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CALIFORNIA ENVIRONMENTAL QUALITY ACT
ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
Public Review Period March 24, 2023 thru April 12, 2023

1.	**PROJECT TITLE:**	Nutwood RV and Self-Storage Facility (P22-0065)
	Entitlements:	Development Plan (PD22-03) Conditional Use Permit (CUP22-13) Oak Tree Removal (OTR23-01)
2.	**LEAD AGENCY:**	City of Paso Robles 1000 Spring Street Paso Robles, CA 93446
	Contact: **Phone:** **Email:**	Lori Wilson (805) 237-3970 Lwilson@prcity.com
3.	**PROJECT LOCATION:**	65 Nutwood Circle Paso Robles, CA 93446 APN: 009-851-023
4.	**PROJECT PROPONENT:**	DRA Commercial, LLC
	Contact: **Phone:** **Email:**	Pamela Jardini 805-801-0453 planningsolutions@charter.net
5.	**GENERAL PLAN DESIGNATION:**	Regional Commercial (RC)
6.	**ZONING:**	Commercial Highway with Planned Development Overlay (C2 PD)
7.	**PROJECT DESCRIPTION:**	Development plan for new construction of a 155,231 square-foot RV and self-storage facility located within four buildings. The project includes space for 52 RV’s. Six parking spaces are provided for at the entrance of the facility. In addition to the PD requirement, Table 21.16.200 of the Zoning Code requires the approval of a Conditional Use Permit (CUP) for commercial storage/mini storage buildings The application request includes the removal of one 46-inch in diameter breast height live oak tree.
8.	**ENVIRONMENTAL SETTING:**	The 5.23-acre property is nearly level. The site is

undeveloped; vegetation is a mix of non-native herbaceous plants and several native oak trees. The Salinas River is located approximately 5,000 feet to the east of the property (east of Highway 101). The property is at the southern boundary of the city. Properties to the north are developed with commercial uses. Properties to the south and west are developed with residential uses. The property to the east is currently undeveloped, but proposed for a semi-truck service, parts retailer, and sales dealership. Highway 101 is located to the east of the property.

9. **OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED)**: None

10. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

In accordance with AB 52, the City provided formal notification on August 8, 2022, to the designated contact or tribal representative of traditionally and culturally affiliated California Native American tribes that have requested notice. Consultation with Patti Dunton, Tribal Administrator with the Salinan tribe, resulted in a request for a Phase 1 survey to be done to determine if there were any cultural resources. A field reconnaissance of the project area was subsequently made on December 19, 2022 by Ron Rose and on December 26, 2022 by Nancy Farrell both of Cultural Resource Management Services (CRMS). No evidence of prehistoric or historic artifacts, features, or other indications of significant cultural resources were found during the survey.

In addition, CRMS conducted additional Native American outreach. A letter was sent on November 30, 2022, to the Project Analyst at the Native American Heritage Commission. The letter explained the proposed project and asked him to conduct a Sacred Lands Search. On December 8, 2022 a letter dated the same day, was received from Cody Campagne, Project Analyst, indicating that the Sacred Lands Search conducted at the Native American Heritage Commission (NAHC) yielded no evidence of Sacred Lands with the project.

At the time this report was published no further consultation or monitoring was requested.

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

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

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lori Wilson
Signature:

March 23, 2023
Date

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EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “"Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).

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

   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

The explanation of each issue should identify:
a. the significance criteria or threshold, if any, used to evaluate each question; and
b. the mitigation measure identified, if any, to reduce the impact to less than significance

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

I. AESTHETICS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Discussion: The site is located at the southern boundary of the city adjacent to the southern Highway 101 Gateway to the City. The General Plan Conservation Element identifies the full length of Highway 101 as a visual corridor, where "development shall be designed to make a positive visual impression". Action Item 2 of General Plan Land Use Element Policy LU-2B includes "Enhancing views along highways, roads, streets, and rail corridors with landscaping, building setbacks, enhanced architecture and signage/monuments." The project would develop a currently vacant lot with a commercial use. Additionally, the project is set back approximately 600' from Highway 101 with an additional development situated in between the site and the highway. Although it won't be directly visible from the Highway 101 Gateway corridor a condition of approval for the project would require landscaping and street trees to support City gateway policies making the impact less then significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐

Discussion: The property includes several mature native oak trees, which all but one will be retained with the project. One 46-inch diameter valley oak is proposed for removal. Mitigation measure BIO-7 as well as project conditions of approval would require preparation of an oak tree protection and replacement plan. Oak trees will be required to be planted on-site. Based on the mitigation measure proposed, impacts would be reduced to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Discussion: This site is in an urbanized area visible from Highway 101, Theatre Drive and Nutwood Circle. The proposed development is in keeping with other commercial developments in the vicinity. Developments to the North and East of the project sight are also commercial uses. Conditions of approval requiring ample screening with landscape and quality building materials will address the visual impacts of the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion: Standard conditions of approval will require any exterior lights to be shielded to prevent offsite glare. A condition of receiving a final inspection on the building permit would require a nighttime inspection of all exterior lights before occupancy of the building to ensure light sources are properly shielded from neighboring residences. Therefore, this project's impacts on day or nighttime views in the area will be less than significant.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐

Discussion: The site is in an urbanized area and will not have an impact on agricultural resources. The Natural Resources Conservation Service (NRCS) has mapped one soil map unit on the site, the Lockwood channery loam, 0-2 percent slopes[10], which is prime farmland if irrigated and land capability class of 3s (severe limitations) when not irrigated, however, the Farmland Mapping and Monitoring Program of the California Resources Agency and the Open Space Element of the Paso Robles General Plan (Figure OS-1, Important Farmland) identify the site as Urban / Built-Up Land[1, 12]. The site is surrounded by urban uses and is not under cultivation, nor has it been for at least 20 years.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Discussion: The site is not under Williamson Act contract, nor is it currently used for agricultural purposes.

c. Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))?	☐	☐	☐	☒

Discussion: There are no forest land or timberland resources within the City of Paso Robles.

d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion: The City of Paso Robles does not contain forest land resources.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion: The site is located within the city limits of Paso Robles and surrounded by urbanized uses. The project will have no impact on conversion of farmland.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the applicable air quality plan?				

Discussion: An air quality study was prepared by Ambient Air Quality and Noise Consulting (Attachment 3). In terms of consistency with the SLOAPCD's Clean Air Plan (CAP), which includes multiple transportation and land use control measures intended to reduce emissions through reductions in VMT and the promotion of alternative forms of transportation, the study indicates the project is consistent with both land use planning strategies and transportation control measures. However, the project does require mitigation to be consistent with the SLOAPCD's Particulate Matter Report (PM Report), which identifies various measures and strategies to reduce public exposure to PM emitted from a wide variety of sources, including emissions from permitted stationary sources and fugitive sources, such as construction activities. As discussed in the study, uncontrolled fugitive dust generated during construction may result in localized pollutant concentrations that may result in increased nuisance concerns to nearby land uses. Therefore, construction generated emissions of PM would be considered to have a potentially significant impact with regard to air quality planning efforts. Implementation of Mitigation Measures AQ-1 and AQ-2 would include measures to reduce construction generated emissions. Additional mitigation measures (AQ-3) have been included that would further reduce project related operational emissions. Such as limiting vehicle idling time and reducing fugitive dust from roads and parking areas with the use of paving or other materials (see attachment 3). ogether these measures would help to reduce PM emissions and provide consistency with SLOAPCD's airborne PM-reduction efforts as well as measures identified in the SLOAPCD's Clean Air Plan. With mitigation, this impact would be considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐

Discussion b-c:
The San Luis Obispo County area is a non-attainment area for the State standards for ozone and suspended particulate matter. The SLO County Air Pollution Control District (APCD) administers a permit system to ensure that stationary sources do not collectively create emissions which would cause local and state standards to be exceeded. The CEQA thresholds of significance established by the SLOAPCD are designed to meet the objectives of the Clean Air Plan and in doing so achieve attainment status with state standards.

The potential for future project development to create adverse air quality impacts falls generally into two categories: short term and Long term impacts. Short term impacts are associated with the grading and development portion of a project where earth work generates dust, but the impact ends when construction is complete. Long term impacts are related to the ongoing operational characteristics of a project and are generally related to vehicular trip generation and the level of offensiveness of the onsite activity being developed.

Short term impacts:
An air quality study was prepared by Ambient Air Quality and Noise Consulting (Attachment 3). Estimated maximum daily and quarterly emissions associated with construction of the proposed project are presented in Table 10 and Table 11, respectively. Construction generated emissions were compared to SLOAPCD's recommended significance thresholds (Daily, Quarterly Tier 1, and Quarterly Tier 2). As depicted in Table 10, maximum daily emissions associated with project construction would total approximately 32.31 lbs/day of ROG+NOX, 1.3 lbs/day of exhaust PM10, and 1.2 lbs/day of exhaust PM2.5. As depicted in Table 11, maximum quarterly construction-generated emissions would total approximately 0.18 tons/quarter of ROG+NOX, 0.02 tons/quarter of fugitive PM10, and <0.01 tons/quarter of exhaust PM2.5. Maximum daily and quarterly

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

construction emissions would not exceed SLOAPCD's daily or quarterly significance thresholds. Emissions would be largely a result of mobile-source emissions associated with construction vehicle and equipment operations anticipated to occur during the grading. However, if uncontrolled, fugitive dust generated during construction may result in localized pollutant concentrations that could exceed ambient air quality standards and result in increased nuisance concerns to nearby land uses. For this reason, construction-generated emissions would be considered to have a potentially significant impact and the study recommends Mitigation Measures AQ-1 and AQ-2. Implementation of Mitigation Measures AQ-1 and AQ-2 include SLOAPCD-recommended standard and best available control measures to reduce construction-generated emissions of fugitive dust, mobile-source emissions associated with construction vehicles and equipment, and evaporative emissions from architectural coasting (e.g. low VOC-emission paint). Mitigated daily and annual emissions are summarized in Table 13, respectively. With mitigation, this impact would be considered less than significant.

As demonstrated by tables 10, 11 and 12, with the mitigation proposed the project would be less then significant to exposing sensitive receptors to substantial pollutant concentrations.

Table 10. Daily Construction Emissions without Mitigation

Construction Activity	Construction Year	Maximum Daily Emissions (lbs/day)[1]									
		ROG	NO_X	ROG+NO_X	CO	PM_{10}			$PM_{2.5}$		
						Exhaust	Dust	Total	Exhaust	Dust	Total
Clearing	2023	1.27	12.8	14.07	11.2	0.58	1.7	2.28	0.53	0.88	1.41
Site Prep	2023	1.64	16.6	18.24	16.9	0.76	1.7	2.46	0.7	0.88	1.58
Grading	2023	1.79	17.4	19.19	15.9	0.82	1.85	2.67	0.76	0.89	1.65
Building Construction	2023	1.26	11.8	13.06	13.2	0.55	0	0.55	0.51	0	0.51
Building Construction	2024	1.2	11.2	12.4	13.1	0.5	0	0.5	0.46	0	0.46
Paving	2024	0.85	7.81	8.66	10	0.39	0	0.39	0.36	0	0.36
Architectural Coating[2]	2024	9.48	0.91	10.39	1.15	0.005	0.03	0.035	0.03	0	0.03
Trenching	2024	0.24	2.4	2.64	3.83	0.11	0	0.11	0.1	0	0.1
SLOAPCD Daily Thresholds (pounds/day)		--	--	**137**	--	--	--	--	**7**	--	--
Maximum Daily Emissions-Year 2023[3]		2.91	29.4	32.31	28.1	1.34	3.4	4.74	1.23	1.76	2.99
Exceed SLOAPCD Thresholds?		--	--	No	--	--	--	--	No	--	--
Maximum Daily Emissions-Year 2024[4]		11.53	19.92	31.45	24.25	0.895	0.03	0.925	0.85	0	0.85
Exceed SLOAPCD Thresholds?		--	--	No	--	--	--	--	No	--	--

1. Emissions were quantified using the CalEEMod, v2022.1.1.2., computer program.
2. Includes the use of low-VOC content paint (50 g/L, or less)
3. Maximum daily emissions of 2023 assumes some activities (e.g., Clearing and Site Prep) could potentially occur simultaneously on any given day.
4. Maximum daily emissions of 2024 assumes some activities (e.g., building construction, paving, architectural coating application) could potentially occur simultaneously on any given day.
lbs/day = pounds per day; ROG =Reactive Organic Gases; NO_X = oxides of nitrogen; CO = carbon monoxide;
PM_{10} = respirable particulate matter (10 micrometers or less)
Refer to Appendix B for emissions modeling assumptions and results.

Table 11. Quarterly Construction Emissions Without Mitigation

Quarter	Maximum Quarterly Emissions (tons)[1]								
	ROG	NOx	ROG+NOx	PM10[2]			PM2.5		
				Exhaust	Dust	Total	Exhaust	Dust	Total
Year 2023 - Quarter 3	0.01	0.16	0.17	<0.01	0.02	0.03	<0.01	0.01	0.01
Year 2023 - Quarter 4	0.01	0.16	0.17	<0.01	0.02	0.03	<0.01	0.01	0.01
Year 2024 - Quarter 1	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
Year 2024 - Quarter 2	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
Year 2024 - Quarter 3	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
Year 2024 - Quarter 4	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
SLOAPCD Quarterly Tier 1/Tier 2 Thresholds (tons/quarter)	--	--	**2.5/6.3**	--	**2.5/None**	--	**0.13/None**	--	--
Maximum Quarterly Emissions:	0.02	0.16	0.18	<0.01	0.02	0.03	<0.01	0.01	0.01
Exceed SLOAPCD Tier 1/Tier 2 Thresholds?	--	--	No/No	--	No/--	--	No/--	--	--

Maximum Quarterly Emissions: Based on construction schedule information provided and default assumptions contained in the CalEEMod computer model. Emissions were compared to SLOAPCD thresholds. Totals may not sum due to rounding. Refer to Appendix B for modeling assumptions and results.
1. Maximum quarterly emissions include on-site and off-site emissions

Table 12. Summary of Construction Emissions without Mitigation

Criteria	Project Emissions (lbs/day)	SLOAPCD Significance Threshold		Exceeds Significance Threshold?	
Maximum Daily Emissions of ROG+NOx	32.31	137 lbs/day		No	
Maximum Daily Emissions of $PM_{2.5}$ Exhaust	1.23	7 lbs/day		No	
	(tons/quarter)	Tier 1	Tier 2	Tier 1	Tier 2
Maximum Quarterly Emissions of ROG+NOx	0.18	2.5 tons/quarter	6.3 tons/quarter	No	No
Maximum Quarterly Emissions of PM_{10} Dust	0.02	2.5 tons/quarter	None	No	No
Maximum Quarterly Emissions of $PM_{2.5}$ Exhaust	<0.01	0.13 tons/quarter	0.32 tons/quarter	No	No

Refer to Appendix B for modeling assumptions and results.

Long term impacts:
Implementation of the project would result in long-term operational emissions of criteria air pollutants such as PM10, PM2.5, and CO as well as ozone precursors such as ROG and NOX. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Unmitigated operational emissions associated with the proposed project are summarized in Table 13. As depicted, daily operational emission from non-permitted sources would total approximately 8.3 lbs/day of ROG+NOx, 13.6 lbs/day of CO, 0.4 lbs/day of fugitive PM10, and <0.1 lbs/day of exhaust PM2.5. Based on this, the study recommends implementation of Mitigation Measures AQ-3 which includes SLOAPCD-recommended measures to reduce operational-generated emissions. Mitigated operational emissions are summarized in Table 14. With mitigation, operational emissions of ROG+NOX would not exceed SLOAPCD significance thresholds. With mitigation, this impact would be considered less than significant.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 13. Operational Emissions Without Mitigation

Operational Period/Source	Emissions[1]									
	ROG	NO_x	ROG+NO_x	CO	PM_{10}			PM2.5		
					Exhaust	Dust	Total	Exhaust	Dust	Total
Daily Emissions (lbs/day)										
Mobile[2]	1.2	0.9	2.1	6.0	0.0	0.4	0.4	0.0	0.1	0.1
Energy Source	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Area Source	6.2	0.1	6.2	7.7	<0.1	0.0	<0.1	<0.1	0.0	<0.1
Water	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Refrigerant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SLOAPCD Significance Thresholds[6]	--	--	**25**	**550**	--	**25**	--	**1.25**	--	--
Total Project Emissions:	7.4	0.9	8.3	13.6	0.0	0.4	0.4	<0.1	0.1	0.1
Exceeds SLOAPCD Thresholds?	--	--	No	No	--	No	--	No	--	--
Annual Emissions (tons/year)										
Total Project Emissions	1.3	0.2	1.5	2.4	<0.1	0.1	0.1	<0.1	<0.1	<0.1
SLOAPCD Significance Thresholds	--	--	25	--	25	--	--	--	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--	--	--	--

Note: Based on operational year of 2024. Totals may not sum due to rounding. Refer to Appendix B for modeling output files and assumptions.
1. Daily emissions are based on the worst case between summer and winter buildout operational condition.
2. Mobile emissions were based on trip-generation rates derived from the traffic analysis prepared for this project and CalEEMod default fleet mix and trip distances.

Table 14. Operational Emissions With Mitigation

Operational Period/Source	Emissions[1]									
	ROG	NO_x	ROG+NO_x	CO	PM_{10}			PM2.5		
					Exhaust	Dust	Total	Exhaust	Dust	Total
Daily Emissions (lbs/day)										
Mobile[2]	1.2	0.9	2.1	6.0	0.0	0.4	0.4	0.0	0.1	0.1
Energy Source	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Area Source	5.0	0.1	5.0	7.7	<0.1	0.0	<0.1	<0.1	0.0	<0.1
Water	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Refrigerant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SLOAPCD Significance Thresholds[6]	--	--	**25**	**550**	--	**25**	--	**1.25**	--	--
Total Project Emissions:	7.4	0.9	8.3	13.6	0.0	0.4	0.4	<0.1	0.1	0.1
Exceeds SLOAPCD Thresholds?	--	--	No	No	--	No	--	No	--	--
Annual Emissions (tons/year)										
Total Project Emissions	1.1	0.2	1.3	2.4	<0.1	0.1	0.1	<0.1	<0.1	<0.1
SLOAPCD Significance Thresholds	--	--	25	--	25	--	--	--	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--	--	--	--

Note: Based on operational year of 2024. Totals may not sum due to rounding. Refer to Appendix B for modeling output files and assumptions.
1. Daily emissions are based on the worst case between summer and winter buildout operational condition.
2. Mobile emissions were based on trip-generation rates derived from the traffic analysis prepared for this project and CalEEMod default fleet mix and trip distances.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion: The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. In addition, no known odor sources are within one mile of the project site. However, construction of the proposed project would involve the use of a variety of gasoline or

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. Mitigation measures identified above, such as implementation of idling restrictions for construction equipment and vehicles and use of newer, cleaner equipment and vehicles would further reduce construction-generated emissions. For these reasons, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

IV. BIOLOGICAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Discussion: A Biological Resources Assessment report was prepared for the project by Padre Associates (Attachment 4). The field assessment was conducted on September 30, 2022, focusing on the existing biological resources, presence/absence of special-status plant and wildlife species and habitats, as well as the suitability of habitat to support these species within the biological study area. Field surveys were conducted outside of the typical blooming period for most special-status plant species know to occur in the proposed Project region, therefore, a follow-up survey will be scheduled for rare plants as denoted in Mitigation Measure BIO-6.

As noted in the report, no special-status plant species were observed during the September 2022 field survey. Note that the survey was conducted outside of the blooming period for Lemmon's jewelflower (March through May). However, based on the field survey observations and habitat conditions including dominance of disturbance-adapted plant species and past and on-going mowing, no Lemon's jewelflower or other potentially occurring special-status plant species are likely to occur within the Project Site.

Although no special-status wildlife species were observed during the September 2022 field survey, there are three special-status wildlife species with the potential to occur within the Project Site, based on suitable habitat and regionally (less than five miles) documented occurrences. These species include Northern California legless lizard (*Anniella pulchra*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis mutica*). The Project Site may provide suitable habitat to support the special-status wildlife species listed above. Mitigation measures (BIO-4 through BIO-6) are provided to reduce potential impacts to the northern legless lizard, American badger, and San Joaquin kit fox. Similarly, mitigation measure BIO-4 is provided to protect nesting birds that may be impacted if construction begins between February 1 and August 31.

Lastly, one mature valley oak (greater than six inches DBH) will be removed due to Project implementation. Mitigation Measures BIO-4 would address pre-nesting bird surveys prior to the tree being removed as well as requiring replacement trees. Based on the mitigation measures proposed, impacts would be reduced to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
California Department of Fish and Game or US Fish and Wildlife Service?				

Discussion: Based on the September 2022 field survey, a drainage basin was observed within the Biological Study Area (BSA). This man-made basin was constructed between 1994 and 2003 (Google Earth [n.d.]) and appeared to function as a detention basin to collect water run-off from a street drain on Nutwood Circle, as evidenced by a culvert leading into the basin. The approximately 0.47-acre basin was dry, shallow (approximately three feet deep), and contained vegetation similar to the surrounding mowed grassland including yellow star thistle and annual grasses. Based on the desktop review of the NWI, historical imagery, and Federal and State waters and wetland regulations, this feature is not considered to be a jurisdictional aquatic resource and as such, no further assessment of this feature is necessary and impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Discussion: See response (b) above. There are no wetlands on the site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

Discussion: There are no creeks or drainages leading to creeks on the site. The site is in an urbanized area. Due to the project site being surrounded by existing development, the proposed project is not expected to increase the level of fragmentation in the region nor is it expected to create a barrier to wildlife movement.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

Discussion: The project protects the 5 mature oak trees on the property. One 46” DBH live oak is proposed for removal, it will be subject to oak tree mitigation (BIO-7) and project conditions of approval, reducing impacts to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion: There are no conservation plans adopted for the City of Paso Robles, therefore no impact is expected.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion (a-c): A Cultural Resources Inventory Survey (Attachment 5) was prepared which included a literature review, records search, and field survey. The study concluded that there was no evidence of prehistoric or historic artifacts, features, or other indications of significant cultural resources. Additionally, the Sacred Lands Search conducted at the Native American Heritage Commission (NAHC) yielded no evidence of Sacred Lands with the project.

Generally, the site is located in an area that is not considered culturally significant. Although no significant potential archaeological or cultural resources have been identified which would be impacted by development of the plan area, a condition of approval will be added to the project that would require that a qualified Archeologist be on site if cultural resources are found during grading activities and appropriate recommendations made regarding their treatment and/or disposition. Therefore, this project will result in less than significant impacts on cultural resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY: Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Discussion (a): The proposed Project is four commercial buildings subject to air quality and energy efficiency requirements which are often referred to as the Green Building Standards or the Building Energy Efficiency Standards. An Air Quality Study was prepared for this project and mitigation measures have been identified to reduce inefficient, wasteful, or unnecessary consumption of energy. For instance, although standard construction practices are expected to promote energy efficiency, the Project will be required to limit idling of trucks during construction and reduce fugitive dust. With implementation of these measures and compliance with applicable state and local regulations, the long-term operation of the proposed Project would not result in consumption of energy resources that would be unnecessary, inefficient, or wasteful; therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion (b): With regard to adopted energy conservation plans and compliance with the California Energy Code, the Project would be required to be in full compliance with the California Building Code, including applicable green building standards and building energy efficiency standards. Furthermore, the City's General Plan and Conservation Element ensures the conservation and preservation of energy resources by increasing the energy efficiency of buildings, appliances, and buildings to the use of alternative forms of energy. The Project would not conflict with other goals and policies set forth in the general plan pertaining to renewable energy and energy efficiency. Furthermore, implementation of mitigation measures identified in Section III, Air Quality and Section VIII, Greenhouse Gas Emission would further ensure that the proposed Project meets or exceeds building code requirements related to building energy efficiency. Therefore, the proposed Project would not conflict with state or local plans for renewable energy or energy efficiency and potential impacts would be less than significant.

