUE!
0.05	1.42	0.001	0.002
NA	0.44	0.04	#VALUE!
NA	1.24	0.10	#VALUE!

Footnotes:

1. Maximally exposed individual

2. These Cancer Risk, Hazard Index, and PM2.5 columns represent the values in the Google Earth Plant Information Table.
3. Each plant may have multiple permits and sources.
4. Permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc.
5. Fuel codes: 98 = diesel, 189 = Natural Gas.
6. If a Health Risk Screening Assessment (HRSA) was completed for the source, the application number will be listed here.
7. The date that the HRSA was completed.
8. Engineer who completed the HRSA. For District purposes only.
9. All HRSA completed before 1/5/2010 need to be multiplied by an age sensitivity factor of 1.7.
10. The HRSA "Chronic Health" number represents the Hazard Index.
11. Further information about common sources:
    a. Sources that only include diesel internal combustion engines can be adjusted using the BAAQMD's Diesel Multiplier worksheet.
    b. The risk from natural gas boilers used for space heating when <25 MM BTU/hr would have an estimated cancer risk of one in a million or less, and a chronic hazard index of 0.003 or less.
    c. BAAQMD Reg 11 Rule 16 required that all co-residential (sharing a wall, floor, ceiling or is in the same building as a residential unit) dry cleaners cease use of perc on July 1, 2010.
    Therefore, there is no cancer risk, hazard or PM2.5 concentrations from co-residential dry cleaning businesses in the BAAQMD.
    d. Non co-residential dry cleaners must phase out use of perc by Jan. 1, 2023. Therefore, the risk from these dry cleaners does not need to be factored in over a 70-year period, but instead should reflect the
    e. Gas stations can be adjusted using BAAQMD's Gas Station Distance Mulitplier worksheet.
    f. Unless otherwise noted, exempt sources are considered insignificant. See BAAQMD Reg 2 Rule 1 for a list of exempt sources.
    g. This spray booth is considered to be insignificant.

Date last updated:
03/13/2018

Project Site

Distance from Receptor (feet) or MEI[1]	FACID (Plant No.)	Distance Adjustment Multiplier	Adjusted Cancer Risk Estimate	Adjusted Hazard Risk	Adjusted PM2.5
630	18726	0.08	0.04	#VALUE!	#VALUE!
230	23068	0.31	8.82	0.003	0.01
1000	111837-1	NA	0.93	0.08	#VALUE!
925	112330-1	NA	2.41	0.20	#VALUE!

2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool
Version 1.0 - February 18, 2022

Required Value	User Defined Input	Instructions
Annual Throughput (gallons/year)	10000000	Enter your gas station's annual throughput in gallons of gasoline dispensed per year.
Hourly Dispensing Throughput (gallons/hour)	4000	The tool will calculate the maximum hourly vehicle fueling throughput based on annual throughput as defined by Table 10 of the 2020 Gasoline Service Station Industrywide Risk Assessment Technical Guidance Document (Technical Guidance). If a different value is desired please enter it into cell L4.
Hourly Loading Throughput (gallons/hour)	8800	The tool will calculate the maximum hourly loading throughput based on annual throughput as defined by Table 10 of the Technical Guidance. If a different value is desired please enter it into cell L5.
Meteorological Data	San Jose	Select appropriate meteorological data. Met sets provided include 2 rural (Redding and Lancaster) and 4 urban (Fresno, Ontario, San Diego, and San Jose) locations. Use whichever best correlates to your location. If you would like to use site-specific meteorological data please refer to the Variable Met Tool.
Distance to Nearest Resident (meters)	450	Enter the distance to the nearest residential receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Nearest Business (meters)	450	Enter the distance to the nearest worker receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Acute Receptor (meters)	450	Enter the distance where acute impacts are expected in meters as measured from the edge of the station canopy. This can be the distance to the property boundary, nearest resident, nearest worker, or any other user defined location. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Control Scenario	EVR Phase I & EVR Phase II	Select the appropriate control scenario for your gas station. Please refer to technical Guidance for an explanation of the different control scenarios. Almost all gas stations in California are equipped with EVR Phase I and EVR Phase II controls.
Include Building Downwash Adjustments	yes	Building downwash may over estimate risk results. High results should be investigated further through site-specific health risk assessment.
Risk Value	**Results**	
Max Residential Cancer Risk (chances/million)	0.44	
Max Worker Cancer Risk (chances/million)	0.04	12/16/2024 5:59 PM
Chronic HI	0.00	
Acute HI	0.02	