VII. GEOLOGY AND SOILS: Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Discussion: The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the EIR for the 2003 update of the General Plan[1]. There are two known nearby fault zones, one on each side of the Salinas River Valley. The Rinconada Fault system runs on the west side of the valley, and grazes the City on its western boundary, but has been inactive for approximately 11,000 years. The San Andreas Fault is on the east side of the valley and is situated about 23 miles northeast of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the Uniform Building Code to all new development within the City including the proposed project. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☐	☒	☐

Discussion: The 2003 General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of all construction projects including adequate structural design overactive or potentially active faults. These mitigation measures will be added as standard conditions of approval for this project. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure,	☐	☐	☒	☐

Exhibit A
Attachment 2

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
including liquefaction?				

Discussion: The General Plan Safety Element includes Figure S-3, a map of citywide Liquefaction Risk, which classifies the site as high risk for potential liquefaction or other type of ground failure due to seismic events and soil conditions. To implement the EIR's mitigation measures to reduce this potential impact, the City has a standard condition[10] to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all building permits for new construction, and incorporation of the recommendations of the reports into the design of the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Landslides?	☐	☐	☐	☒

Discussion: The General Plan Safety Element includes Figure S-4, a map of citywide Landslide Risk. The site has low potential for landslides. Landslides are generally associated with steep slopes and specific geologic formations not found in proximity to the Salinas River. The site is flat. No impact is anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐

Discussion: The site is flat with loamy soil. The Paso Robles Area Soil Survey Map prepared by the Natural Resources Conservation Service (NRCS) indicates the site's soil is Lockwood shaly loam, which is highly erodible. A condition of approval would require a Stormwater Pollution Prevention Plan (SWPPP) designed by a Qualified SWPPP Developer to prevent significant erosion from the site. See teams language which would result in a less then significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

Discussion: See response to items a.iii. and a.iv. above. Mitigation Measures GEO-1 would reduce the impact to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

Discussion: The Paso Robles Area San Luis Obispo County Soil Survey indicates the Lockwood shaly loam has moderate shrink swell potential. Mitigation Measure GEO-1 would reduce the potential impact to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion: The project is required to connect to the City sewer. A 10-inch sewer main is located in Theatre Drive, and is available to the project. Therefore, the issue of site soil ability to support septic tanks is not applicable.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion: No known paleontological resources or unique geological features are known to exist on the site. No impacts are expected.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☒	☐	☐

Discussion (a): As discussed in Section III., the potential for future project development to create adverse air quality impacts falls generally into two categories: Short term and Long term impacts:

Short term:
Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Estimated increases in GHG emissions associated with the construction of the proposed project are summarized in Table 18. Based on the modeling conducted, construction-related GHG emissions would total approximately 382 MTCO2e. Amortized GHG emissions, when averaged over the assumed 25-year minimum life of the project, would total approximately 15.3 MTCO2e/year. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

Table 18. Construction-Generated GHG Emissions Without Mitigation

Construction Year	GHG Emissions ($MTCO_2e$/Year)
2023	196
2024	186
Total Construction Emissions:	382
Amortized Construction Emissions:	15.3
Amortized emissions are quantified based on a minimum 25-year project life. Refer to Appendix B for modeling assumptions and results.	

Long term:
Operation of the project would result in GHG emissions predominantly associated with motor vehicle use. Estimated long-term increases in GHG emissions associated with the proposed project for future year 2030 conditions are summarized in Table 19. For informational purposes, opening year 2024 emissions were also calculated and included in Table 19. As depicted, operational GHG emissions for the proposed project, with the inclusion of amortized construction GHGs, would total approximately 1,164.6 MTCO2e/year under operational year 2030 conditions. A majority of the operational GHG emissions would be associated with motor vehicle use, energy use, and refrigerant. To a lesser extent, operational GHG emissions would also be associated with solid waste generation and water use. As depicted in Table 19, total emissions would equate

to 8.8 MTCO2e/SP, which would exceed the significance threshold of 1.9 MTCO2e/SP. As a result, this impact is considered potentially significant.

Table 19. Operational GHG Emissions Without Mitigation

Operational Year/Source	GHG Emissions ($MTCO_2e$/Year)	
	Opening Year 2024	Future Operational Year 2030
Mobile[1]	187	170
Energy Source (Nat Gas)[2]	365.7	365.7
Area Source[3]	6.54	8.47
Water[4]	0.5	0.5
Waste[5]	51.7	51.7
Refrigerant	553	553
Amortized Construction Emissions:	15.28	15.28
Total Emissions:	1,179.7	1,164.6
Total $MTCO_2e$/SP[6]:		8.8
GHG Efficiency Significance Threshold:		1.9
Exceeds Threshold?		Yes

1. *Based on default fleet mix for land uses contained in CalEEMod for San Luis Obispo County.*
2. *Includes adjustment for California Renewable Portfolio Standards requirements.*
3. *Area source includes emissions associated primarily with the use of landscape maintenance equipment.*
4. *Incudes use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.*
5. *Based on an average annual waste diversion/recycling rate of 50% based on statewide averages.*
6. *Project employees estimated 133 based on the typical square footage per employee from industry standard sources contained in the traffic report (CCTC 2022).*

Refer to Appendix B for modeling assumptions and results.

Implementation of Mitigation Measures AQ-3 as noted in Section III. would require implementation of numerous measures to reduce long-term operational emissions. Mitigation Measure GHG-1 would include additional measures that would result in substantial reductions in GHG emissions associated with energy use. With implementation of these measures, project generated emissions would be reduced to approximately 3.1 MTCO2e/SP under operational year 2030 conditions, which would still exceed the significance threshold of 1.9 MTCO2e/SP. Mitigation Measure GHG-2 would require carbon offsets sufficient to reduce project-generated GHG emissions to below applicable GHG thresholds, calculated over the estimated 25-year life of the project. With the combination of the mitigation, this impact would be considered less than significant.

Discussion (b): The project is consistent with the City's General Plan designation. Since the project is consistent with the General Plan it is also consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan, and as a result, the project would not conflict with the land use assumptions or exceed the population or job growth projections used by the City to develop the 2013 Climate Action Plan (CAP).

Implementation of Mitigation Measure AQ-3 would include various measures that would help to promote the use of alternative means of transportation along with reductions in GHG emissions associated with energy use, water use, waste generation, and mobile sources. Implementation of Mitigation Measures GHG-1 and GHG-2 would result in further reductions in on-site and off-site GHG emissions. Therefore, the project would result in less than significant impacts related to this environmental criterion.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒

Discussion (a): The proposed project is a self-storage facility that does not involve the handling or disposal of hazardous materials. Hazardous construction involving the use of hazardous materials, such as diesel fuel, lubricants, and cement products containing strong acidic chemicals are not typical construction methods. This project will just be using typical construction methods therefore there will be no impact.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒

Discussion (b): The proposed project is a self-storage facility that does not involve the handling or disposal of hazardous materials. Typical construction methods which do not involve the use of hazardous materials will be used therefore there is no impact.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

Discussion (a-c): The project is not within a quarter mile of any school. The nearest school is Templeton Hills Adventist School located approximately 2 miles southwest of the project.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Discussion (d) The proposed project is not listed on the Cortese List compiled by the California Department of Toxic Substances Control[17].

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

Discussion (e): The project site is not within the Airport Land Use Plan area. No impact is anticipated.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation	☐	☐	☐	☒

plan?

Discussion: The City of Paso Robles maintains a Multi-Hazard Emergency Response Plan, most recently updated in 2019. The project is on private land adjacent to an arterial road. The project would not interfere with the plan or impede emergency evacuation.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Discussion: The city does not contain any very-high fire severity zones. The site is in an urbanized area and not adjacent to wildlands. The project would not create a significant impact.

X. HYDROLOGY AND WATER QUALITY: Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Discussion: The project is subject to stormwater management requirements both during construction and operation. The project will not impact water quality or significantly increase industrial waste discharged to the city sewer.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Discussion: The project site is within city limits and is currently zoned to allow for highway-oriented commercial uses.

The project is consistent with the 2020 Urban Water Management Plan (UWMP)[5], which anticipates and plans for buildout of the City. Since the UWMP has accounted for land uses at the project site, the project will have adequate water supply available, and will not further deplete or significantly affect, change or increase water demands planned for use in the basin. The site is not suitable for significant groundwater recharge. The impact of the project would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
	i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
	iii) create or contribute runoff water which	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv) impede or redirect flood flows?	☐	☐	☒	☐

Discussion: The site is very flat with no significant drainage channels. a Storm Water Pollution Prevention Plan (SWPPP) and an erosion control plan are required to be approved by the City Engineer prior to commencement of site grading, which will result in a less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

Discussion: The project site is outside all local floodplains. The site is about 100 feet above the Salinas River. The risk of flood is less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan	☐	☐	☒	☐

Discussion: The 2011 Central Coast Basin Water Quality Control Plan adopted by the Central Coast Regional Water Quality Control Board[15] provides water quality regulations in the region through controls including waste discharge restrictions and stormwater management. Industrial waste discharges from the project will be managed through the City's Industrial Waste program. The City's Urban Water Master Plan[5] is designed to serve all uses anticipated at full buildout. The City is a Groundwater Sustainability Agency for a portion of the Paso Robles Sub-Basin of the Salinas Basin. The commercial uses proposed by the project are consistent with the Paso Robles Subbasin Groundwater Sustainability Plan[18]. The project does not conflict with the applicable water quality control plan or the sustainable groundwater management plan; impacts would be less than significant.

XI. LAND USE AND PLANNING: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒

Discussion: The project is a commercial development in a commercial district. It is adjacent to Highway 101. Separate neighborhoods are located to the west and south of the site, but no established community would be physically divided as a result of the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion: The project is a highway-oriented commercial business in the Highway Commercial zoning district (C-2). As designed, the project is not in conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect including the Paso Robles Gateway Plan[8] (see discussion in Aesthetics section above), Hillside Development District standards[4], and Purple Belt Action Plan. Based on this, impacts to this environmental factor is less then significant.

Exhibit A
Attachment 2

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES:	Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion (a-b): No mineral resources are known to occur on the site.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE:	Would the project result in:				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Discussion: The project is not expected to create noise beyond what is permitted by the City Noise Element and Noise Ordinance so the impact would be less than significant. Construction of the project will result in short term, temporary increases in ambient noise during the daytime. Since standard conditions limit the hours of construction as 7 am to 7 pm, excludes construction on Sundays and Federal Holidays, and would be subject to a City permit, the impacts from the noise are considered less than significant. Noise from traffic generated from the use is less than other retail and commercial uses that the property is zoned for. Conditions of approval will limit hours of operation to be compatible with surrounding residential uses . Based on these. Factors the impact is less then significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Discussion: Ground borne noise and vibration is expected only during construction of the project, however it will be short-lived and only during allowed construction hours (7am and 7pm, Monday-Saturday). The traffic of patrons using the facility would be limited via conditions of approval so that they are compatible with surrounding residential neighborhoods. For these reasons the expected impact is less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion: The project site is not within the Airport Land Use Plan area. Therefore there is no impact potential impact.

Exhibit A
Attachment 2

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING: Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion (a-b): The project is on an infill site near the southern boundary of the City. Sewer is currently available to the site, however City water service will be extended to serve the project. Water service is currently available to adjacent residential neighborhoods outside the City from the Walnut Hills Mutual Water Company and Templeton Community Services District. City services are not available outside the City and due to current availability of water in the existing developments located in the County, the extension of the water main will not induce population growth.

The project will not displace any existing housing.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES: Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Discussion: The project is not expected to significantly increase demands on the fire and police departments because it is a light industrial use with a low estimated employee count of two persons No significant increase in demand on school, parks and other public facilities is expected by commercial uses. The proposed project is subject to development impact fees and school fees, which address the incremental increase in demand on public services caused by the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion (a-b): The project is a light industrial / commercial project, which will not create a significant demand on existing parks. No new parks are proposed as a part of the project.

XVII. TRANSPORTATION: Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒

Discussion: The project includes frontage improvements to be made along Nutwood Circle, consistent with Action Item 2 of the Circulation Element.

b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐

Discussion: A transportation analysis was completed for the project (Attachment 7), which concluded the project will have a less than significant impact on vehicle miles traveled (VMT) based on the City's 2022 Transportation Impact Analysis Guidelines thresholds, which indicate, "Office and industrial projects may have a significant impact if the work VMT per employee exceeds 85 percent of the regional average". Therefore, the project would have a less-than significant impact to VMT.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Discussion: The project is located on a private road, Nutwood Circle. The project transportation analysis states, "Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for Templeton CHP and City police on Theatre Drive in the vicinity of the project between 2017 and 2021. One injury collision occurred near Ranch Paso Road when a bicycle was traveling the wrong way. No collisions occurred at or near Nutwood Circle. There are no observed collision patterns and no recommendations." The project is expected to add 235 vehicle trips per weekday, including 15 AM peak hour trips and 24 PM peak hour trips based on gross floor area, which is a less than significant impact consistent with the City's 2022 Transportation Impact Analysis Guidelines.

d. Result in inadequate emergency access?	☐	☐	☐	☒

Exhibit A
Attachment 2

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: The project has been reviewed by the City's Department of Emergency Services. The project will not impede emergency access and is designed in compliance with all emergency access safety features and to City emergency access standards.

XVIII. TRIBAL CULTURAL RESOURCES

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

Discussion: Generally, the site is located in an area that is not considered culturally significant. Although no significant potential archaeological or cultural resources have been identified which would be impacted by development of the plan area, a condition of approval will be added to the project that would require that a qualified Archeologist be on site if cultural resources are found during grading activities and appropriate recommendations made regarding their treatment and/or disposition. Therefore, this project will result in less than significant impacts on cultural resources.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

cause significant environmental effects?

Discussion: The project will have an incremental but individually insignificant impact on listed utilities. Local planning for sewer and water utilities has anticipated a buildout for Paso Robles that includes commercial development on this site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Discussion: The project site is within the City limits and it is zoned to allow for commercial development. Local planning for water supplies for buildout of the City include commercial development on the site. The proposed use is not a substantial user of water.

The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. The 2020 Urban Water Management Plan (UWMP)[5] indicates there is adequate capacity to serve all households and commercial users at build out. Water use for this project has been accounted for and therefore impacts to groundwater supplies are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Discussion: The project is not a significant water user or wastewater producer; no significant increase in wastewater production is expected. The City's Sewer System Management Plan (SSMP)[6] identifies system upgrades needed to accommodate buildout of the city. Development impact fees and sewer rates are adopted to address the proportionate share of impact of each development project on the sewer system.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Discussion: The City's Landfill Master Plan[21] indicates the City's landfill has adequate capacity for all projected waste generated within the city until at least 2051. Both construction and residential wastes are subject to diversion requirements for recyclable and compostable materials. The project will not impair the city's ability to attain solid waste reduction goals.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion: The proposed project will be required to comply with federal, state, and local management and reduction statutes and regulations.

XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard

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

Discussion: The project is not near a state responsibility area or lands classified as very high fire hazard severity zone. The site is near the boundary of the City, but is surrounded by urban uses.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

Discussion: The project is located on an infill site. The project would continue the development pattern established on adjacent properties to the north and East. The site does not support significant habitat or contribute a migration corridor. The site does not contain significant historical resources or known tribal resources. Mitigation measures BIO-4-BIO-6 will require nesting bird surveys, pre-activity special status species surveys, and follow up special status spring botanical surveys.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects,	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the effects of other current projects, and the effects of probable future projects)?				

Discussion: The project is located within the City's limits, where development has the least potential for significant impacts to the environment. The project will not induce additional development or future projects that would have a significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion: The project does not include the use or handling of any hazardous materials.

Exhibit A
Attachment 2

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Documents utilized in this analysis and background / explanatory materials:

Reference #	Document Title	Available for Review at:
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446 https://www.prcity.com/313/General-Plan
2	City of Paso Robles Environmental Impact Report for General Plan Update	City of Paso Robles
3	2007 Airport Land Use Plan	https://www.prcity.com/354/Airport-Land-Use-Plan
4	City of Paso Robles Municipal Code	https://library.municode.com/ca/el_paso_de_robles/codes/code_of_ordinances
5	City of Paso Robles Urban Water Management Plan 2020	City of Paso Robles https://www.prcity.com/DocumentCenter/View/14827/Urban-Water-Management-Plan-PDF
6	City of Paso Robles Sewer System Management Plan	City of Paso Robles https://www.prcity.com/DocumentCenter/View/15356/Sewer-System-Management-Plan-PDF?bidId=
7	City of Paso Robles Standard Conditions of Approval for New Development	City of Paso Robles
8	City of Paso Robles Gateway Plan: Design Standards, 2008	https://www.prcity.com/DocumentCenter/View/14730/Gateway-Plan-Design-Standards-PDF?bidId=
9	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	https://www.slocleanair.org/rules-regulations/land-use-ceqa.php
10	USDA, Natural Resources Conservation Service,	NRCS Offices

Exhibit A
Attachment 2

	Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Templeton, CA 93446 https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
11	Regional Transportation Plan, San Luis Obispo Council of Governments, 2019	https://slocog.org/2019RTP
12	Farmland Mapping and Monitoring Program California Resources Agency	https://www.conservation.ca.gov/dlrp/fmmp
13	Siting, Design, Operation and Maintenance of Onsite Wastewater Treatments Systems (OWTS) Policy California Water Boards	https://www.waterboards.ca.gov/water_issues/programs/owts/
14	Underground Storage Tank Program California Water Boards	https://www.waterboards.ca.gov/water_issues/programs/ust/
15	Water Quality Control Plan for the Central Coast Basin Central Coast Regional Water Quality Control Board	https://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/#:~:text=The%20Water%20Quality%20Control%20Plan,including%20surface%20waters%20and%20groundwater.
16	Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Central Coast Regional Water Quality Control Board	https://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.html
17	Cortese List California Department of Toxic Substance Control	https://www.envirostor.dtsc.ca.gov/public/map/
18	Paso Robles Groundwater Basin Management Plan City of Paso Robles	https://www.prcity.com/DocumentCenter/View/15348/Groundwater-Basin-Management-Plan-PDF?bidId=
19	Purple Belt Plan City of Paso Robles	https://www.prcity.com/DocumentCenter/View/31945/Purple-Belt-Plan-PDF
20	Busch, Lawrence L. and Miller, Russel V. 2011. Updated Mineral Land Classification Map for the Concrete-Grade Aggregates in the San Luis Obispo-Santa Barbara Production-Consumption Region, California – North Half.	
21	Master Plan of Sustainable Opportunities at the Paso Robles Landfill City of Paso Robles	https://www.prcity.com/DocumentCenter/View/15350/Landfill-Master-Plan-PDF?bidId=

Exhibit A
Attachment 2

Attachments:

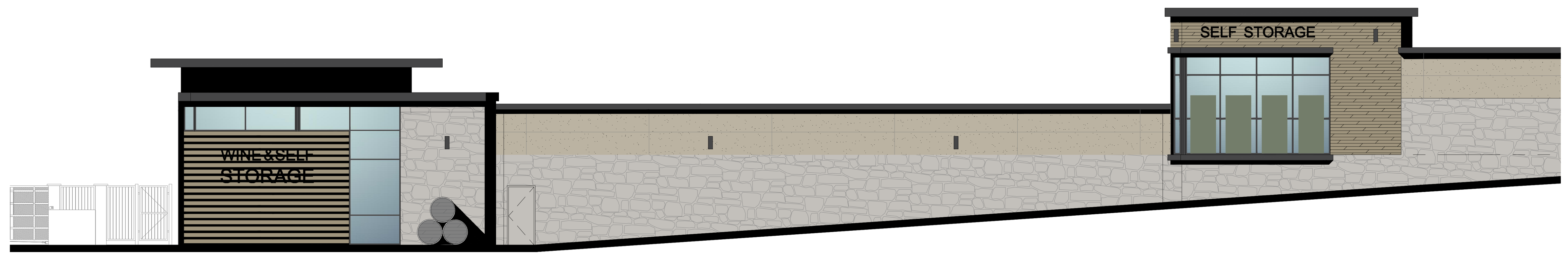
1. Vicinity Map
2. Project Plans
3. CalEEmod Report
4. Biological Resources Assessment Report
5. Cultural Resources Inventory Survey
6. Transportation Analysis
7. Mitigation Monitoring and Reporting Plan

Exhibit A
Attachment 2

Exhibit A
Attachment 2

NUTWOOD SELF-STORAGE

65 NUTWOOD CIRCLE
PASO ROBLES, CA



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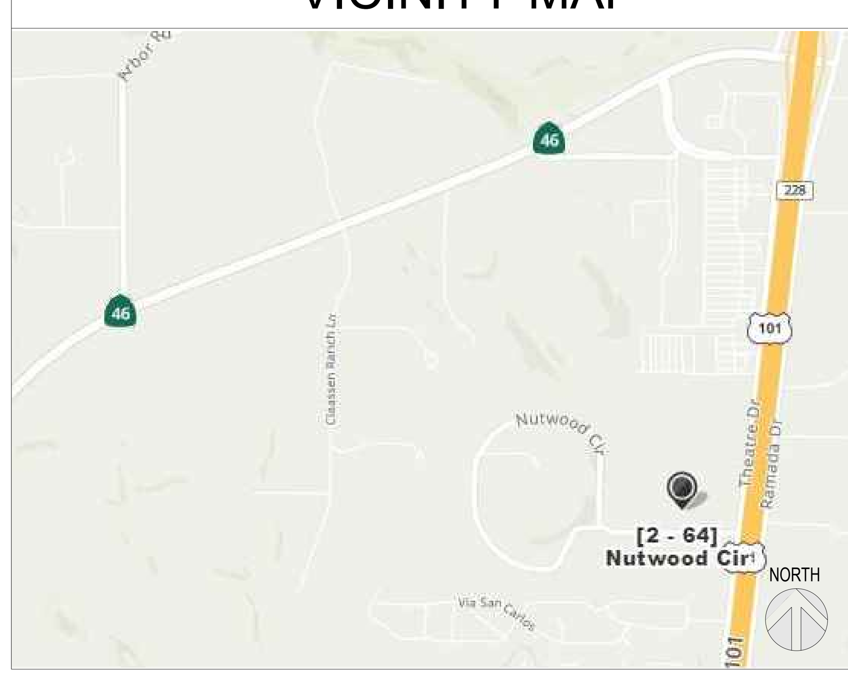
CONTACT: JIM BURROWS
E-MAIL: jim@jbla-slo.com

VICINITY MAP



SHEET INDEX

ARCHITECTURAL

LANDSCAPE

CIVIL

SITE DATA

LOT AREA	± 232,876	SQ. FT.
	± 5.35	ACRES
ZONING	C2-PD	
TOTAL GROSS BLDG. AREA	155,231	SQ. FT.
FLOOR AREA RATIO	N/A	N/A
LOT COVERAGE	± 108,035	SQ. FT.
LOT COVERAGE %	± 46.39	%
MAX HEIGHT	50'-0"	
TOTAL STORAGE PARKING	6	SPACES

STORAGE BUILDING AREA TABULATIONS (SQUARE FEET)

BUILDING	SELF STORAGE	OFFICE	TOTAL
BLDG. A - 2 STORY	37,395	1,390	38,785
BLDG. B - 2 STORY	97,432	0	97,432
BLDG. C - 1 STORY	17,596	0	17,596
BLDG. D - 1 STORY	22,396	0	22,396
TOTAL BUILDING AREA	174,819	1,390	176,209
ESTIMATED NET RENTABLE			±132,000

BUILDING CONSTRUCTION TYPE: IIB
OCCUPANCY CLASSIFICATION: S-1.
BUILDINGS ARE EQUIPPED THROUGHOUT WITH AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH NFPA 13.

JORDAN
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131 CALLE IGLESIA, SUITE 100
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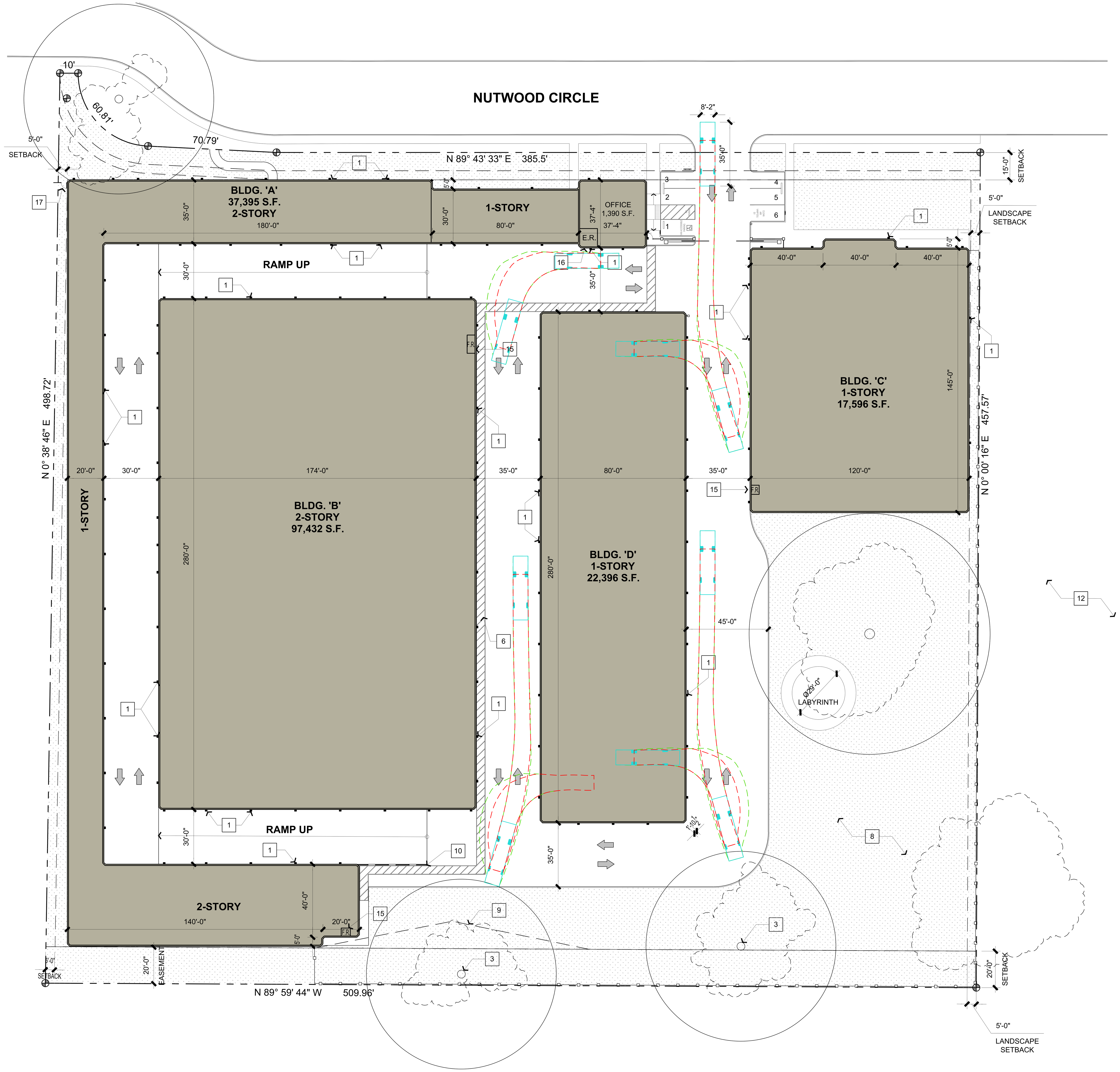
NUTWOOD SS
PASO ROBLES, CA

COVER SHEET

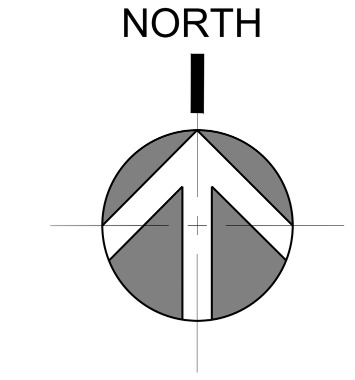
JOB NUMBER: 21-1228
SCALE: AS NOTED
DATE: 09/12/2022

A.1

Exhibit A
Attachment 2



1. CODED GATE ACCESS.
2. PEDESTRIAN ACCESS GATE & FENCE. SEE DETAILS 1,2,3/A.12
3. OAK TREE TO REMAIN (*TRUNK DIAMETER 52"*).
4. EXTENT OF SECOND FLOOR ABOVE.
5. REMOVE EXISTING OAK TREE (*TRUNK DIAMETER 46"*).
6. ACCESSIBLE PATH OF TRAVEL.
7. OAK TREE TO REMAIN (*TRUNK DIAMETER 66"*).
8. RETENTION AREA ±17,698 S.F.
9. EASEMENT.
10. RAMP RETAINING WALL. SEE CIVIL.
11. ADJACENT RESIDENTIAL.
12. EXISTING VACANT LAND.
13. 6'-0" HIGH W.I. FENCE. SEE DETAILS 2,3,4/A.12
14. TRASH ENCLOSURE.SEE DETAILS 5,6,7,8/A.12
15. FIRE RISER ROOM.
16. ELECTRICAL ROOM.
17. 6'-0" HIGH W.I. GATE FOR LANDSCAPE MAINTENANCE ACCESS ONLY. FENCE TO CONTINUE AT RESIDENTIAL AREA FOR SECURITY.



NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY SITE PLAN

JOB NUMBER: 21-1228
SCALE: 1"=30'-0"
DATE: 01/18/2023

A.2

JORDAN
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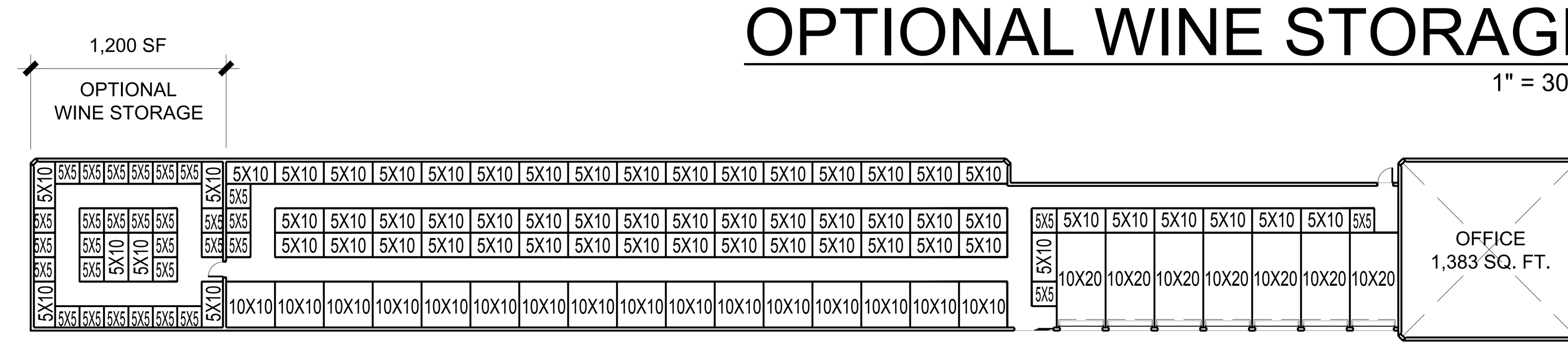
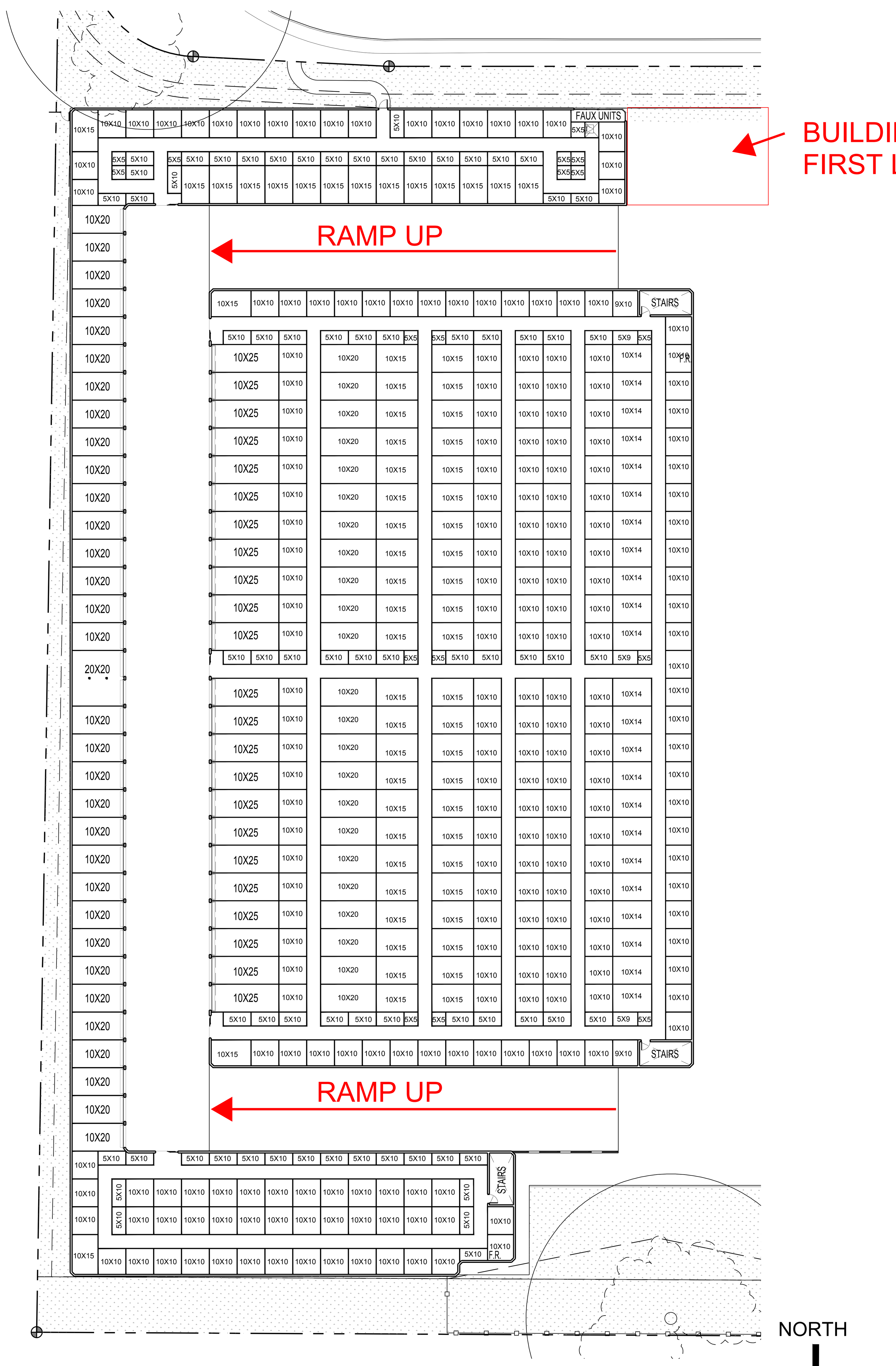
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

Exhibit A
Attachment 2

OPTIONAL WINE STORAGE (3)

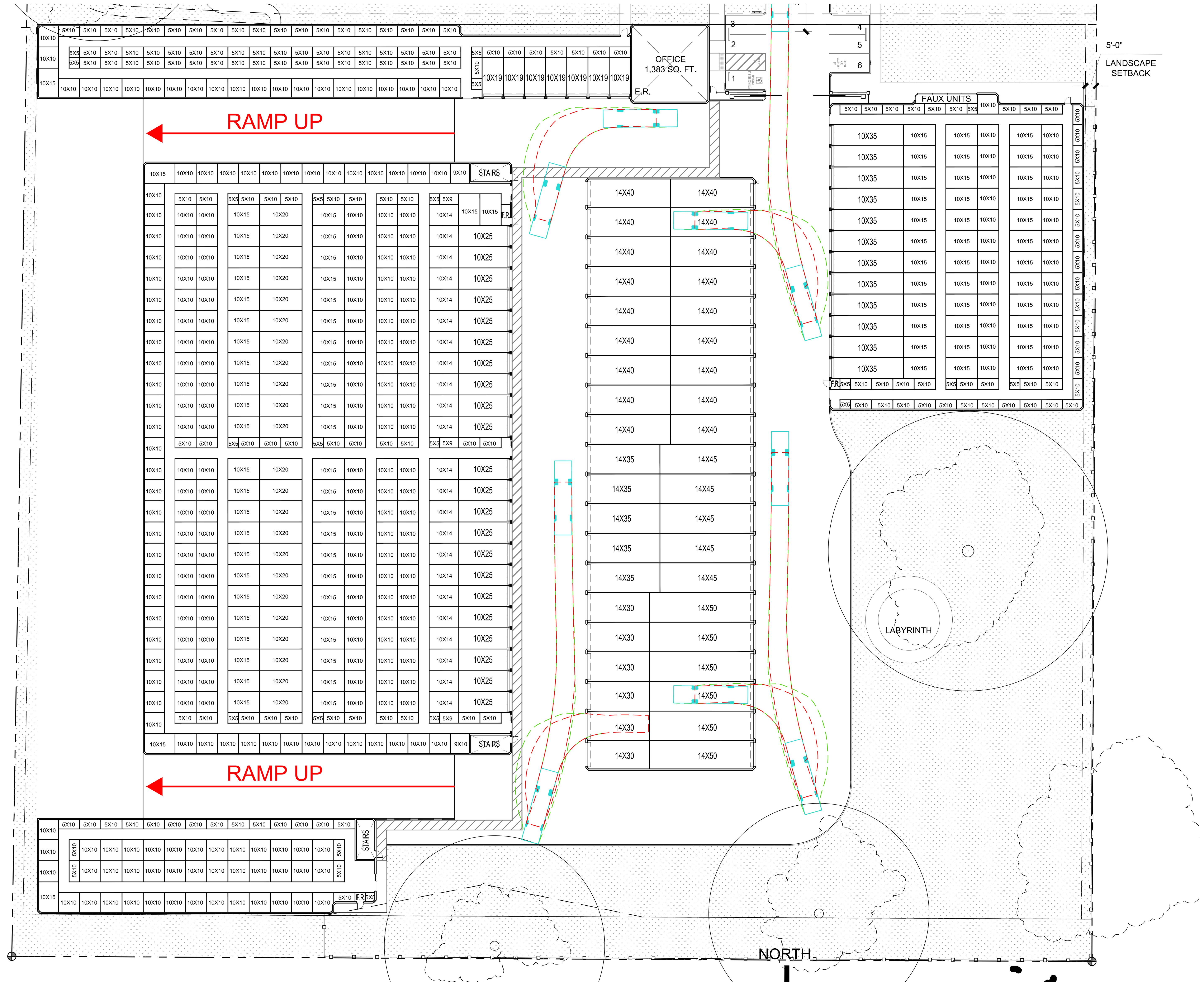
1" = 30'-0"





UNIT MIX PLAN - 2ND FLOOR (2)

1" = 30'-0"



UNIT MIX PLAN - 1ST FLOOR (1)

1" = 30'-0"

NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY UNIT MIX

JOB NUMBER: 21-1228
SCALE: 1"=30'-0"
DATE: 01/18/2023

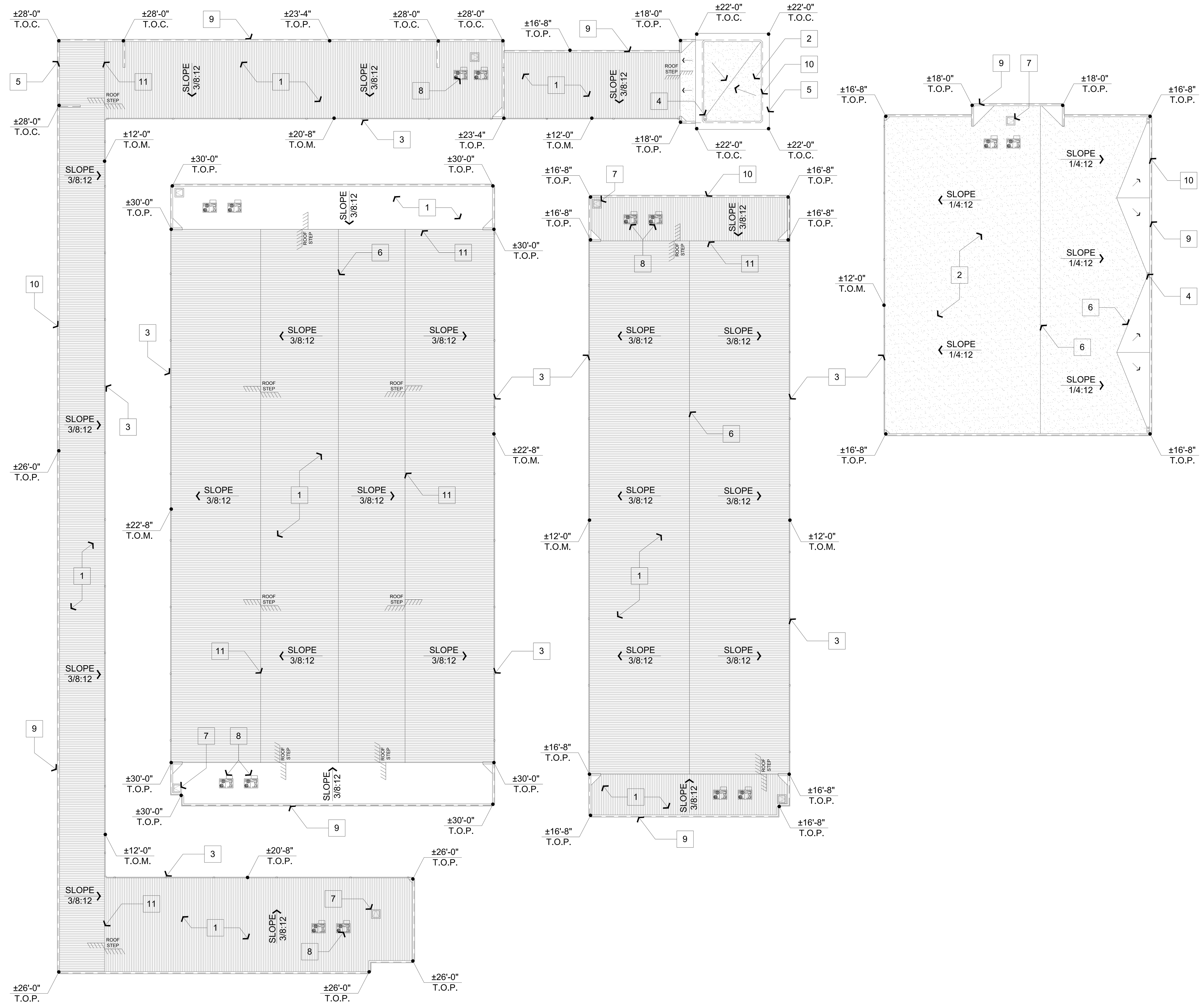
A.3

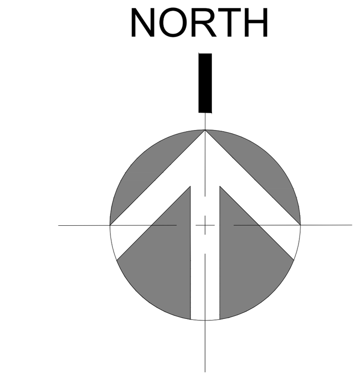
JORDAN ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

Exhibit A
Attachment 2

KEY NOTES

1. STANDING SEAM METAL ROOF.
2. T.P.O. ROOFING SYSTEM.
3. GUTTER & DOWNSPOUTS. TYP.
4. ROOF DRAIN. TYP.
5. CORNICE.
6. ROOF CRICKET TYP.
7. ROOF HATCH TYP.
8. ROOF MOUNTED MECHANICAL UNITS. SCREENED FROM HORIZONTAL LINE OF SIGHT BY BUILDING PARAPET.
9. PARAPET.
10. WALL BELOW.
11. ROOF STEP.