2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool
Version 1.0 - February 18, 2022

Required Value	User Defined Input	Instructions
Annual Throughput (gallons/year)	10000000	Enter your gas station's annual throughput in gallons of gasoline dispensed per year.
Hourly Dispensing Throughput (gallons/hour)	4000	The tool will calculate the maximum hourly vehicle fueling throughput based on annual throughput as defined by Table 10 of the 2020 Gasoline Service Station Industrywide Risk Assessment Technical Guidance Document (Technical Guidance). If a different value is desired please enter it into cell L4.
Hourly Loading Throughput (gallons/hour)	8800	The tool will calculate the maximum hourly loading throughput based on annual throughput as defined by Table 10 of the Technical Guidance. If a different value is desired please enter it into cell L5.
Meteorological Data	San Jose	Select appropriate meteorological data. Met sets provided include 2 rural (Redding and Lancaster) and 4 urban (Fresno, Ontario, San Diego, and San Jose) locations. Use whichever best correlates to your location. If you would like to use site-specific meteorological data please refer to the Variable Met Tool.
Distance to Nearest Resident (meters)	300	Enter the distance to the nearest residential receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Nearest Business (meters)	300	Enter the distance to the nearest worker receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Acute Receptor (meters)	300	Enter the distance where acute impacts are expected in meters as measured from the edge of the station canopy. This can be the distance to the property boundary, nearest resident, nearest worker, or any other user defined location. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Control Scenario	EVR Phase I & EVR Phase II	Select the appropriate control scenario for your gas station. Please refer to technical Guidance for an explanation of the different control scenarios. Almost all gas stations in California are equipped with EVR Phase I and EVR Phase II controls.
Include Building Downwash Adjustments	yes	Building downwash may over estimate risk results. High results should be investigated further through site-specific health risk assessment.
Risk Value	**Results**	
Max Residential Cancer Risk (chances/million)	0.93	
Max Worker Cancer Risk (chances/million)	0.08	12/16/2024 5:59 PM
Chronic HI	0.00	
Acute HI	0.06	

2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool
Version 1.0 - February 18, 2022

Required Value	User Defined Input	Instructions
Annual Throughput (gallons/year)	22950000	Enter your gas station's annual throughput in gallons of gasoline dispensed per year.
Hourly Dispensing Throughput (gallons/hour)	4000	The tool will calculate the maximum hourly vehicle fueling throughput based on annual throughput as defined by Table 10 of the 2020 Gasoline Service Station Industrywide Risk Assessment Technical Guidance Document (Technical Guidance). If a different value is desired please enter it into cell L4.
Hourly Loading Throughput (gallons/hour)	8800	The tool will calculate the maximum hourly loading throughput based on annual throughput as defined by Table 10 of the Technical Guidance. If a different value is desired please enter it into cell L5.
Meteorological Data	San Jose	Select appropriate meteorological data. Met sets provided include 2 rural (Redding and Lancaster) and 4 urban (Fresno, Ontario, San Diego, and San Jose) locations. Use whichever best correlates to your location. If you would like to use site-specific meteorological data please refer to the Variable Met Tool.
Distance to Nearest Resident (meters)	400	Enter the distance to the nearest residential receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Nearest Business (meters)	400	Enter the distance to the nearest worker receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Acute Receptor (meters)	400	Enter the distance where acute impacts are expected in meters as measured from the edge of the station canopy. This can be the distance to the property boundary, nearest resident, nearest worker, or any other user defined location. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Control Scenario	EVR Phase I & EVR Phase II	Select the appropriate control scenario for your gas station. Please refer to technical Guidance for an explanation of the different control scenarios. Almost all gas stations in California are equipped with EVR Phase I and EVR Phase II controls.
Include Building Downwash Adjustments	yes	Building downwash may over estimate risk results. High results should be investigated further through site-specific health risk assessment.
Risk Value	**Results**	
Max Residential Cancer Risk (chances/million)	1.24	
Max Worker Cancer Risk (chances/million)	0.10	12/16/2024 6:00 PM
Chronic HI	0.00	
Acute HI	0.02	