PRELIMINARY ROOF PLAN 1
1" = 30'-0"

NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY ROOF PLAN

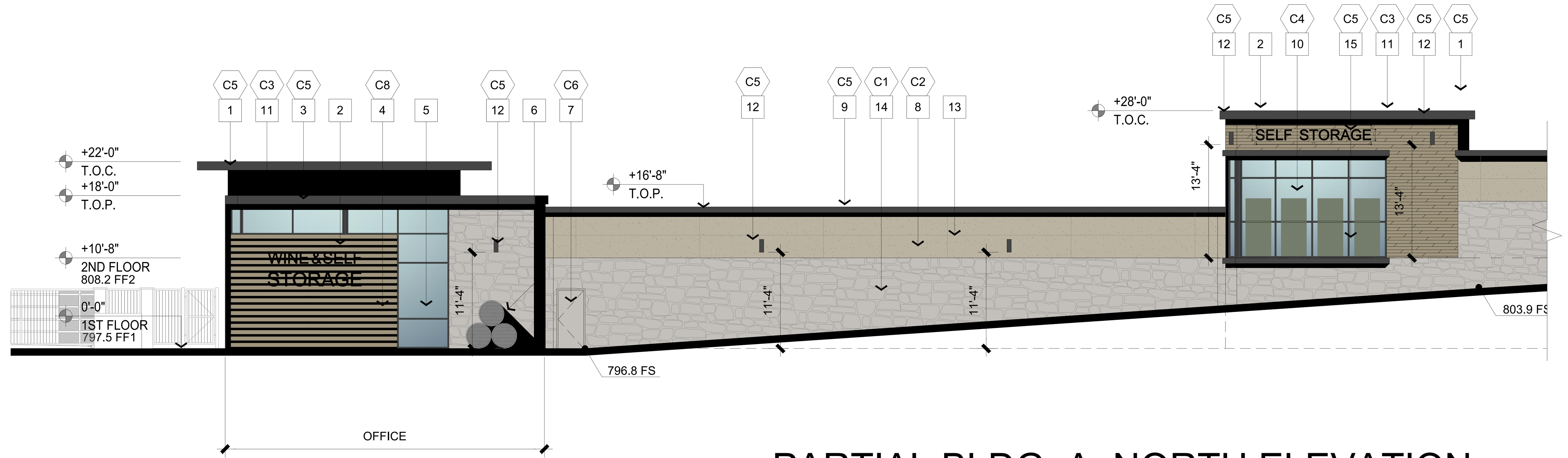
JOB NUMBER: 21-1228
SCALE: 1"=30'-0"
DATE: 09/12/2022

A.4

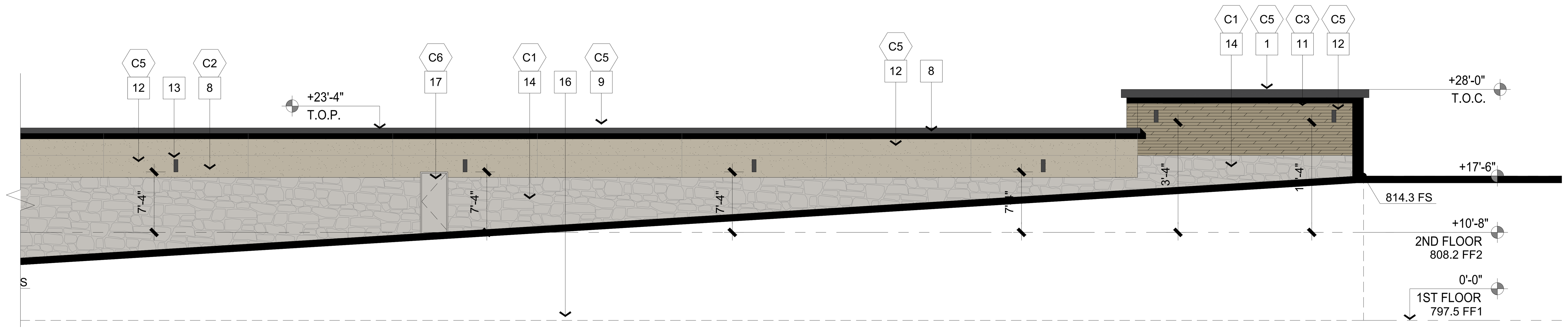
JORDAN ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

Exhibit A
Attachment 2

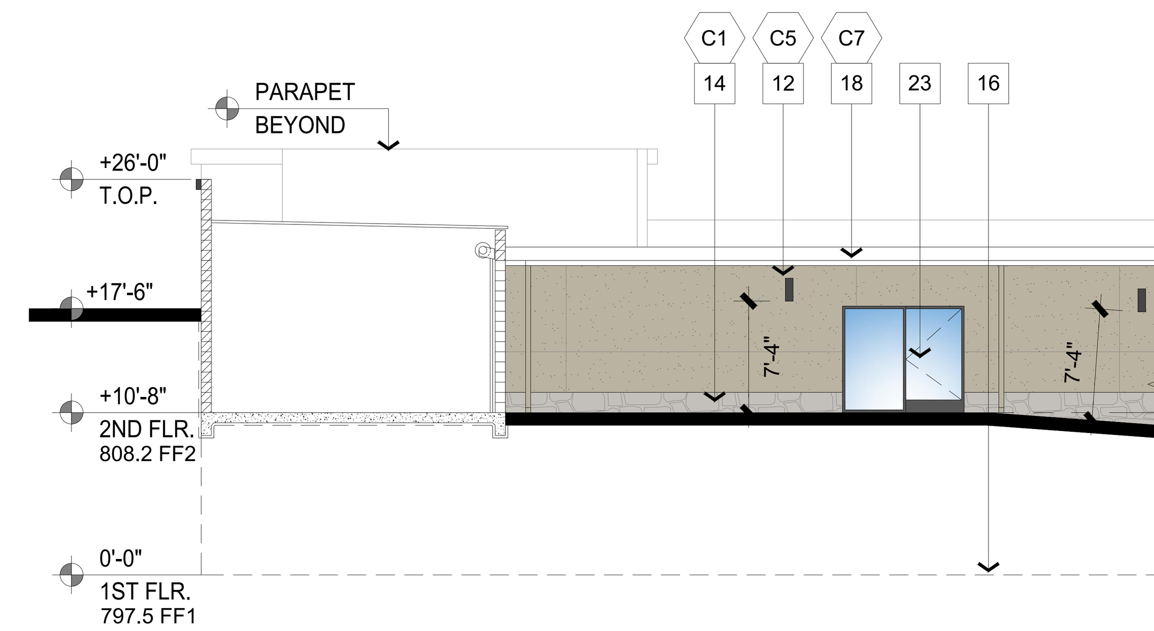
OFFICE EAST ELEVATION 1
1"=10'



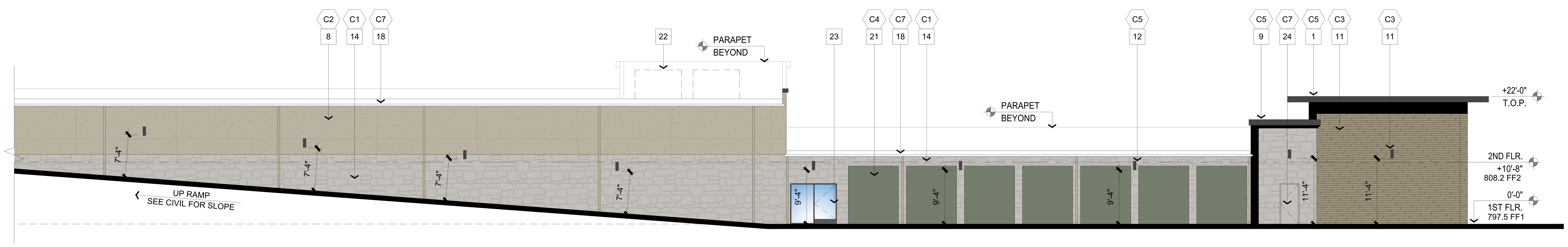
PARTIAL BLDG. A. NORTH ELEVATION 2
1"=10'



PARTIAL BLDG. A. NORTH ELEVATION 3
1"=10'



PARTIAL BLDG. A. NORTH INTERIOR ELEVATION 4
1"=10'



PARTIAL BLDG. A. NORTH INTERIOR ELEVATION 5
1"=10'

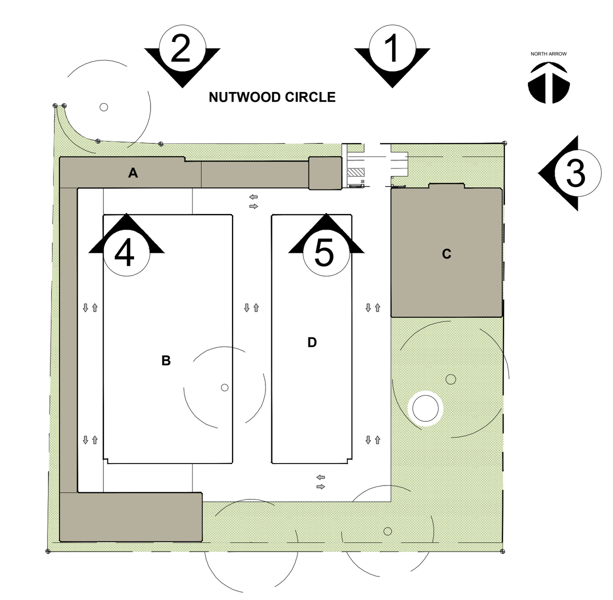
KEY NOTES

1 PRE-FINISHED METAL CORNICE.	17 STORAGE EGRESS AT SECOND FLOOR EXIT ONLY.
2 WINE AND SELF-STORAGE SIGNAGE BY OTHERS. SEE DETAILS 9,10/A.12	18 GUTTER AND DOWNSPOUT SYSTEM.
3 METAL ACCENT AND PARAPET AT OFFICE.	19 TRASH ENCLOSURE. SEE DETAILS 5,6,7,8/A.12
4 BRISE-SOLEIL FACADE.	20 FIRE RISER ROOM.
5 STOREFRONT GLAZING.	21 EXTERIOR ROLL-UP DOORS.
6 FAKE DECORATIVE BARRELS	22 MECHANICAL UNITS.
7 STORAGE EXIT ONLY.	23 EXTERIOR STORAGE EGRESS.
8 STUCCO FINISH.	24 ELECTRIC ROOM.
9 PRE-FINISHED METAL PARAPET.	25 STAIR EGRESS.
10 FAUX UNITS BEHIND GLAZING.	
11 WOOD PANELING.	
12 EXTERIOR LIGHT FIXTURE. SEE LIGHTING PLAN.	
13 STUCCO CONTROL JOINT.	
14 STONE MASONRY.	
15 PRE-FINISHED METAL ACCENT.	
16 FLOOR LINE BELOW GRADE.	

COLOR MATERIAL

C1 STACKED FIELD STONE MANUFACTURE: EL DORADO STONE ELDORADO STONE, FIELD EDGE COLOR: ANDANTE (OR APPROVED EQ.)	C5 METAL PARAPET/ CORNICE/ EXTERIOR LIGHTS MANUFACTURE: DUNN-EDWARDS COLOR: BLACK-TIE (DE 6357) (OR APPROVED EQ.)
C2 STUCCO FINISH COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)	C6 STORAGE EGRESS/ EGRESS DOORS MANUFACTURE: DUNN-EDWARDS COLOR: GRAY PEARL (DEC 795) (OR APPROVED EQ.)
C3 WOOD PANELING MANUFACTURE: EL DORADO STONE VINTAGE RANCH COLOR: PARCHWOOD (OR APPROVED EQ.)	C7 GUTTER AND DOWNSPOUT SYSTEM MANUFACTURE: DUNN-EDWARDS COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
C4 FAUX UNITS/ ROLL-UP DOORS MANUFACTURE: JANUS INTERNATIONAL COLOR: LG (FOREST) GREEN (OR APPROVED EQ.)	C8 BRISE-SOLEIL FACADE MANUFACTURE: FIBERDECK WEO BRISE-SOLEIL (OR APPROVED EQ.)

KEYPLAN



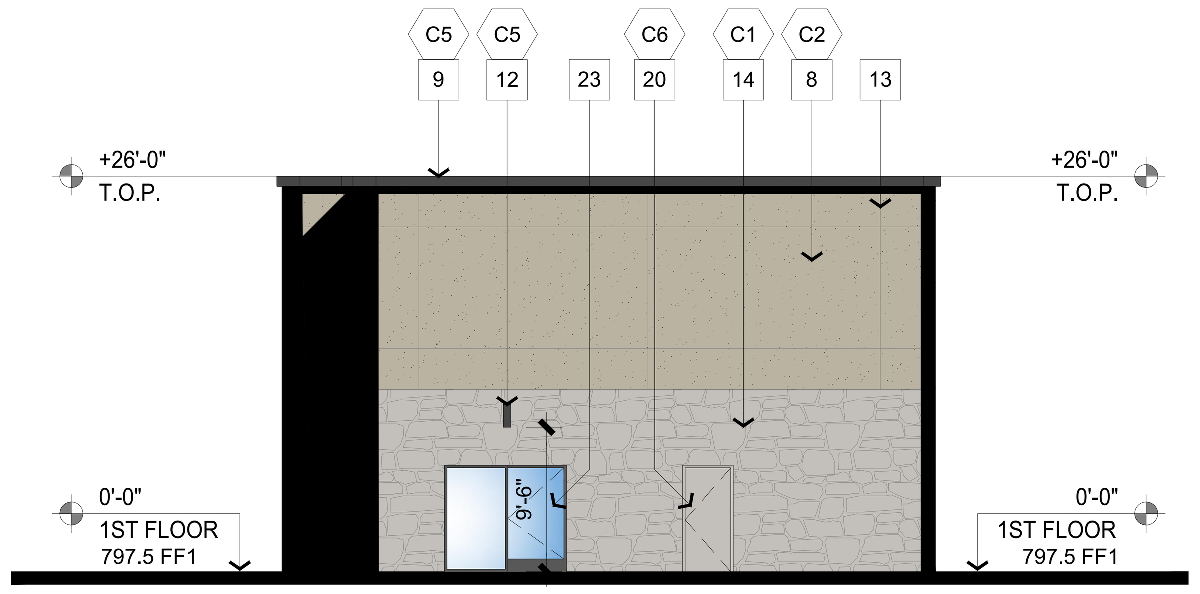
NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY ELEVATION

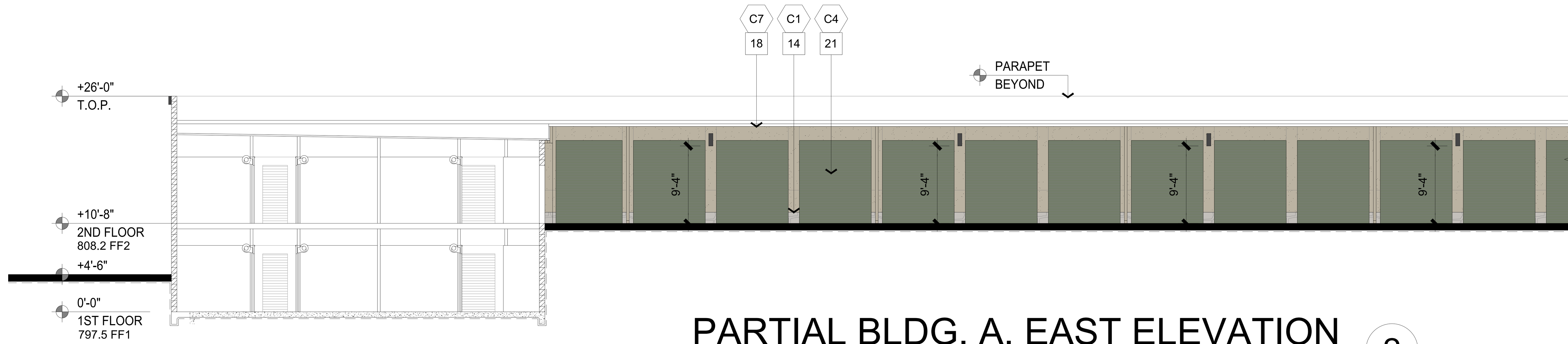
JOB NUMBER: 21-1228
SCALE: 1"=10'
DATE: 09/12/2022
A.5

JORDAN ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

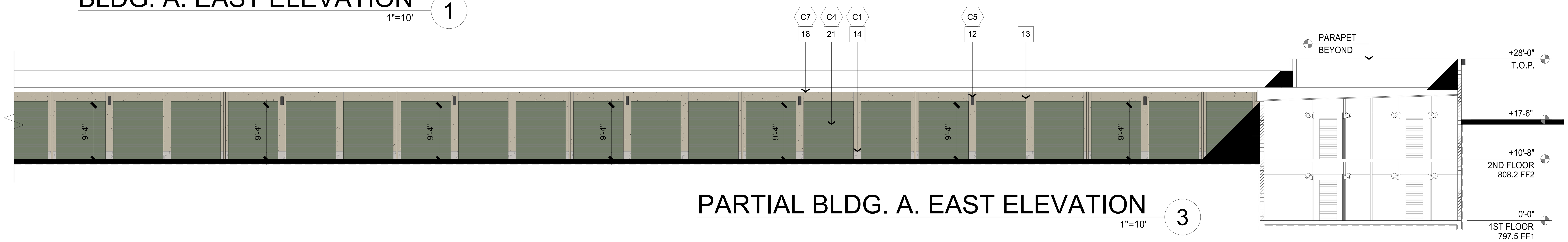
Exhibit A
Attachment 2



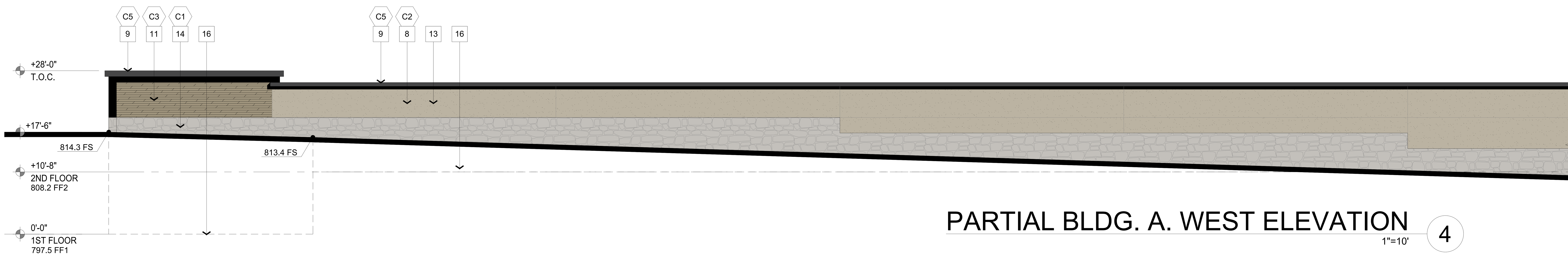
BLDG. A. EAST ELEVATION
1"=10'
1



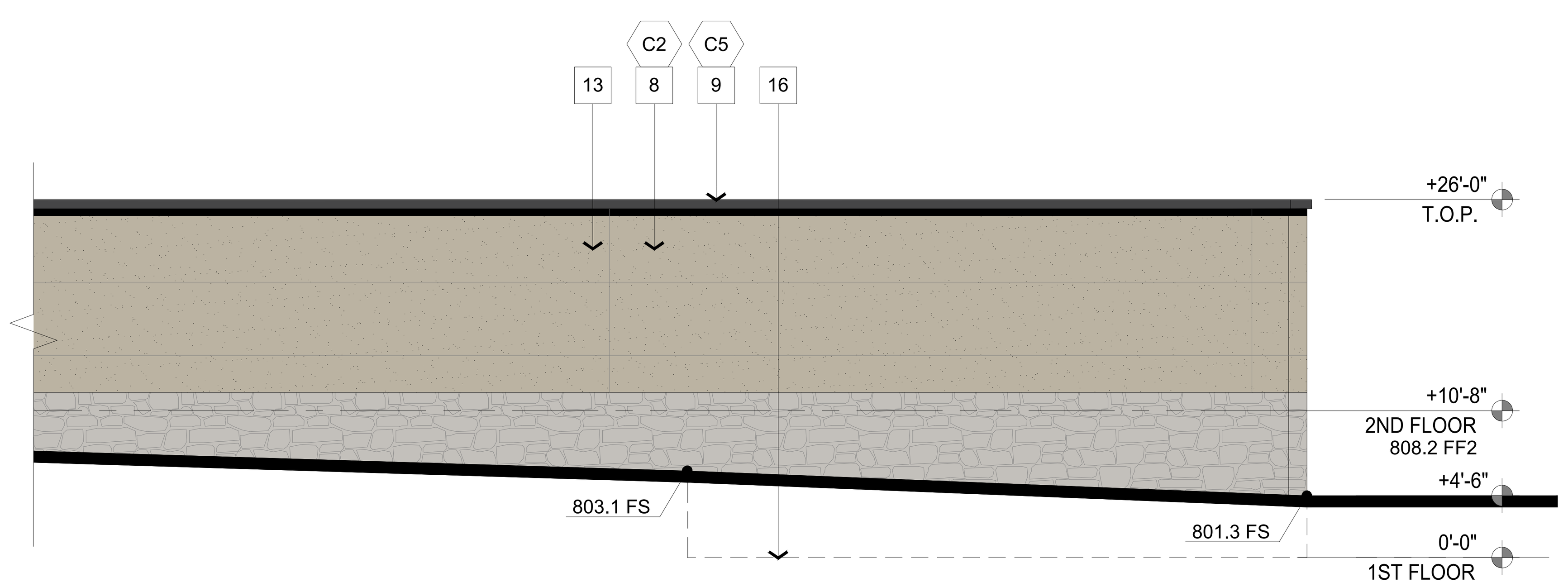
PARTIAL BLDG. A. EAST ELEVATION
1"=10'
2



PARTIAL BLDG. A. EAST ELEVATION
1"=10'
3



PARTIAL BLDG. A. WEST ELEVATION
1"=10'
4



PARTIAL BLDG. A. WEST ELEVATION
1"=10'
5

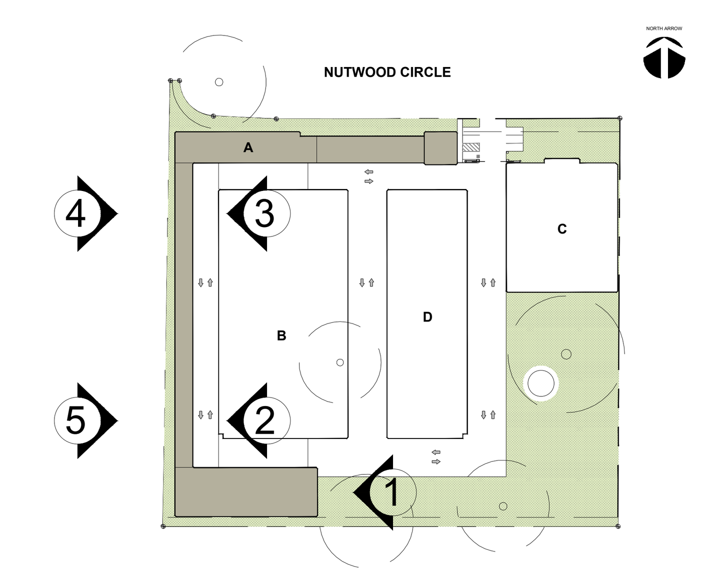
KEY NOTES

1	PRE-FINISHED METAL CORNICE.	17	STORAGE EGRESS AT SECOND FLOOR EXIT ONLY.
2	WINE AND SELF-STORAGE SIGNAGE BY OTHERS. SEE DETAILS 9,10/A.12	18	GUTTER AND DOWNSPOUT SYSTEM.
3	METAL ACCENT AND PARAPET AT OFFICE.	19	TRASH ENCLOSURE. SEE DETAILS 5,6,7,8/A.12
4	BRISE-SOLEIL FACADE.	20	FIRE RISER ROOM.
5	STOREFRONT GLAZING.	21	EXTERIOR ROLL-UP DOORS.
6	FAKE DECORATIVE BARRELS	22	MECHANICAL UNITS.
7	STORAGE EXIT ONLY.	23	EXTERIOR STORAGE EGRESS.
8	STUCCO FINISH.	24	ELECTRIC ROOM.
9	PRE-FINISHED METAL PARAPET.	25	STAIR EGRESS.
10	FAUX UNITS BEHIND GLAZING.		
11	WOOD PANELING.		
12	EXTERIOR LIGHT FIXTURE. SEE LIGHTING PLAN.		
13	STUCCO CONTROL JOINT.		
14	STONE MASONRY.		
15	PRE-FINISHED METAL ACCENT.		
16	FLOOR LINE BELOW GRADE.		

COLOR MATERIAL

C1	STACKED FIELD STONE MANUFACTURE: EL DORADO STONE ELDORADO STONE, FIELD EDGE COLOR: ANDANTE (OR APPROVED EQ.)	C5	METAL PARAPET/ CORNICE/ EXTERIOR LIGHTS MANUFACTURE: DUNN-EDWARDS COLOR: BLACK-TIE (DE 6357) (OR APPROVED EQ.)
C2	STUCCO FINISH COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)	C6	STORAGE EGRESS/ EGRESS DOORS MANUFACTURE: DUNN-EDWARDS COLOR: GRAY PEARL (DEC 795) (OR APPROVED EQ.)
C3	WOOD PANELING MANUFACTURE: EL DORADO STONE VINTAGE RANCH COLOR: PARCHWOOD (OR APPROVED EQ.)	C7	GUTTER AND DOWNSPOUT SYSTEM MANUFACTURE: DUNN-EDWARDS COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
C4	FAUX UNITS/ ROLL-UP DOORS MANUFACTURE: JANUS INTERNATIONAL COLOR: LG (FOREST) GREEN (OR APPROVED EQ.)	C8	BRISE-SOLEIL FACADE MANUFACTURE: FIBERDECK WEO BRISE-SOLEIL (OR APPROVED EQ.)

KEYPLAN



NUTWOOD SS
PASO ROBLES, CA

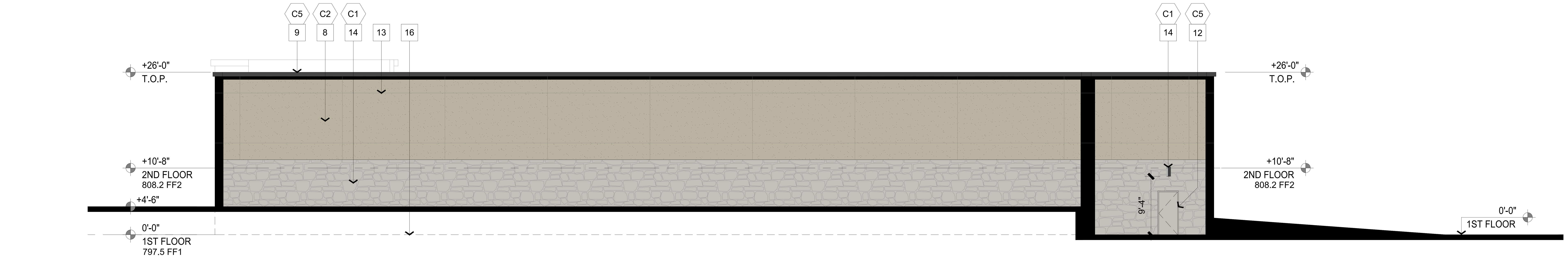
PRELIMINARY ELEVATION

JOB NUMBER: 21-1228
SCALE: 1"=10'
DATE: 09/12/2022

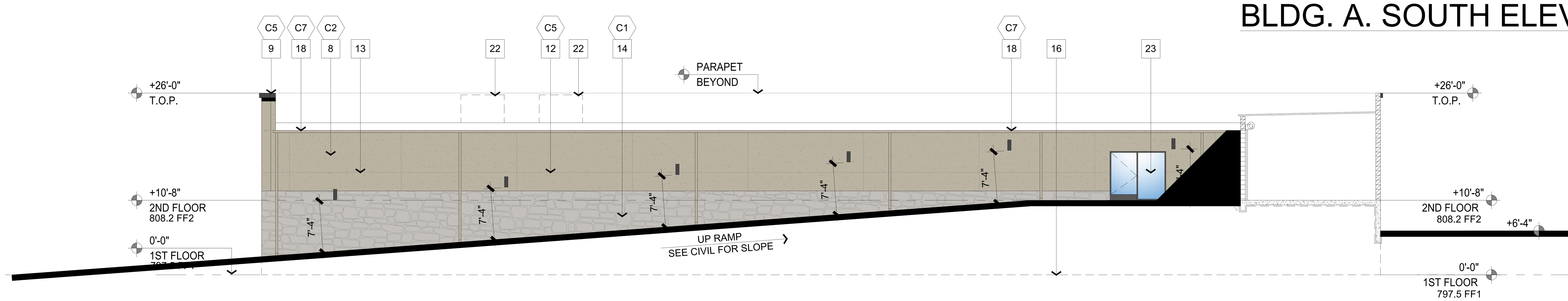
A.6

JORDAN
ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

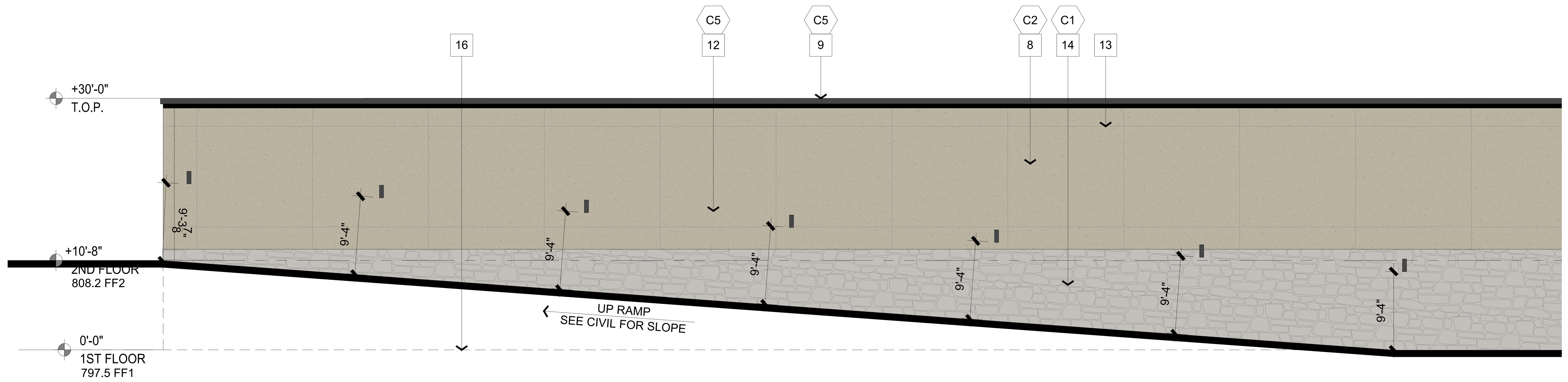
Exhibit A
Attachment 2



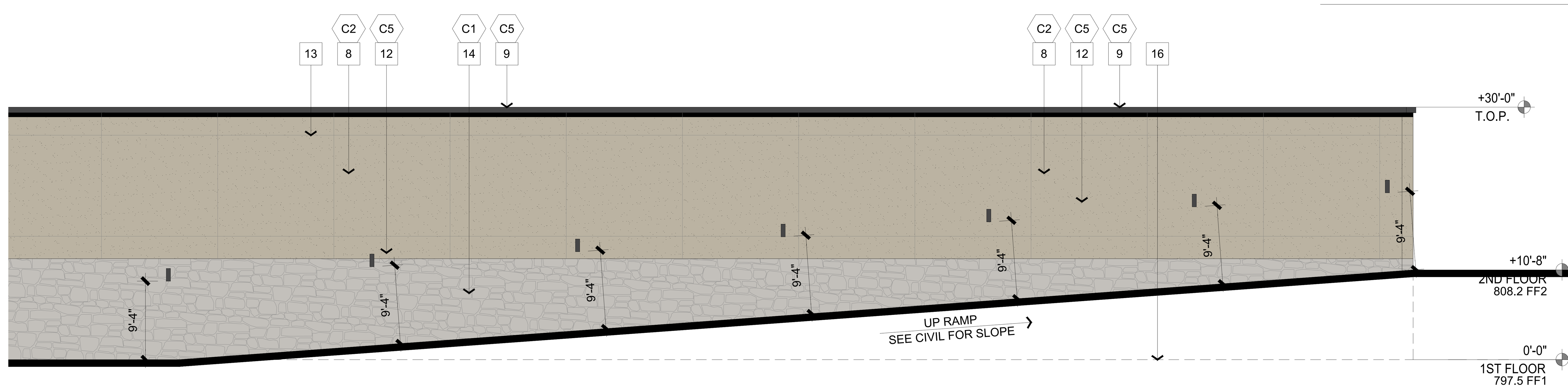
BLDG. A. SOUTH ELEVATION 1
1"=10'



BLDG. A. INTERIOR SOUTH ELEVATION 2
1"=10'



BLDG. B. SOUTH ELEVATION 3
1"=10'



BLDG. B. NORTH ELEVATION 4
1"=10'

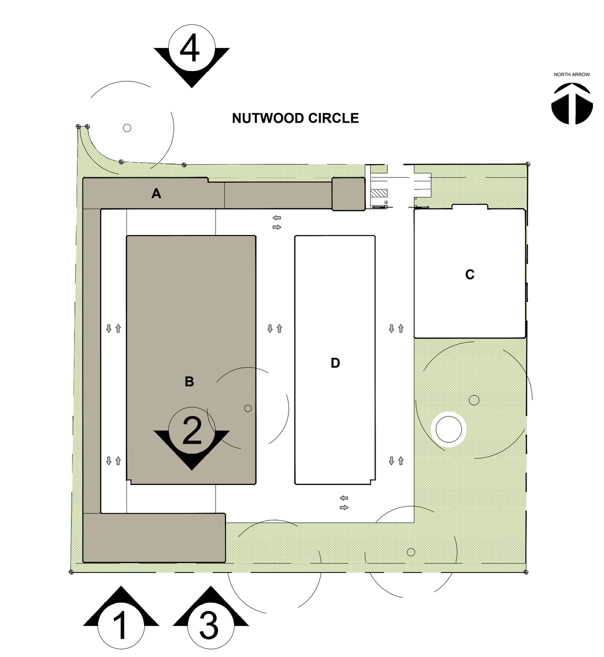
KEY NOTES

1. PRE-FINISHED METAL CORNICE.
2. WINE AND SELF-STORAGE SIGNAGE BY OTHERS. SEE DETAILS 9,10/A.12
3. METAL ACCENT AND PARAPET AT OFFICE.
4. BRISE-SOLEIL FACADE.
5. STOREFRONT GLAZING.
6. FAKE DECORATIVE BARRELS
7. STORAGE EXIT ONLY.
8. STUCCO FINISH.
9. PRE-FINISHED METAL PARAPET.
10. FAUX UNITS BEHIND GLAZING.
11. WOOD PANELING.
12. EXTERIOR LIGHT FIXTURE. SEE LIGHTING PLAN.
13. STUCCO CONTROL JOINT.
14. STONE MASONRY.
15. PRE-FINISHED METAL ACCENT.
16. FLOOR LINE BELOW GRADE.
17. STORAGE EGRESS AT SECOND FLOOR EXIT ONLY.
18. GUTTER AND DOWNSPOUT SYSTEM.
19. TRASH ENCLOSURE. SEE DETAILS 5,6,7,8/A.12
20. FIRE RISER ROOM.
21. EXTERIOR ROLL-UP DOORS.
22. MECHANICAL UNITS.
23. EXTERIOR STORAGE EGRESS.
24. ELECTRIC ROOM.
25. STAIR EGRESS.

COLOR MATERIAL

- C1 STACKED FIELD STONE MANUFACTURE: EL DORADO STONE ELDORADO STONE, FIELD EDGE COLOR: ANDANTE (OR APPROVED EQ.)
- C2 STUCCO FINISH COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
- C3 WOOD PANELING MANUFACTURE: EL DORADO STONE VINTAGE RANCH COLOR: PARCHWOOD (OR APPROVED EQ.)
- C4 FAUX UNITS/ ROLL-UP DOORS MANUFACTURE: JANUS INTERNATIONAL COLOR: LG (FOREST) GREEN (OR APPROVED EQ.)
- C5 METAL PARAPET/ CORNICE/ EXTERIOR LIGHTS MANUFACTURE: DUNN-EDWARDS COLOR: BLACK-TIE (DE 6357) (OR APPROVED EQ.)
- C6 STORAGE EGRESS/ EGRESS DOORS MANUFACTURE: DUNN-EDWARDS COLOR: GRAY PEARL (DEC 795) (OR APPROVED EQ.)
- C7 GUTTER AND DOWNSPOUT SYSTEM MANUFACTURE: DUNN-EDWARDS COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
- C8 BRISE-SOLEIL FACADE MANUFACTURE: FIBERDECK WEO BRISE-SOLEIL (OR APPROVED EQ.)

KEYPLAN



NUTWOOD SS
PASO ROBLES, CA

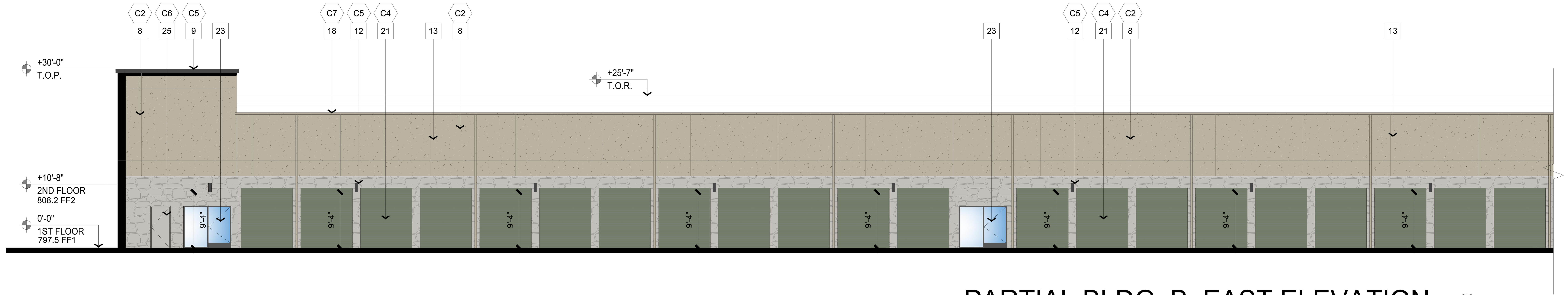
PRELIMINARY ELEVATION

JOB NUMBER: 21-1228
SCALE: 1"=10'
DATE: 09/12/2022

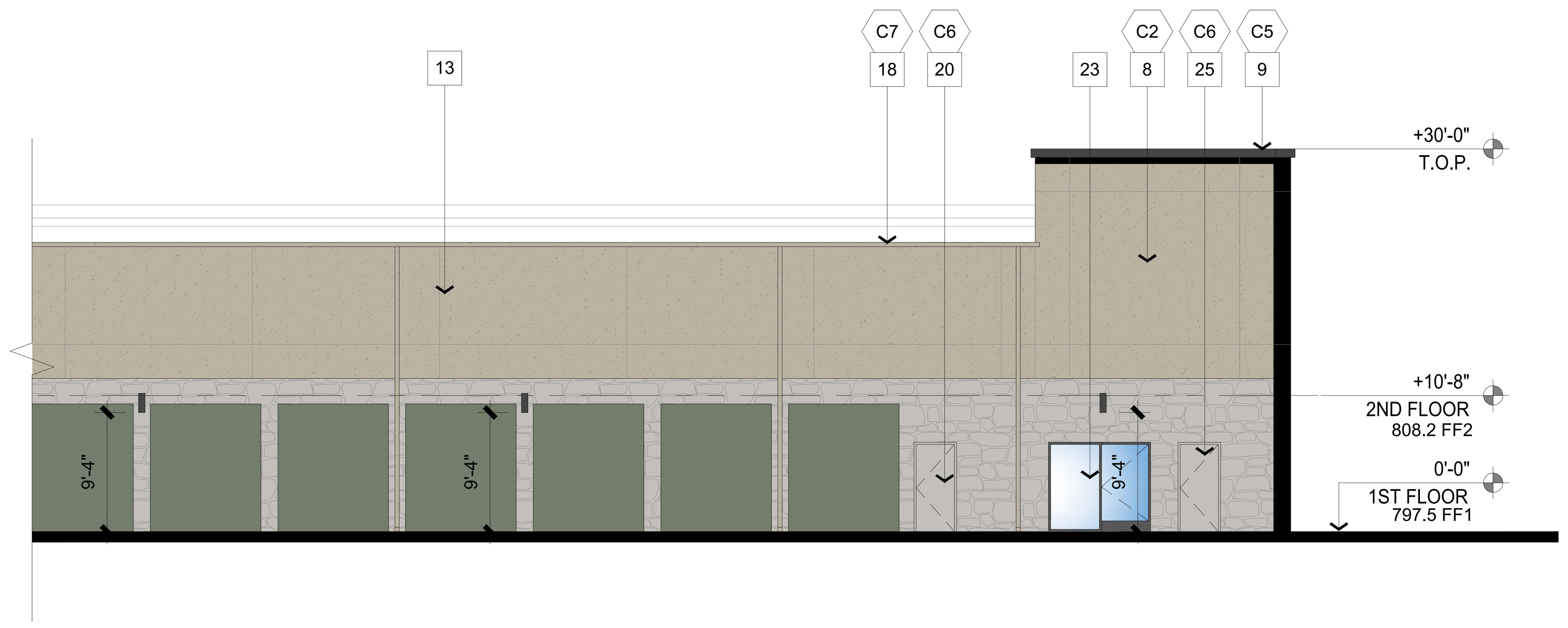
A.7

JORDAN ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

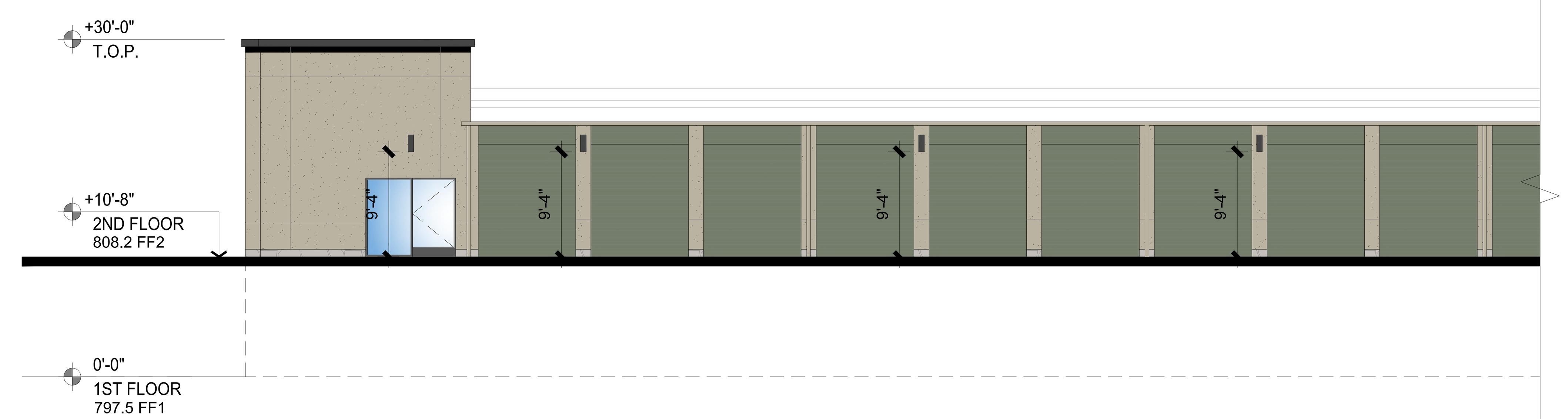
Exhibit A
Attachment 2



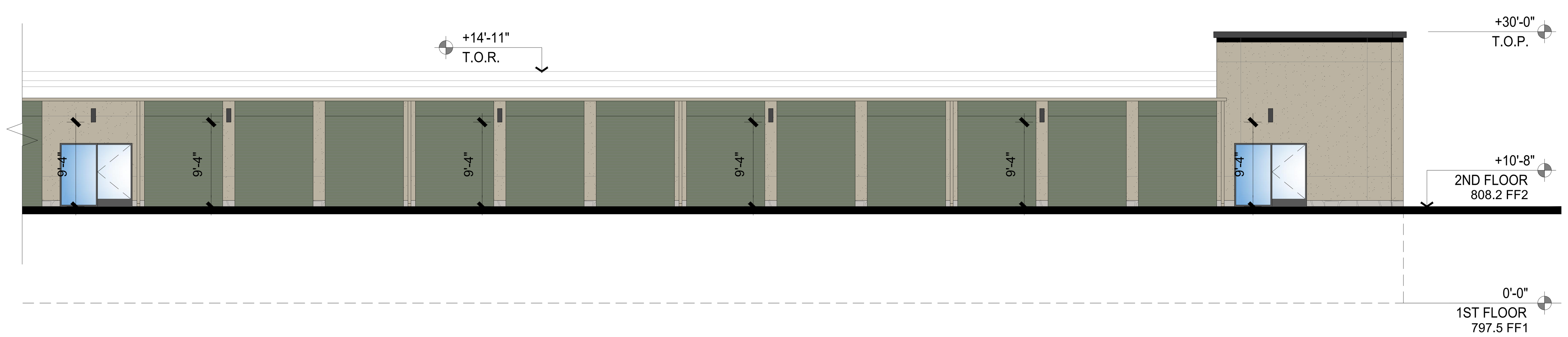
PARTIAL BLDG. B. EAST ELEVATION 1
1"=10'



PARTIAL BLDG. B. EAST ELEVATION 2
1"=10'



PARTIAL BLDG. B. WEST ELEVATION 3
1"=10'



PARTIAL BLDG. B. WEST ELEVATION 4
1"=10'

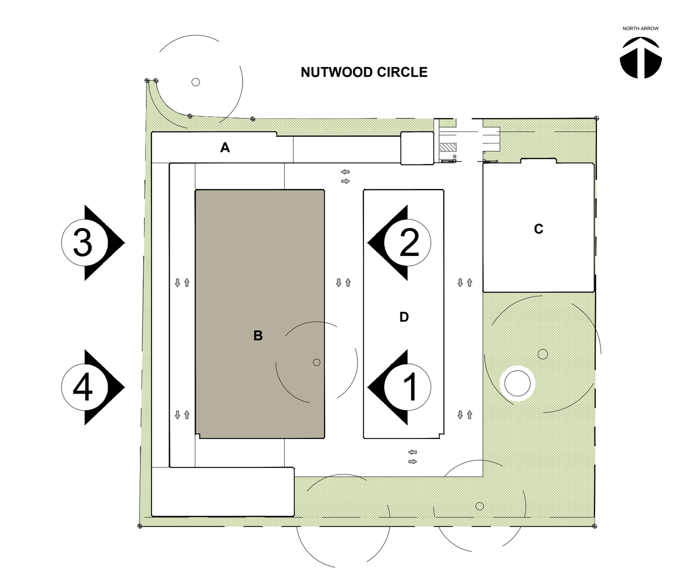
KEY NOTES

1	PRE-FINISHED METAL CORNICE.
2	WINE AND SELF-STORAGE SIGNAGE BY OTHERS. SEE DETAILS 9,10/A.12
3	METAL ACCENT AND PARAPET AT OFFICE.
4	BRISE-SOLEIL FACADE.
5	STOREFRONT GLAZING.
6	FAKE DECORATIVE BARRELS
7	STORAGE EXIT ONLY.
8	STUCCO FINISH.
9	PRE-FINISHED METAL PARAPET.
10	FAUX UNITS BEHIND GLAZING.
11	WOOD PANELING.
12	EXTERIOR LIGHT FIXTURE. SEE LIGHTING PLAN.
13	STUCCO CONTROL JOINT.
14	STONE MASONRY.
15	PRE-FINISHED METAL ACCENT.
16	FLOOR LINE BELOW GRADE.
17	STORAGE EGRESS AT SECOND FLOOR EXIT ONLY.
18	GUTTER AND DOWNSPOUT SYSTEM.
19	TRASH ENCLOSURE. SEE DETAILS 5,6,7,8/A.12
20	FIRE RISER ROOM.
21	EXTERIOR ROLL-UP DOORS.
22	MECHANICAL UNITS.
23	EXTERIOR STORAGE EGRESS.
24	ELECTRIC ROOM.
25	STAIR EGRESS.

COLOR MATERIAL

C1	STACKED FIELD STONE MANUFACTURE: EL DORADO STONE ELDORADO STONE, FIELD EDGE COLOR: ANDANTE (OR APPROVED EQ.)
C2	STUCCO FINISH COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
C3	WOOD PANELING MANUFACTURE: EL DORADO STONE VINTAGE RANCH COLOR: PARCHWOOD (OR APPROVED EQ.)
C4	FAUX UNITS/ ROLL-UP DOORS MANUFACTURE: JANUS INTERNATIONAL COLOR: LG (FOREST) GREEN (OR APPROVED EQ.)
C5	METAL PARAPET/ CORNICE/ EXTERIOR LIGHTS MANUFACTURE: DUNN-EDWARDS COLOR: BLACK-TIE (DE 6357) (OR APPROVED EQ.)
C6	STORAGE EGRESS/ EGRESS DOORS MANUFACTURE: DUNN-EDWARDS COLOR: GRAY PEARL (DEC 795) (OR APPROVED EQ.)
C7	GUTTER AND DOWNSPOUT SYSTEM MANUFACTURE: DUNN-EDWARDS COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
C8	BRISE-SOLEIL FACADE MANUFACTURE: FIBERDECK WEO BRISE-SOLEIL (OR APPROVED EQ.)