2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool
Version 1.0 - February 18, 2022

Required Value	User Defined Input	Instructions
Annual Throughput (gallons/year)	22950000	Enter your gas station's annual throughput in gallons of gasoline dispensed per year.
Hourly Dispensing Throughput (gallons/hour)	4000	The tool will calculate the maximum hourly vehicle fueling throughput based on annual throughput as defined by Table 10 of the 2020 Gasoline Service Station Industrywide Risk Assessment Technical Guidance Document (Technical Guidance). If a different value is desired please enter it into cell L4.
Hourly Loading Throughput (gallons/hour)	8800	The tool will calculate the maximum hourly loading throughput based on annual throughput as defined by Table 10 of the Technical Guidance. If a different value is desired please enter it into cell L5.
Meteorological Data	San Jose	Select appropriate meteorological data. Met sets provided include 2 rural (Redding and Lancaster) and 4 urban (Fresno, Ontario, San Diego, and San Jose) locations. Use whichever best correlates to your location. If you would like to use site-specific meteorological data please refer to the Variable Met Tool.
Distance to Nearest Resident (meters)	280	Enter the distance to the nearest residential receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Nearest Business (meters)	280	Enter the distance to the nearest worker receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Acute Receptor (meters)	280	Enter the distance where acute impacts are expected in meters as measured from the edge of the station canopy. This can be the distance to the property boundary, nearest resident, nearest worker, or any other user defined location. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Control Scenario	EVR Phase I & EVR Phase II	Select the appropriate control scenario for your gas station. Please refer to technical Guidance for an explanation of the different control scenarios. Almost all gas stations in California are equipped with EVR Phase I and EVR Phase II controls.
Include Building Downwash Adjustments	yes	Building downwash may over estimate risk results. High results should be investigated further through site-specific health risk assessment.
Risk Value	**Results**	
Max Residential Cancer Risk (chances/million)	2.41	
Max Worker Cancer Risk (chances/million)	0.20	12/16/2024 6:01 PM
Chronic HI	0.01	
Acute HI	0.06	

Veneklasen Associates
Consultants in Acoustics | Noise | Vibration | AV | IT

February 27, 2025

City Ventures, LLC
444 Spear Street Suite 200
San Francisco, California 94105

Attention: Pamela (Salas) Nieting | Vice President

Subject: **700 West Hamiton Road**
Campbell, California
Exterior Noise and Exterior Façade Acoustical Analysis
Veneklasen Project No. 4616-036

Dear Pamela:

Veneklasen Associates, Inc. (Veneklasen) has completed the review of the 700 West Hamiton Road project located in Campbell, California. This report predicts the exterior noise level at the site using measurements. Using this information, interior noise levels were calculated based on the exterior noise exposure and the construction types proposed. From this, the exterior façade design was determined. This report discusses the results of the analysis.

1.0 INTRODUCTION

This study was conducted to determine the impact of the exterior noise sources on the 700 West Hamiton Road project in Campbell, California. Veneklasen's scope of work included calculating the exterior noise levels impacting the site and determining the method, if any, required to reduce the interior and exterior sound levels to meet the applicable code requirements of the State of California and the City of Campbell.

The project consists of seven townhome buildings and one podium-style apartment building with a podium over garage and a residential lobby. The project is bounded by West Hamilton Avenue to the north, the San Tomas Expressway to the east, Gale Drive to the south, and existing residential and commercial uses to the west.

2.0 NOISE CRITERIA

CNEL (Day-Night Level) is the 24-hour equivalent (average) sound pressure level in which the nighttime (10 pm – 7 am) noise is weighted by adding 10 dB to the hourly level. Since this is a 24-hour metric, short-duration noise events (truck pass-bys, buses, trains, etc.) are not as prominent in the analysis.