KEYPLAN



JORDAN
ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

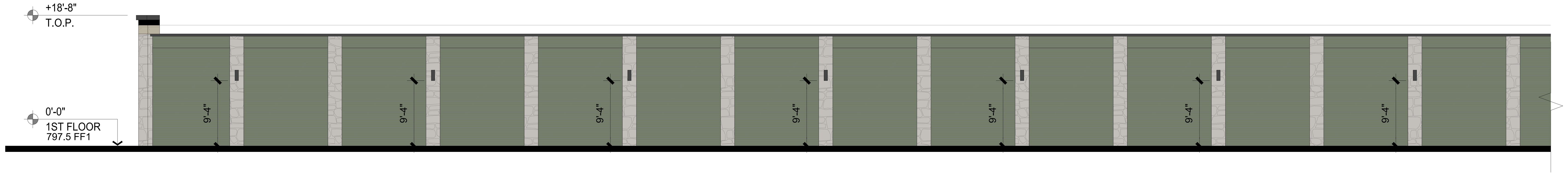
NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY ELEVATION

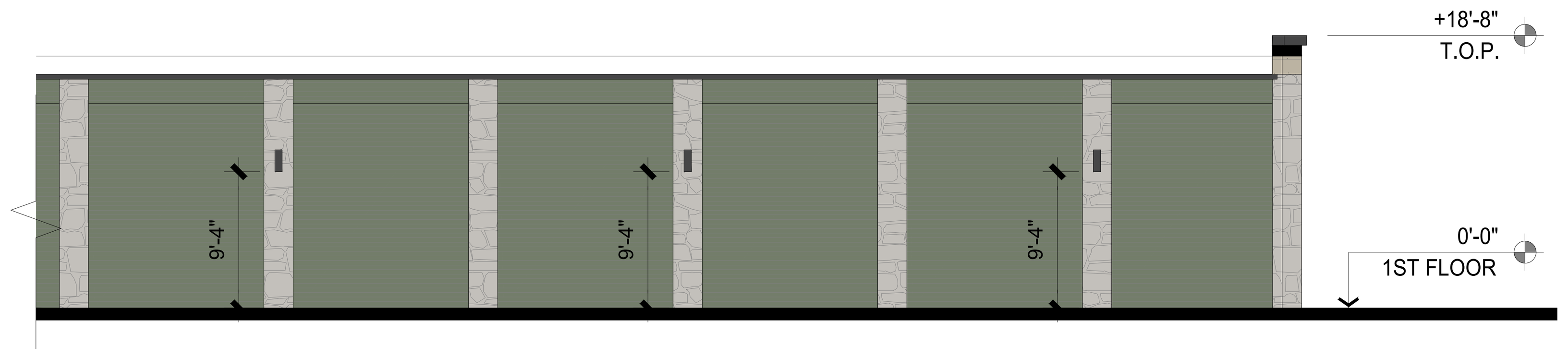
JOB NUMBER: 21-1228
SCALE: 1"=10'
DATE: 09/12/2022

A.8

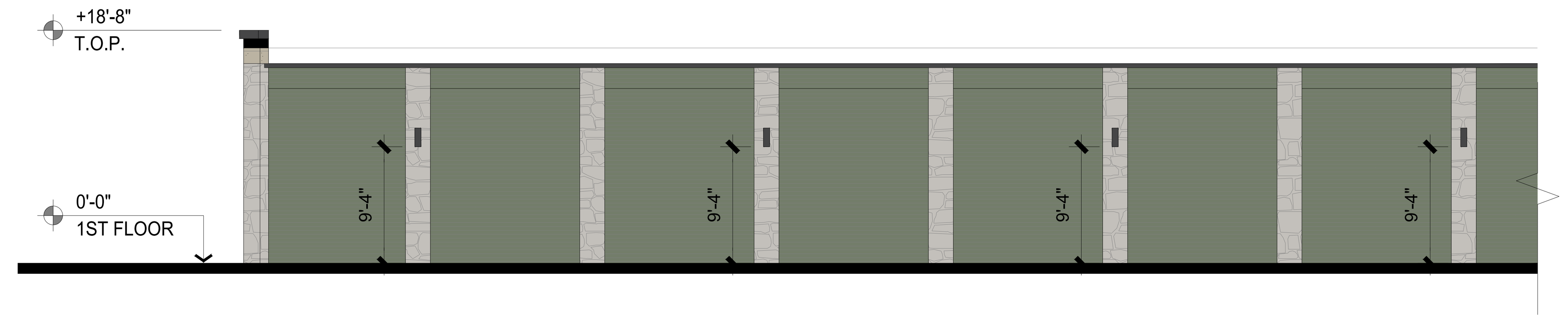
Exhibit A
Attachment 2



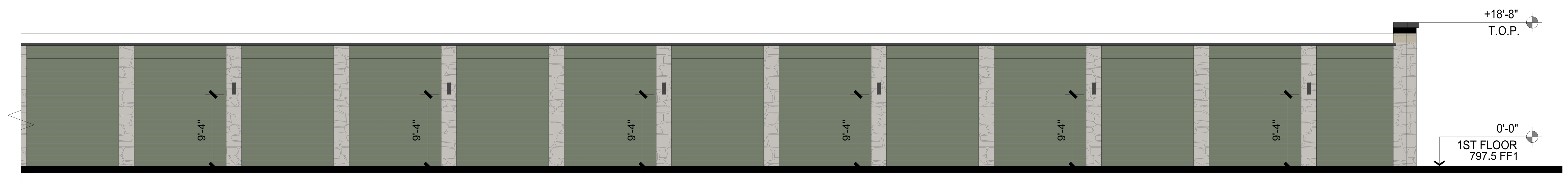
PARTIAL BLDG. D. WEST ELEVATION 1
1"=10'



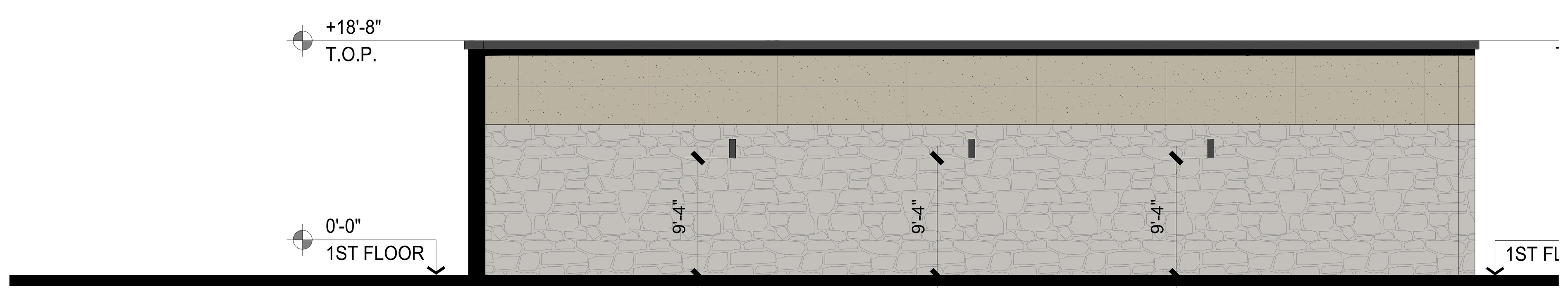
PARTIAL BLDG. D. WEST ELEVATION 2
1"=10'



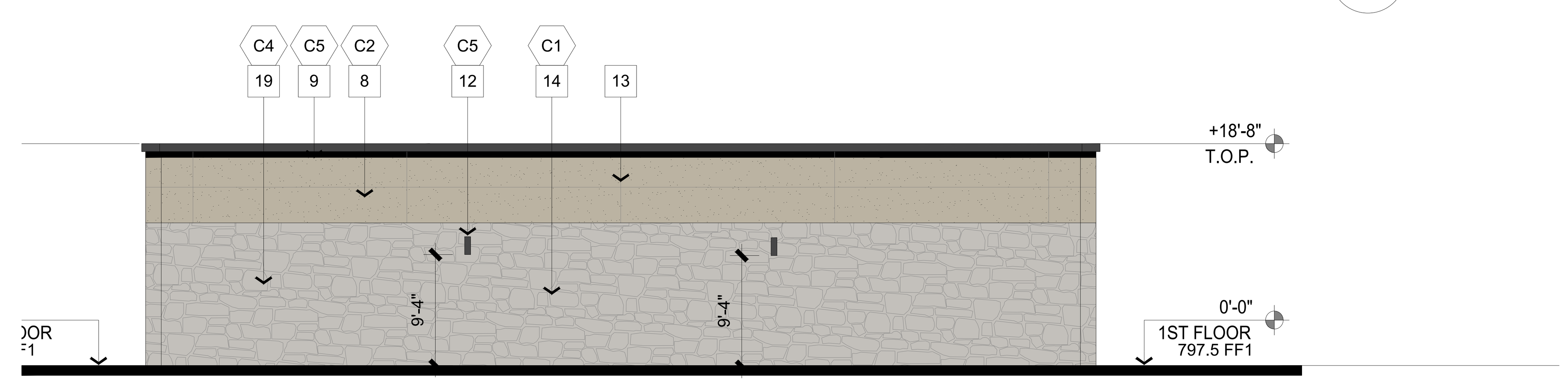
PARTIAL BLDG. D. EAST ELEVATION 3
1"=10'



PARTIAL BLDG. D. EAST ELEVATION 4
1"=10'



BLDG. D. SOUTH ELEVATION 5
1"=10'



BLDG. D. NORTH ELEVATION 6
1"=10'

KEY NOTES

1. PRE-FINISHED METAL CORNICE.
2. WINE AND SELF-STORAGE SIGNAGE BY OTHERS. SEE DETAILS 9,10/A.12
3. METAL ACCENT AND PARAPET AT OFFICE.
4. BRISE-SOLEIL FACADE.
5. STOREFRONT GLAZING.
6. FAKE DECORATIVE BARRELS
7. STORAGE EXIT ONLY.
8. STUCCO FINISH.
9. PRE-FINISHED METAL PARAPET.
10. FAUX UNITS BEHIND GLAZING.
11. WOOD PANELING.
12. EXTERIOR LIGHT FIXTURE. SEE LIGHTING PLAN.
13. STUCCO CONTROL JOINT.
14. STONE MASONRY.
15. PRE-FINISHED METAL ACCENT.
16. FLOOR LINE BELOW GRADE.
17. STORAGE EGRESS AT SECOND FLOOR EXIT ONLY.
18. GUTTER AND DOWNSPOUT SYSTEM.
19. TRASH ENCLOSURE. SEE DETAILS 5,6,7,8/A.12
20. FIRE RISER ROOM.
21. EXTERIOR ROLL-UP DOORS.
22. MECHANICAL UNITS.
23. EXTERIOR STORAGE EGRESS.
24. ELECTRIC ROOM.
25. STAIR EGRESS.

COLOR MATERIAL

C1 STACKED FIELD STONE MANUFACTURE: EL DORADO STONE ELDORADO STONE, FIELD EDGE COLOR: ANDANTE (OR APPROVED EQ.)

C2 STUCCO FINISH COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)

C3 WOOD PANELING MANUFACTURE: EL DORADO STONE VINTAGE RANCH COLOR: PARCHWOOD (OR APPROVED EQ.)

C4 FAUX UNITS/ ROLL-UP DOORS MANUFACTURE: JANUS INTERNATIONAL COLOR: LG (FOREST) GREEN (OR APPROVED EQ.)

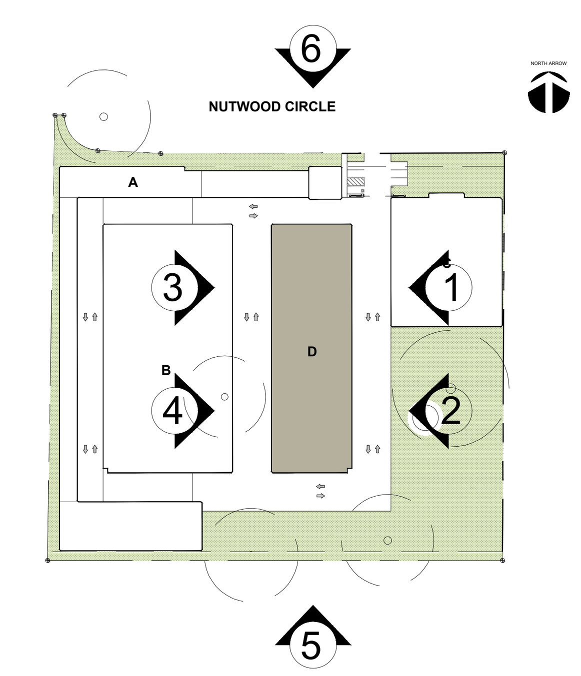
C5 METAL PARAPET/ CORNICE/ EXTERIOR LIGHTS MANUFACTURE: DUNN-EDWARDS COLOR: BLACK-TIE (DE 6357) (OR APPROVED EQ.)

C6 STORAGE EGRESS/ EGRESS DOORS MANUFACTURE: DUNN-EDWARDS COLOR: GRAY PEARL (DEC 795) (OR APPROVED EQ.)

C7 GUTTER AND DOWNSPOUT SYSTEM MANUFACTURE: DUNN-EDWARDS COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)

C8 BRISE-SOLEIL FACADE MANUFACTURE: FIBERDECK WEO BRISE-SOLEIL (OR APPROVED EQ.)

KEYPLAN



JORDAN
ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

NUTWOOD SS
PASO ROBLES, CA

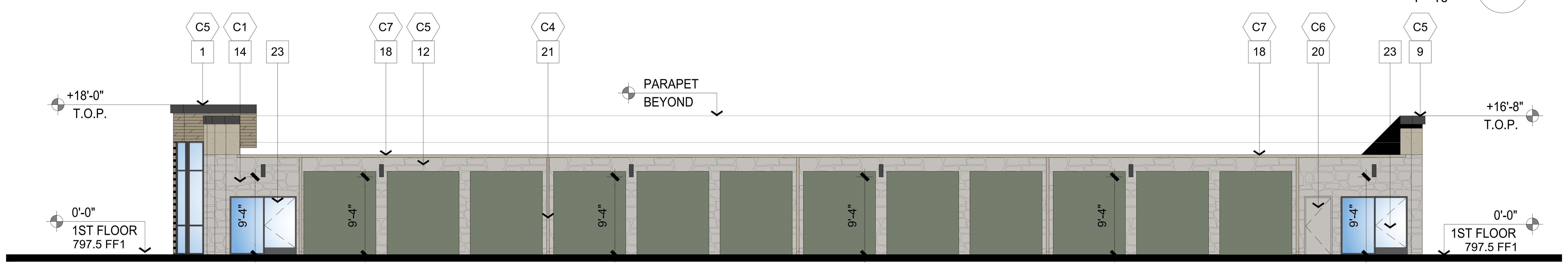
PRELIMINARY ELEVATION

JOB NUMBER: 21-1228
SCALE: 1"=10'
DATE: 09/12/2022

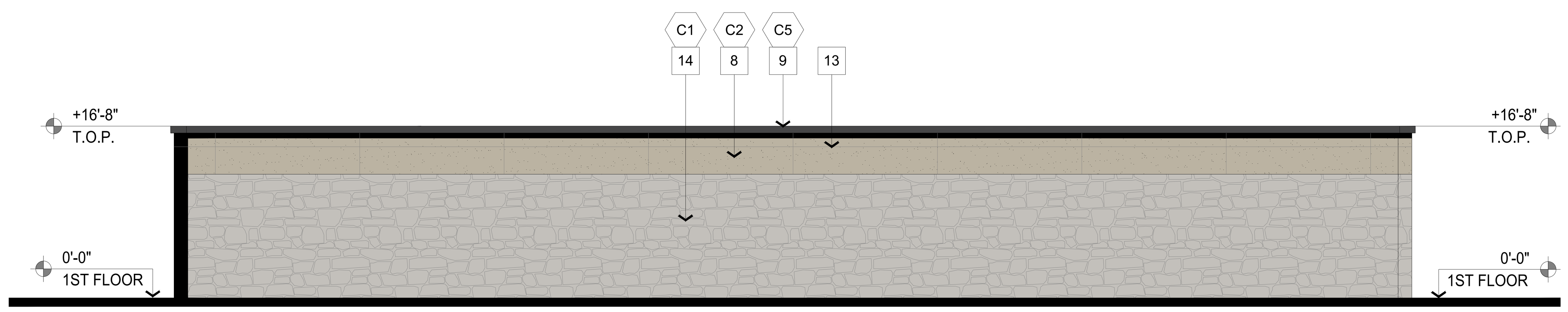
A.9

Exhibit A
Attachment 2

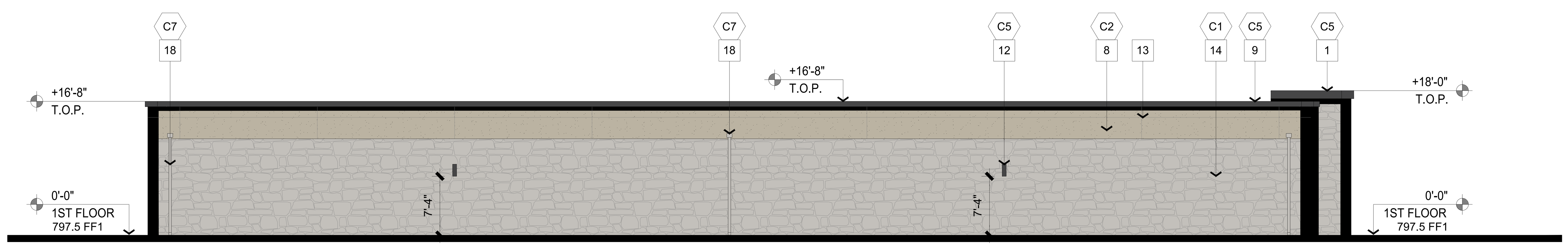
BLDG. C. NORTH ELEVATION 1
1"=10'



BLDG. C. WEST ELEVATION 2
1"=10'



BLDG. C. SOUTH ELEVATION 3
1"=10'



BLDG. C EAST ELEVATION 4
1"=10'

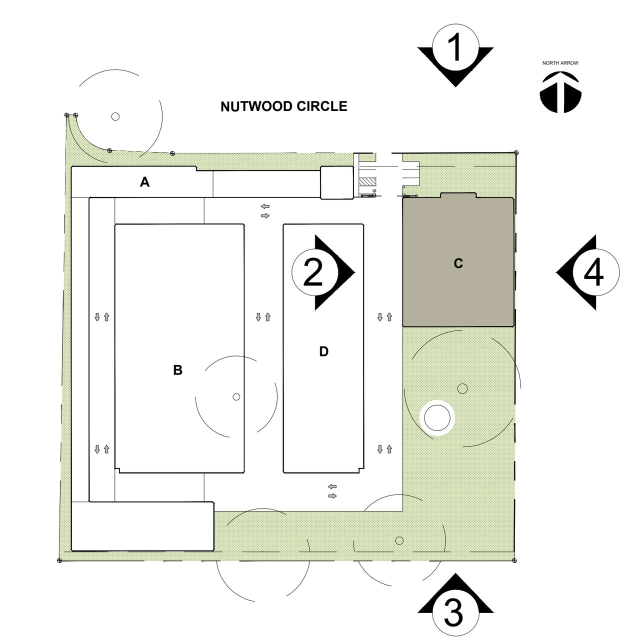
KEY NOTES

1. PRE-FINISHED METAL CORNICE.
2. WINE AND SELF-STORAGE SIGNAGE BY OTHERS. SEE DETAILS 9,10/A.12
3. METAL ACCENT AND PARAPET AT OFFICE.
4. BRISE-SOLEIL FACADE.
5. STOREFRONT GLAZING.
6. FAKE DECORATIVE BARRELS
7. STORAGE EXIT ONLY.
8. STUCCO FINISH.
9. PRE-FINISHED METAL PARAPET.
10. FAUX UNITS BEHIND GLAZING.
11. WOOD PANELING.
12. EXTERIOR LIGHT FIXTURE. SEE LIGHTING PLAN.
13. STUCCO CONTROL JOINT.
14. STONE MASONRY.
15. PRE-FINISHED METAL ACCENT.
16. FLOOR LINE BELOW GRADE.
17. STORAGE EGRESS AT SECOND FLOOR EXIT ONLY.
18. GUTTER AND DOWNSPOUT SYSTEM.
19. TRASH ENCLOSURE. SEE DETAILS 5,6,7,8/A.12
20. FIRE RISER ROOM.
21. EXTERIOR ROLL-UP DOORS.
22. MECHANICAL UNITS.
23. EXTERIOR STORAGE EGRESS.
24. ELECTRIC ROOM.
25. STAIR EGRESS.

COLOR MATERIAL

- C1 STACKED FIELD STONE MANUFACTURE: EL DORADO STONE ELDORADO STONE, FIELD EDGE COLOR: ANDANTE (OR APPROVED EQ.)
- C2 STUCCO FINISH COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
- C3 WOOD PANELING MANUFACTURE: EL DORADO STONE VINTAGE RANCH COLOR: PARCHWOOD (OR APPROVED EQ.)
- C4 FAUX UNITS/ ROLL-UP DOORS MANUFACTURE: JANUS INTERNATIONAL COLOR: LG (FOREST) GREEN (OR APPROVED EQ.)
- C5 METAL PARAPET/ CORNICE/ EXTERIOR LIGHTS MANUFACTURE: DUNN-EDWARDS COLOR: BLACK-TIE (DE 6357) (OR APPROVED EQ.)
- C6 STORAGE EGRESS/ EGRESS DOORS MANUFACTURE: DUNN-EDWARDS COLOR: GRAY PEARL (DEC 795) (OR APPROVED EQ.)
- C7 GUTTER AND DOWNSPOUT SYSTEM MANUFACTURE: DUNN-EDWARDS COLOR: FLINTSTONE (DE 6221) (OR APPROVED EQ.)
- C8 BRISE-SOLEIL FACADE MANUFACTURE: FIBERDECK WEO BRISE-SOLEIL (OR APPROVED EQ.)

KEYPLAN



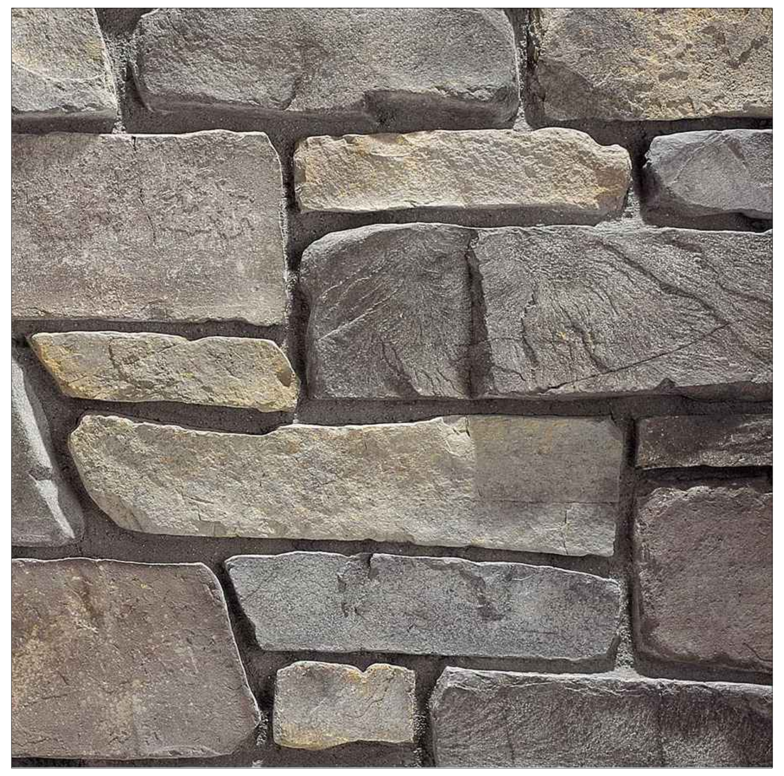
NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY ELEVATION

JOB NUMBER: 21-1228
SCALE: 1"=10'
DATE: 09/12/2022

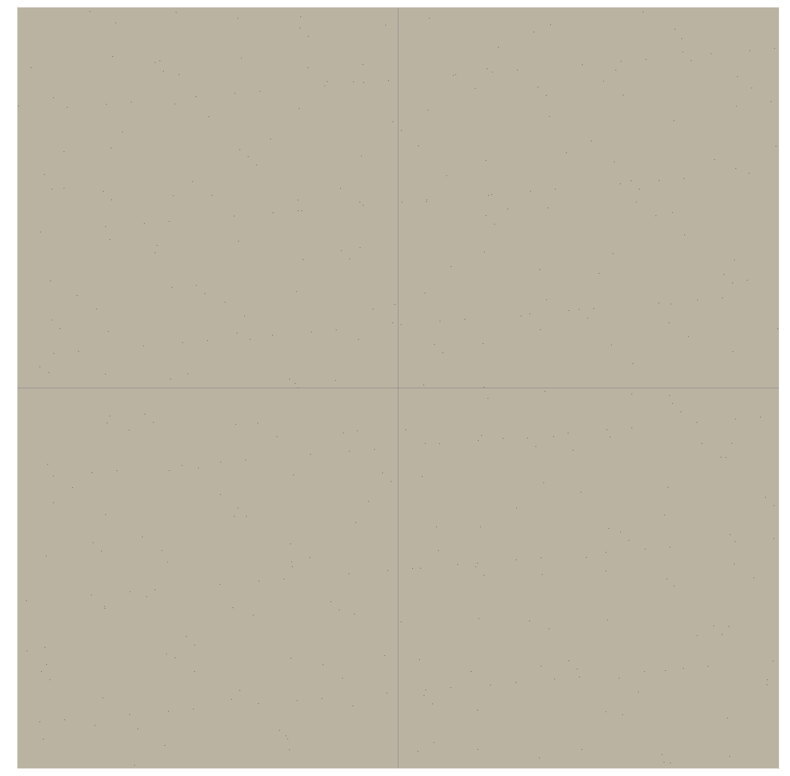
A.10

JORDAN ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090



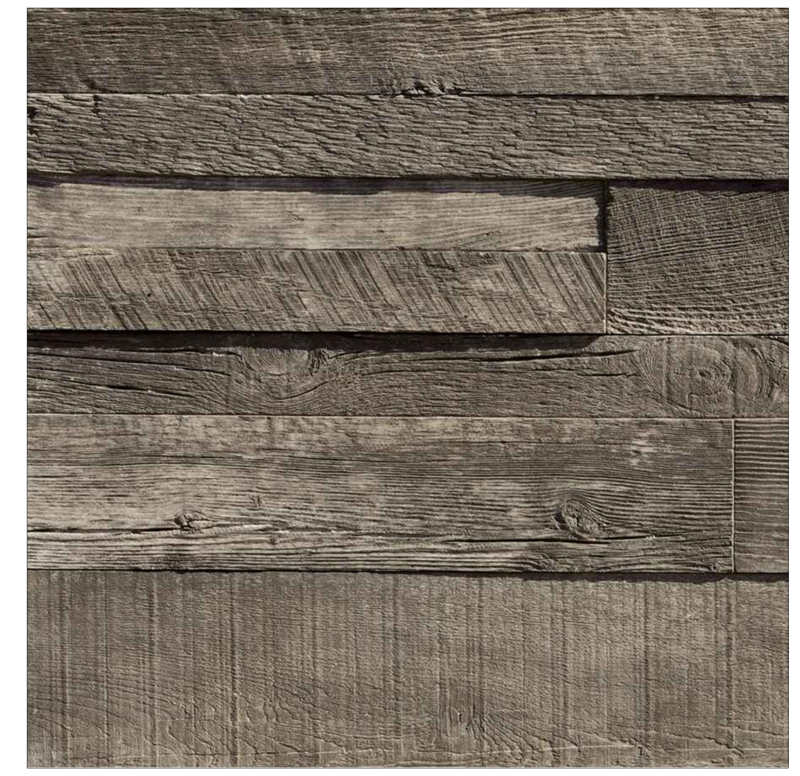
STACKED FIELD STONE
MANUFACTURE: EL DORADO STONE
ELDORADO STONE, FEILDLEDGE
COLOR: ANDANTE
(OR APPROVED EQ.)

C1



STUCCO FINISH
MANUFACTURE: N/A
COLOR: FLINTSTONE
(DE 6221) (OR APPROVED EQ.)

C2



WOOD PANELING
MANUFACTURE: EL DORADO STONE
VINTAGE RANCH
COLOR: PARCHWOOD
(OR APPROVED EQ.)

C3

FAUX UNITS/ EXTERIOR
ROLL-UP DOORS
MANUFACTURE: JANUS
INTERNATIONAL
COLOR: LG (FOREST) GREEN
(OR APPROVED EQ.)

C4

METAL PARAPET/ CORNICE/
EXTERIOR LIGHTS
MANUFACTURE: DUNN-EDWARDS
COLOR: BLACK TIE
(DE 6357) (OR APPROVED EQ.)

C5

STORAGE EGRESS/
EXTERIOR DOORS
MANUFACTURE: DUNN-EDWARDS
COLOR: GRAY PEARL
(DEC 795) (OR APPROVED EQ.)

C6

GUTTER AND
DOWNSPOUT SYSTEM
MANUFACTURE: DUNN-EDWARDS
COLOR: FLINTSTONE
(DE 6221) (OR APPROVED EQ.)

C7

BRISE-SOLEIL FACADE
MANUFACTURE: FIBERDECK
WEO BRISE-SOLEIL
(OR APPROVED EQ.)

C8

NUTWOOD SS
PASO ROBLES, CA

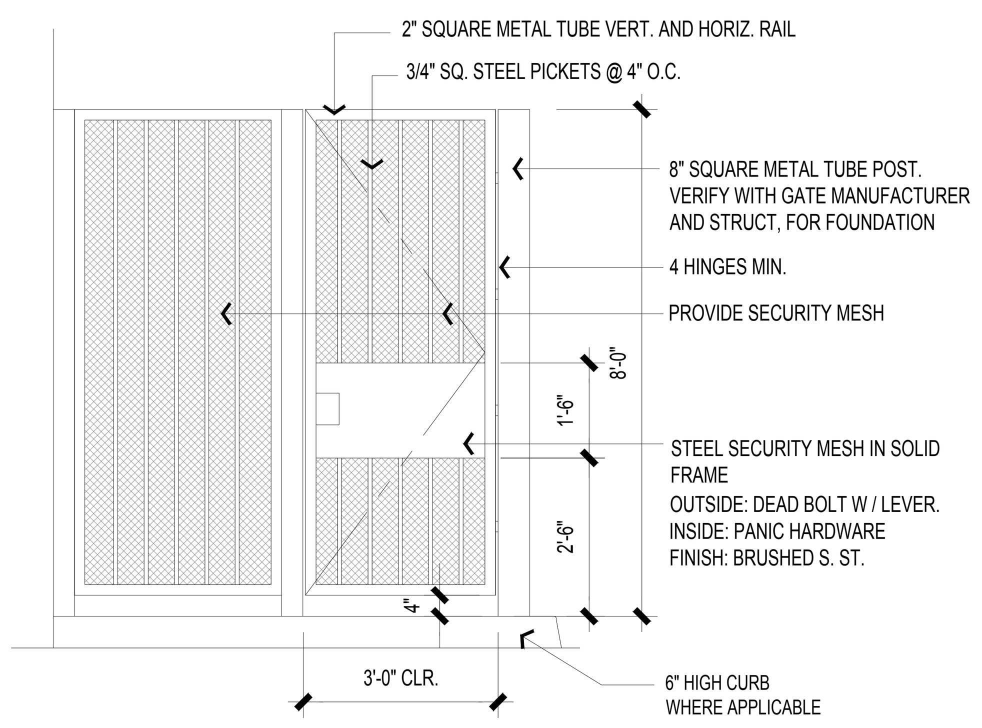
COLOR MATERIAL BOARD

JOB NUMBER: 21-1228
SCALE: NTS
DATE: 09/12/2022

A.11

ja
JORDAN
ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

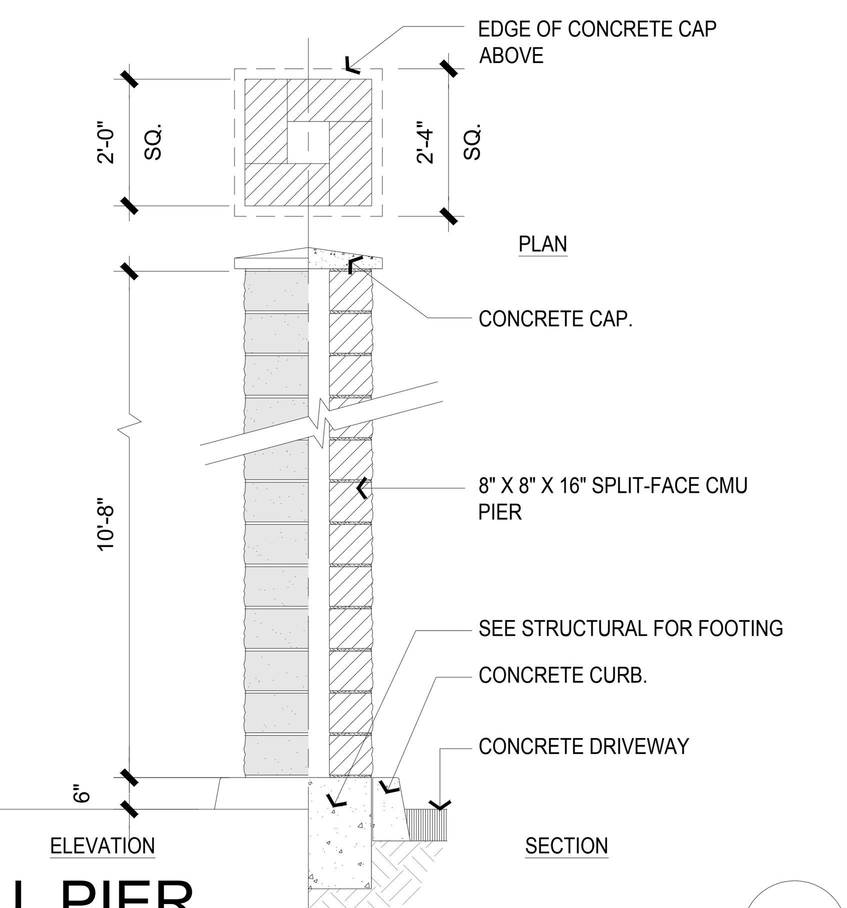
Exhibit A
Attachment 2



- ALL WELDS SHALL BE GROUND SMOOTH.
- ALL METAL SHALL BE TREATED WITH 2 COATS RUST-O-LEUM PAINT PRIMER TO BE FACTORY APPLIED.
- SEE SITE PLAN SHEET AND ENLARGED SITE PLAN SHEET FOR TOTAL DIMENSIONS.
- GATE SHALL MEET UL 325 STANDARDS.
- ALL METAL SURFACES PAINTED

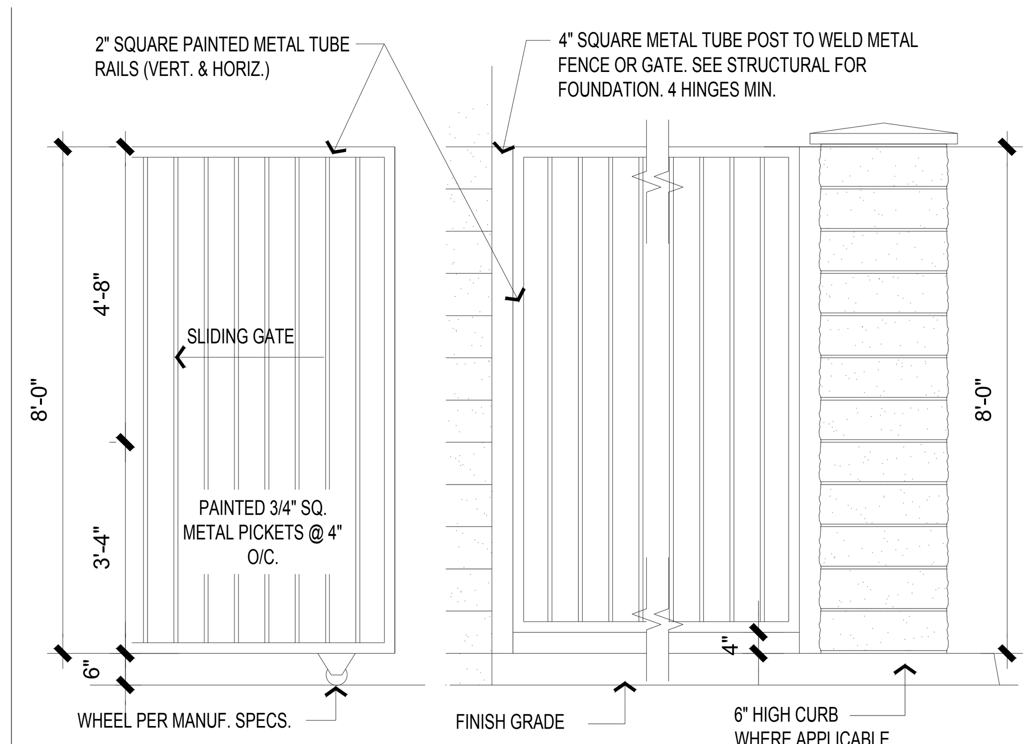
PEDESTRIAN GATE 1

SCALE: 3/8"=1'-0"



C.M.U. PIER 2

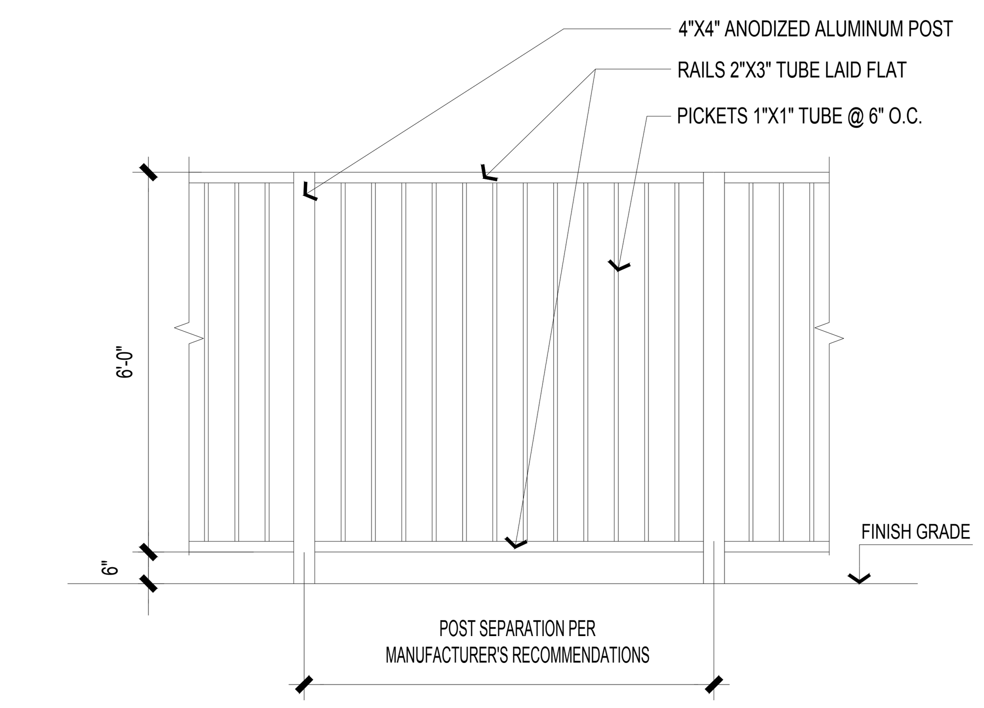
SCALE: 3/8"=1'-0"



- ALL WELDS SHALL BE GROUND SMOOTH.
- ALL METAL SHALL BE TREATED WITH 2 COATS RUST-O-LEUM PAINT PRIMER TO BE FACTORY APPLIED.
- SEE SITE PLAN SHEET FOR TOTAL DIMENSIONS.
- GATE SHALL MEET UL 325 STANDARDS.
- ALL METAL SURFACES PAINTED

TYPICAL GATE / FENCE ELEVATION 3

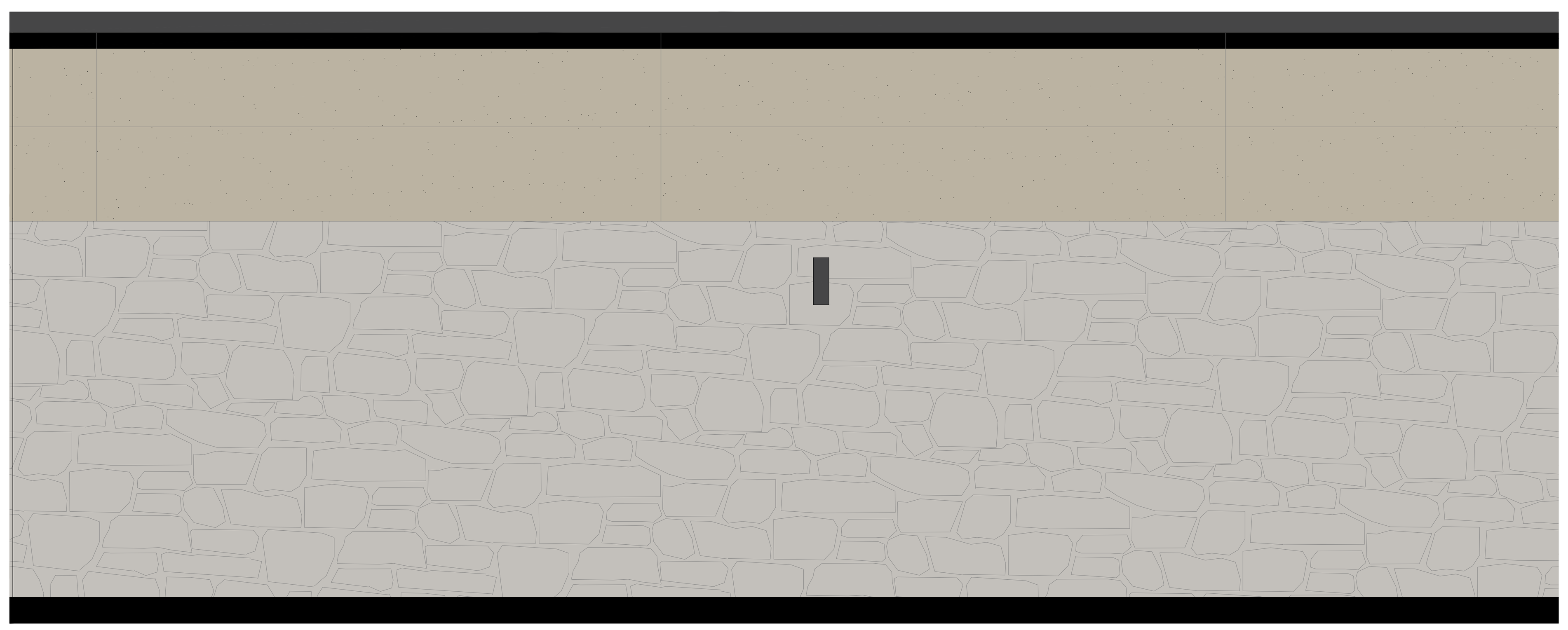
SCALE: 3/8"=1'-0"



ANODIZED ALUMINUM FENCE, COLOR BLACK.

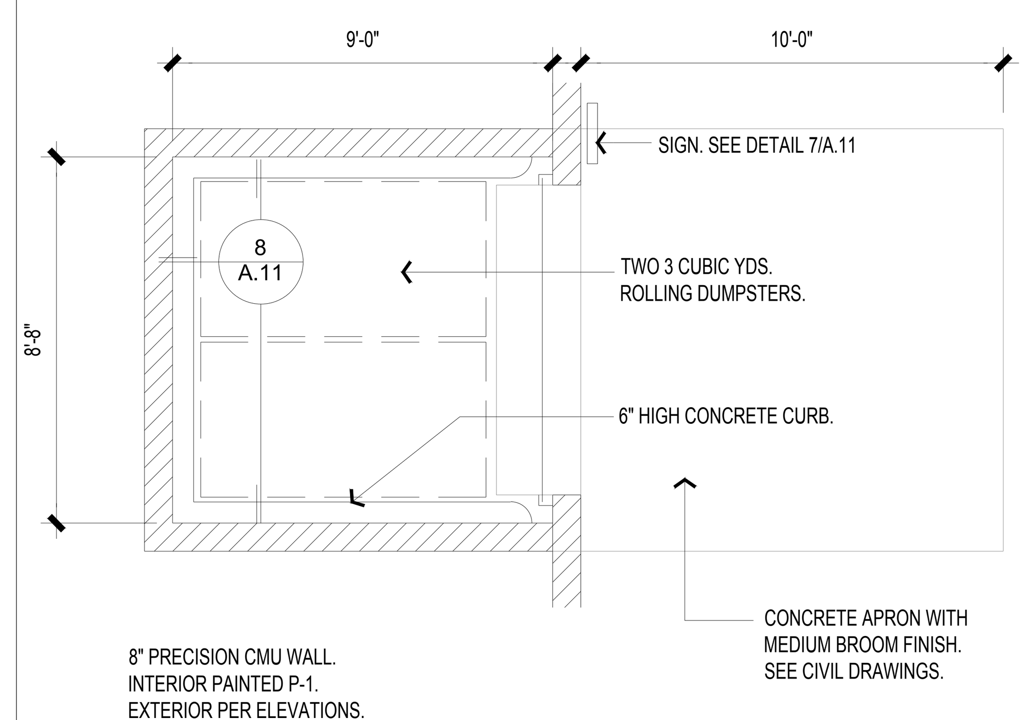
TYPICAL PERIMETER FENCE 4

SCALE: 3/8"=1'-0"



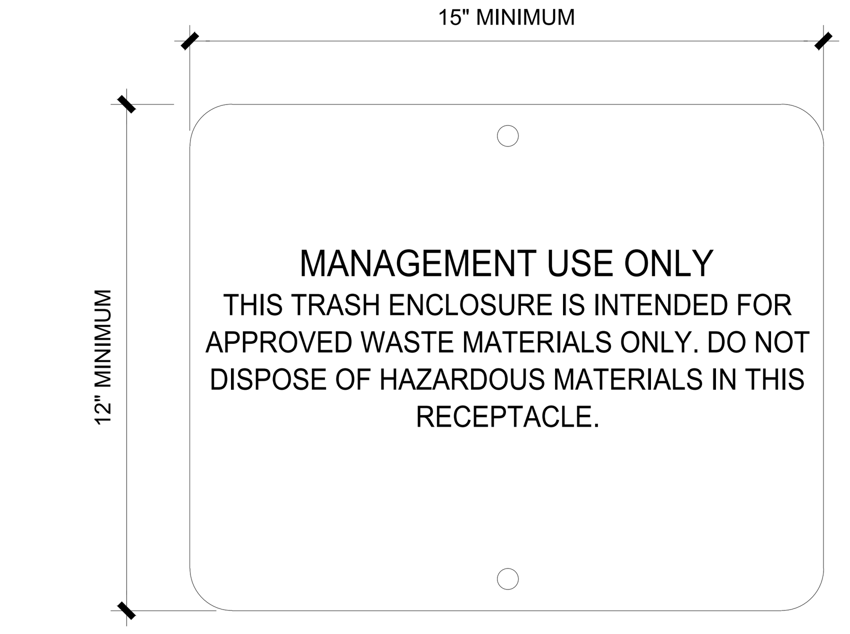
TRASH ENCLOSURE ELEVATION 5

SCALE: 1/4" = 1'-0"