Leq (equivalent continuous sound level) is defined as the steady sound pressure level which, over a given period of time, has the same total energy as the actual fluctuating noise.

All reported noise levels are A-weighted.

2.1 Interior Noise Levels – Residential

The State of California Building Code (Title 24, Part 2, Section 1206 "Sound Transmission"), The City of Campbell Municipal Code § 21.16.70.E, and the City of Campbell Noise Element policy N-1.4 state that interior CNEL for residential land uses are not to exceed 45 dB in any habitable room.

If the windows must be closed to meet an interior CNEL of 45 dB, then a mechanical ventilating system or other means of natural ventilation may be required.

2.2 CALGreen – Non-Residential

The California Green Building Standards Code (CALGreen Section 5.507.4.2) stipulates that for buildings exposed to a noise level of 65 dB or more when measured as a 1-hour Equivalent Sound Level (Leq), the

building façade, including walls, windows, and roofs, shall provide enough sound insulation so that the interior sound level from exterior sources does not exceed 50 dB during any hour of operation. This applies to non-residential spaces such as retail space, leasing, and amenities.

3.0 EXTERIOR NOISE ENVIRONMENT

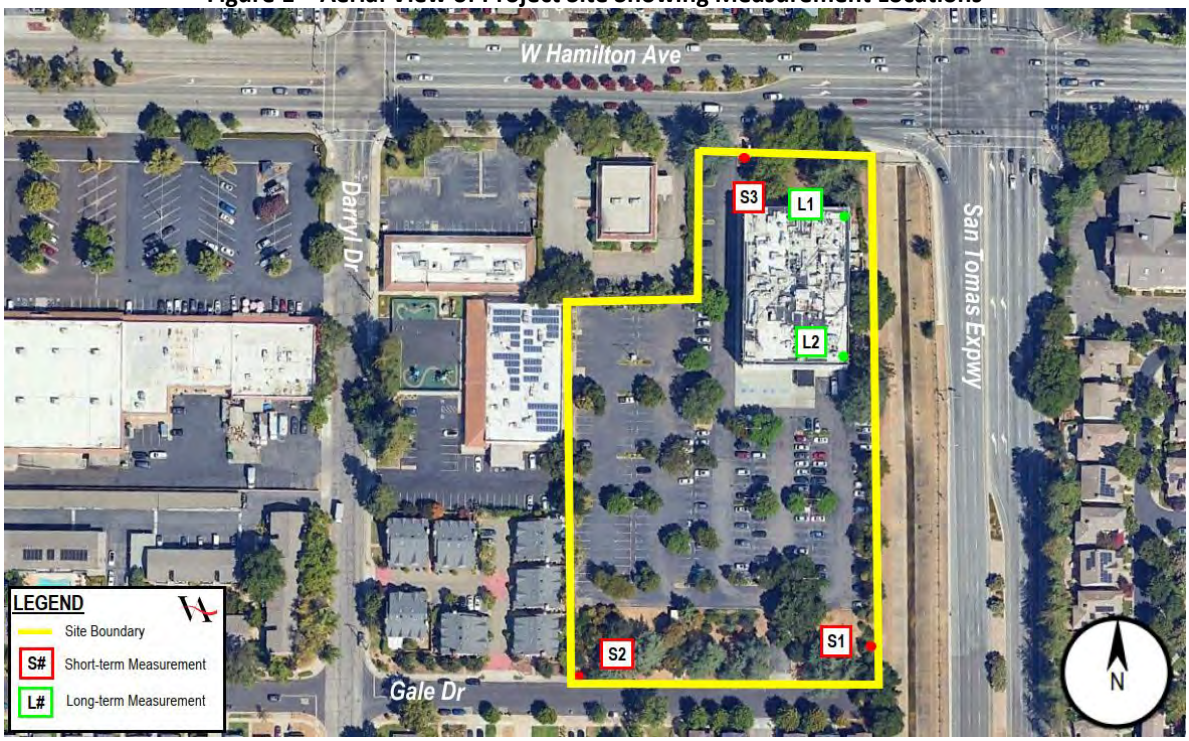
3.1 Noise Measurements

Traffic on San Tomas Expressway is the primary source of noise affecting the site. Veneklasen visited the site on Monday, September 30, 2024 and placed meters on the roof of the existing building to capture the hourly sound levels on the site for a 24-hour period. Veneklasen also completed short-term noise measurements. Table 1 and Figure 1 show the location and summary of the noise measurements.

Table 1 – Measured Sound Levels

Location	Measured Level (dB)	CNEL (dB)	Nighttime Event (dB)	Loudest Daytime Hour (dB)
L1	---	72	81	70
L2	---	68	81	66
S1	64	---	---	---
S2	53	---	---	---
S3	65	---	---	---

Figure 1 – Aerial View of Project Site Showing Measurement Locations



3.2 Overall Exterior Exposure

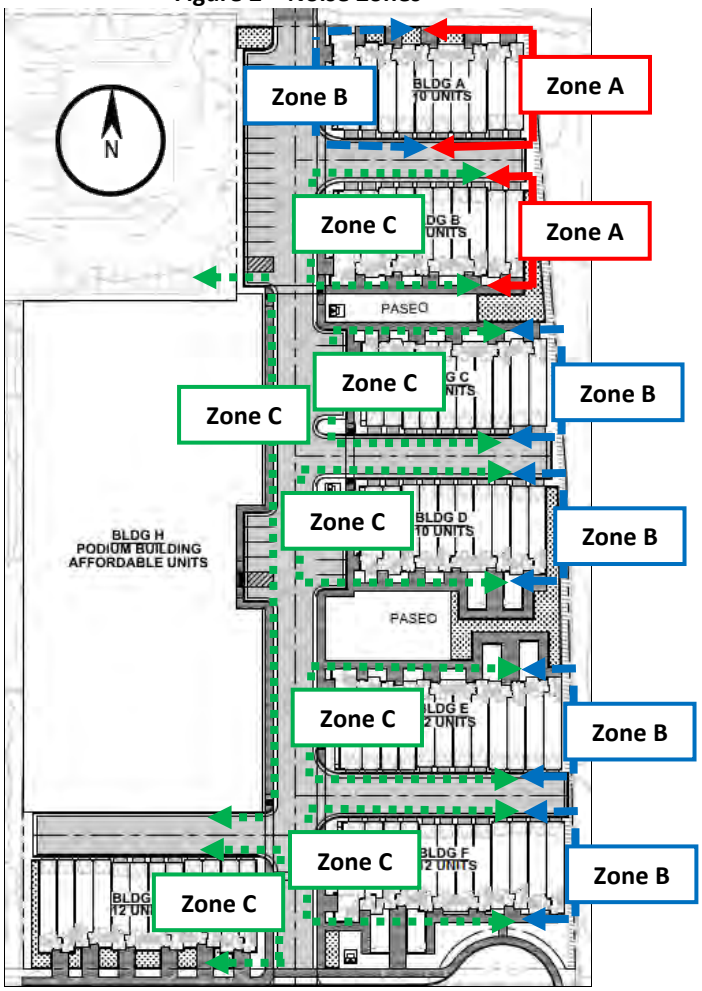
Based on the computer model and measurements, Veneklasen calculated the noise level at different locations across the project site. To simplify the presentation of the exterior noise levels, Veneklasen has separated the site into locations based on the sound exposure and required mitigation. The predicted sound levels at each zone, shown in Figure 2, are listed in Table 2 below.

CALGreen is based on the loudest hourly noise level. Veneklasen utilized a statistical methodology to determine this level from the measurements[1].

Table 2 – Exterior Noise Levels

Location	Exterior CNEL (dB)	Event Level (dB)	Exterior Loudest Daytime Hour (dB)
Zone A	71-72	81	---
Zone B	68-70	80	---
Zone C	61-67	78	65
Remaining Units	≤ 60	< 75	< 65

Figure 2 – Noise Zones



4.0 INTERIOR NOISE CALCULATION

4.1 Exterior Façade Construction

Calculations were based on the plans dated September 11, 2024. The plans do not show the exterior wall construction, but indicate shingle siding, board and batten, lap siding, or stucco. Veneklasen has assumed that the exterior walls will consist of one of the listed finishes over sheathing on wood studs with a single layer of gypsum board on the interior and batt insulation in the cavity.

[1] LoVerde, John; Dong, Wayland; Rawlings, Samantha. *Noise Prediction of Traffic on Freeways and Arterials from Measured Data*, (Fort Lauderdale, Florida: Noise-Con 2014).

Veneklasen's analysis included the roof path, but this was insignificant in the interior noise level calculated.

Veneklasen received the planned windows used on the project on February 27, 2025. Milgard V300 Trinsic™ windows will be selected for the project. Appendix I specifies the selected window series and corresponding STC ratings.

4.2 Interior Average Noise Level (CNEL) – Residential

Veneklasen calculated the interior level within the residential units given the measured noise environment and the exterior façade construction described above. Table 3 shows the predicted interior CNEL based on the windows and doors with STC ratings as shown and glazing construction as described in Appendix I. The selected windows meet the City and State requirements with no further mitigation.

Table 3 – Calculated Interior CNEL

Location	Exterior CNEL (dB)	Window/Door Rating Required[2]	Window/Door Rating Selected	Interior CNEL (dB)
Zone A	71-72	STC 33	STC 33	44-45
Zone B	68-70	STC 30	STC 33	< 42
Zone C	61-67	STC 30	STC 33	< 40
Remaining Units	≤ 60	No STC requirement	STC 33	< 40

4.3 Mechanical Ventilation – Residential

Because the windows and doors must be kept closed to meet the noise requirements, mechanical or other means of ventilation will be used for units in Zones A, B, and C. The ventilation system will not compromise the sound insulation capability of the exterior façade assembly.

4.4 CALGreen – Non-Residential

In a similar manner, Veneklasen calculated the noise level within non-residential spaces. CALGreen is based on the loudest hourly Leq. Veneklasen utilized a statistical methodology to determine this level from the measurements[3]. The results are shown in Table 4 below. The selected windows meet the State requirements with no further mitigation.

Table 4 – Calculated Interior Average Noise Levels at Non-Residential Areas

Location	Exterior Loudest Daytime Hour (dB)	Glazing Required	Glazing Selected	Interior Loudest Daytime Hour (dB)
Zone C	65	STC 30	STC 33	< 50
Remaining Areas	< 65	No STC requirement	STC 33	< 50

[2] STC rating does not fully specify the building element performance. Refer to Appendix I.

[3] LoVerde, John; Dong, Wayland; Rawlings, Samantha. *Noise Prediction of Traffic on Freeways and Arterials from Measured Data*. (Fort Lauderdale, Florida: Noise-Con 2014).

5.0 SUMMARY

The following summarizes the acoustical items required to satisfy the noise criteria as described in this report.

Residential

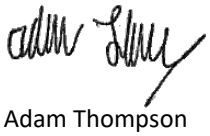
- Exterior wall assembly is acceptable as described in Section 4.1.
- The roof assembly was included in the analysis and is not a significant path of sound and can remain as designed.
- Windows and glass doors as shown in Table 3 with Transmission Loss values and STC ratings defined in Appendix I are acceptable.
- Residential mechanical ventilation, or other means of natural ventilation, will be used for units in Zones A, B, and C.

Non-Residential

- At retail, amenity, and other non-residential spaces, windows and glass doors as shown in Table 4 with Transmission Loss values and STC ratings defined in Appendix I are acceptable.

If you have any questions or comments regarding this report, please do not hesitate to contact the undersigned.

Sincerely,
Veneklasen Associates, Inc.



Adam Thompson
Associate

APPENDIX I – GLAZING SELECTIONS

The windows selected for the project are listed below.

Table 5 – Acoustical Glazing Selections: STC Rating

Window Brand	Operating Style	Series Number	Nominal Thickness	STC Rating	Test Number	Test Date
Milgard V300 Trinsic™	Horizontal Slider	2110	3/4" dual	**33**	TL23-150	04/25/23
Milgard V300 Trinsic™	Vertical Slider	2110	3/4" dual	**33**	TL23-333	08/23/23
Milgard V300 Trinsic™	Fixed – Step Frame	2340	1" dual	**33**	TL23-142	04/25/23
Milgard V300 Trinsic™	Awning (flat sash)	2470T	7/8" dual	**33**	TL23-319	08/22/23
Milgard V300 Trinsic™	Sliding Door	2610	1" dual	**34**	TL23-341	08/24/23

APPENDIX II – MEASURED HOURLY NOISE LEVELS

Location	Start Time	Duration	L1 LAeq	L2 LAeq	S1, S2, S3 LAeq
L1, L2	9:00 am	1:00:00	69	65	---
	10:00 am	1:00:00	69	64	---
	11:00 am	1:00:00	69	65	---
	12:00 pm	1:00:00	69	65	---
	1:00 pm	1:00:00	69	65	---
	2:00 pm	1:00:00	69	65	---
	3:00 pm	1:00:00	70	66	---
	4:00 pm	1:00:00	70	66	---
	5:00 pm	1:00:00	70	66	---
	6:00 pm	1:00:00	70	66	---
	7:00 pm	1:00:00	69	65	---
	8:00 pm	1:00:00	70	66	---
	9:00 pm	1:00:00	68	64	---
	10:00 pm	1:00:00	67	62	---
	11:00 pm	1:00:00	66	59	---
	12:00 am	1:00:00	64	55	---
	1:00 am	1:00:00	63	53	---
	2:00 am	1:00:00	61	52	---
	3:00 am	1:00:00	60	57	---
	4:00 am	1:00:00	61	---	---
	5:00 am	1:00:00	64	---	---
	6:00 am	1:00:00	66	---	---
	7:00 am	1:00:00	70	---	---
	8:00 am	1:00:00	70	---	---
S1	9:30 am	0:15:00	---	---	64
S2	9:50 am	0:15:00	---	---	53
S3	10:05 am	0:15:00	---	---	65

MEMORANDUM **CITY OF CAMPBELL**

TO: **Matthew Jue, Traffic Engineer** **DATE: 3/10/2025**

FROM: **Stephen Rose, Senior Planner**

SUBJECT: **DRC APPLICATION**

Site Address: 700 West Hamilton Avenue
For File No(s): PLN 2024-189
Project Description: The site, located at 700 West Hamilton Avenue (APN 307-39-037), consists of 3.83 acres (gross acreage) and 3.79 acres (net acreage) after the dedication of a 'bulb-out' on the eastern end of Gale Drive. The property is zoned with a General Plan mixed land use designation of commercial corridor mixed use (CC-MU), which, according to the General Plan, "consists of higher-density residential and mixed-use developments." This site is also listed in Campbell's 6th Cycle Housing Element, Table A: Housing Element Sites Inventory. We propose to divide the existing legal parcel into two lots. Lot 1 (±2.80 acres) will comprise 84 market-rate units and 5 accessory dwelling units, while Lot 2 (±0.99 acres) will include 84 affordable units at various affordability levels, developed in partnership with an affordable housing developer. These for-sale, solar all-electric townhomes will be four stories high, featuring private two-car garages and decks for a comfortable living experience.

The subject request may be found:

☐ Complete
☒ Incomplete

Subject to the following comments and/or preliminary conditions of approval:

Traffic Engineer Preliminary Conditions of Approval

1. Install a stop sign and corresponding pavement markings—including a stop legend, a 12-inch white limit line, and a double yellow centerline stripe—at the Hamilton Avenue driveway. This installation shall comply with Section 2B.06 of the California Manual on Uniform Traffic Control Devices (CA MUTCD), *STOP Sign Applications*, which advises considering STOP signs on minor street approaches when engineering judgment determines that a stop is consistently necessary due to factors such as through-street traffic volumes exceeding 6,000 vehicles per day. **While the stop sign and stop legend are shown on the preliminary site plan, the 12-inch white limit line is not labeled and the double yellow centerline stripe is missing from the preliminary site plan.**