TRASH ENCLOSURE PLAN 6

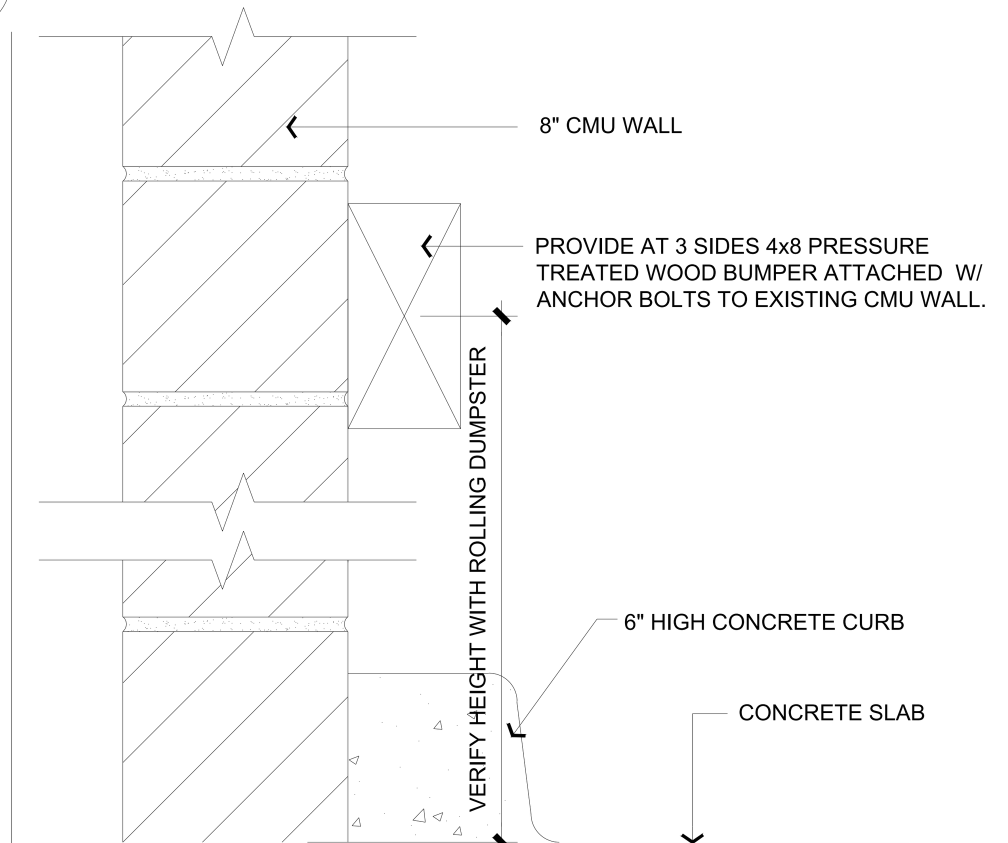
SCALE: 1/4"=1'



MOUNT SIGN WHERE INDICATED IN ELEVATIONS @ 60" ABOVE FINISH FLOOR

TRASH SIGN 7

SCALE: 3' = 1'-0"

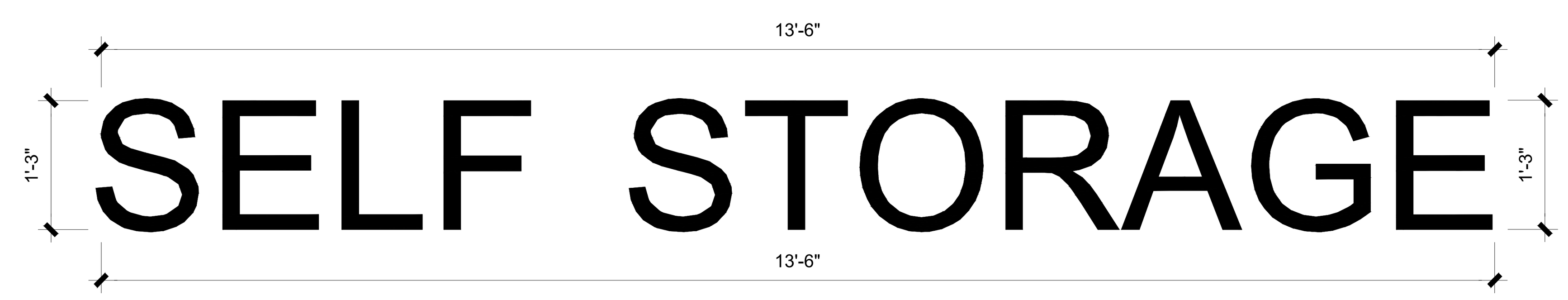


BUMPER @ TRASH ENCLOSURE 8

SCALE: 2" = 1'-0"

WINE & SELF STORAGE SIGNAGE BY OTHERS 9

SCALE: 1" = 1'-0"



SELF STORAGE SIGNAGE BY OTHERS 10

SCALE: 3/4" = 1'-0"

NUTWOOD SS
PASO ROBLES, CA

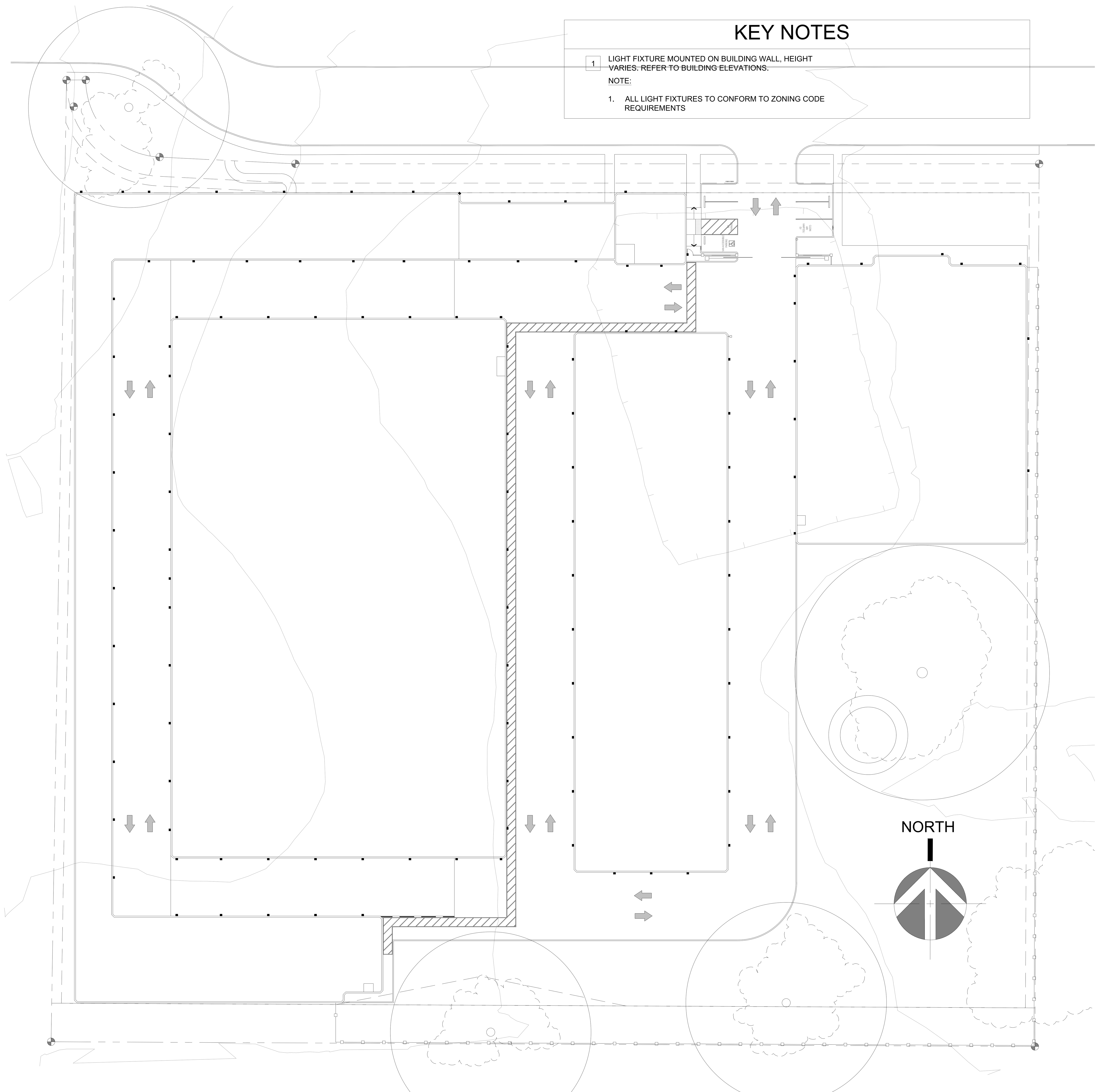
FENCE, TRASH ENCLOSURE & SIGNAGE PLAN

JOB NUMBER: 21-1228
SCALE: AS NOTED
DATE: 09/12/2022

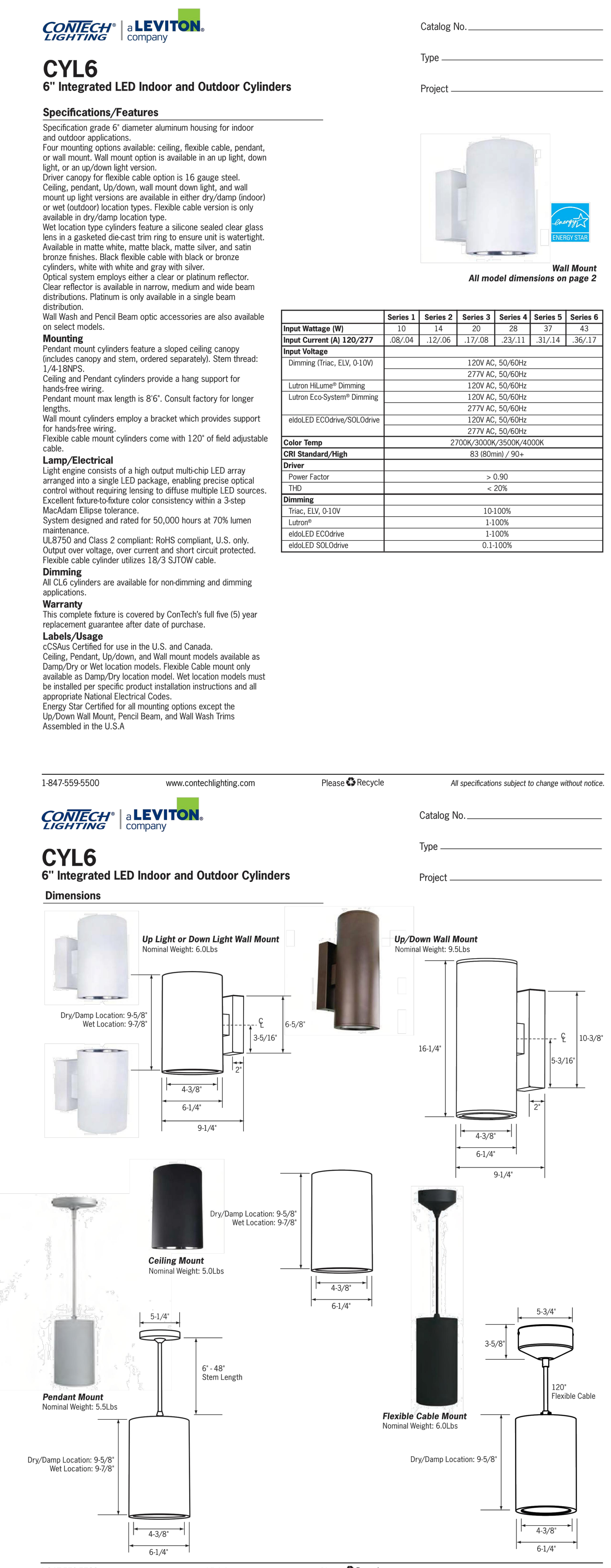
A.12

JORDAN ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

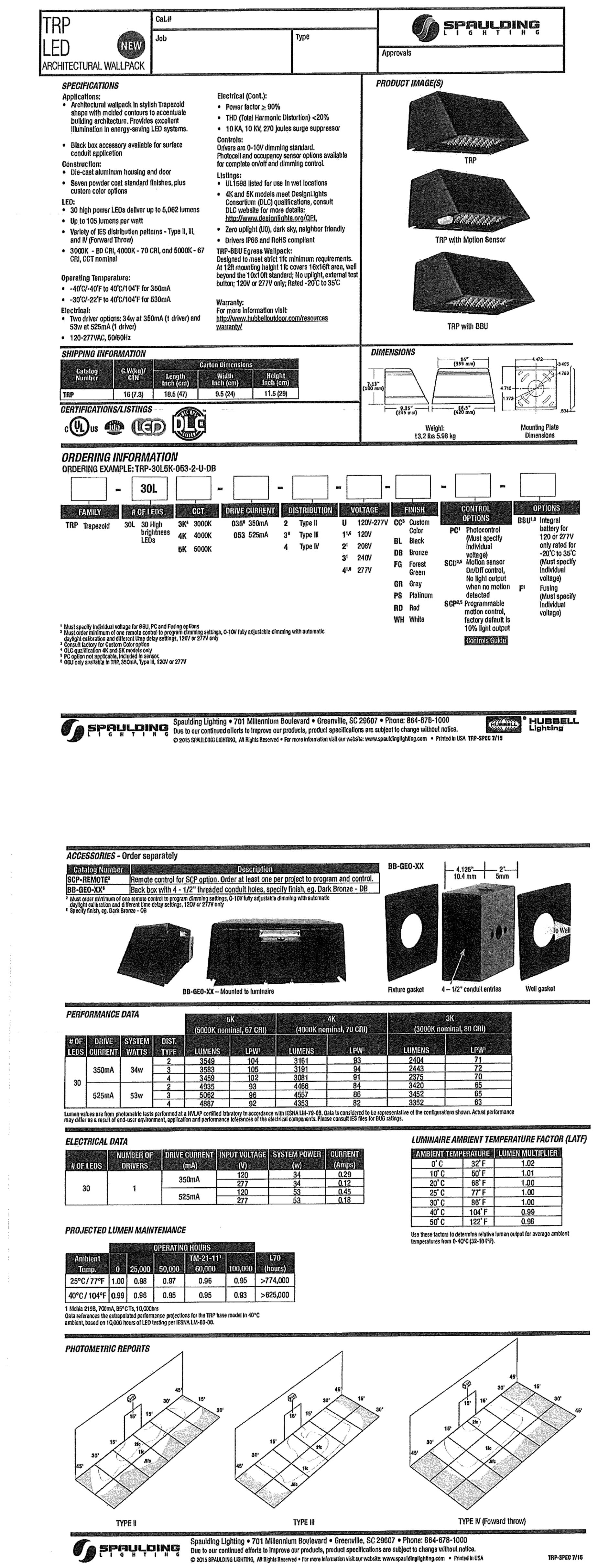
Exhibit A
Attachment 2



PRELIMINARY LIGHTING PLAN 1
1" = 30'-0"



EXTERIOR LED ACCENT LIGHT FIXTURE 2



EXTERIOR LEED WALL PACK LIGHT FIXTURE 3

NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY LIGHTING PLAN

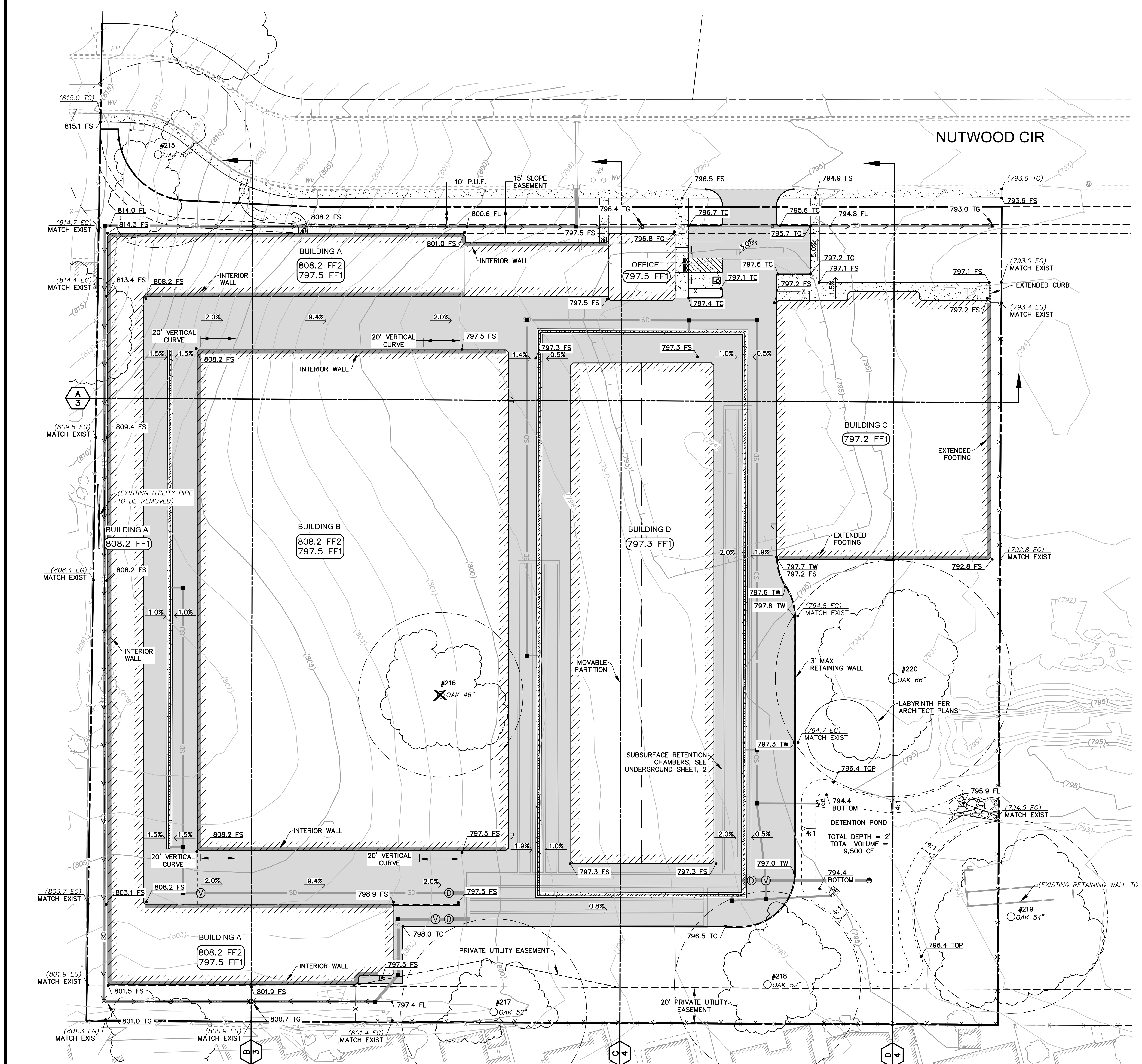
JOB NUMBER: 21-1228
SCALE: AS NOTED
DATE: 09/12/2022
A.13

ja
JORDAN
ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

Exhibit A
Attachment 2

PRELIMINARY GRADING AND DRAINAGE LEGEND

811.1 PAD	PAD ELEVATION		JUNCTION BOX	SD	STORM DRAIN
(700.0)	EXISTING GRADE	D	STORM DRAIN MANHOLE	(SD)	EXISTING STORM DRAIN
700.0	FINISHED GRADE		STORM DRAIN INLETS		EXISTING EDGE OF PAVEMENT
	2:1 SLOPE, MAX		EXIST TREE TO BE REMOVED		EDGE OF PAVEMENT
	DRAINAGE DIRECTION		EXISTING TREE DRIPLINE		EXISTING FENCE
(800)	EXISTING CONTOUR	24" OAK	EXISTING OAK TREE TRUNK & SIZE WITH CRITICAL ROOT ZONE		RIGHT-OF-WAY
	OVERHEAD LIGHT		ASPHALT		PROPERTY LINE
SD	SUBSURFACE CHAMBERS		RIP-RAP		EASEMENTS
	PROPOSED BUILDING	V	HYDRODYNAMIC SEPARATOR		RETAINING WALL
	CONCRETE				TRENCH DRAIN
	DOOR PER ARCHITECT PLAN				EXTENDED CURB
					RETAINING WALL

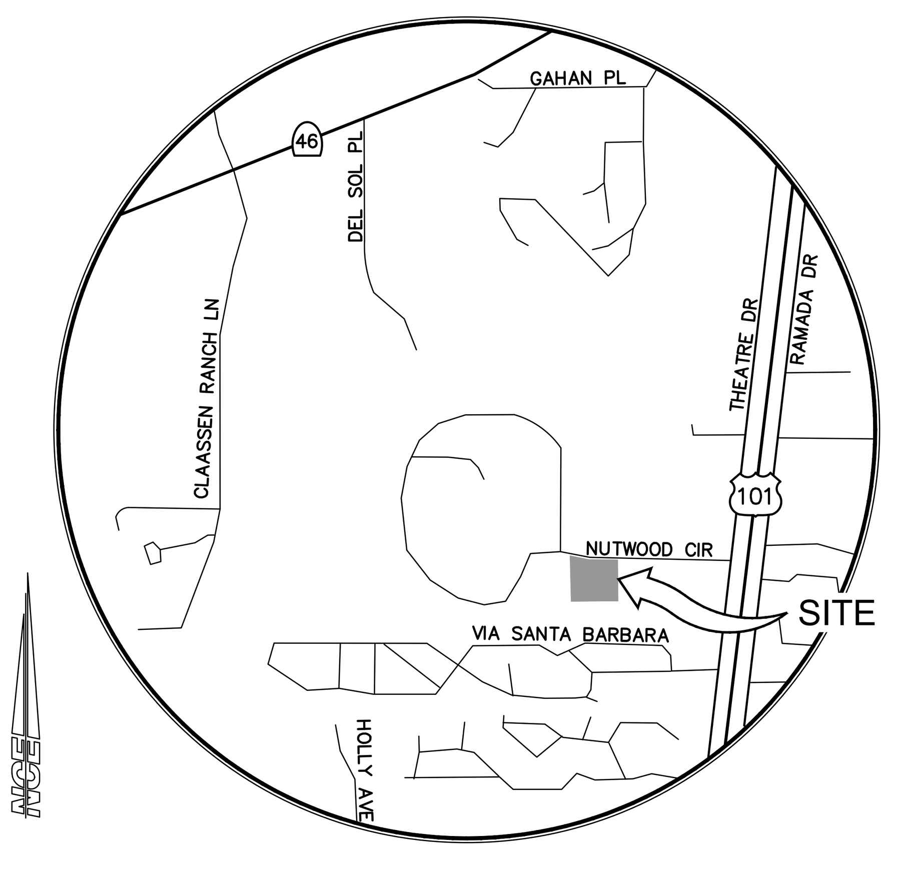


SHEET INDEX

1. PRELIMINARY GRADING AND DRAINAGE PLAN
2. PRELIMINARY UNDERGROUND IMPROVEMENT PLAN
3. SITE CROSS SECTIONS
4. SITE CROSS SECTIONS

SITE STATISTICS - OVERVIEW

TOTAL AREA	5.3 ACRES (232,639 SQ FT)
TOTAL LOTS	1
RESIDENTIAL	N/A
COMMERCIAL/CONDOMINIUM	1 LOT (4 BUILDINGS, 108,461 SF)
RECORD OWNER:	DOUG AYRES 2700 BUENA VISTA DRIVE PASO ROBLES, CA 93446
APPLICANT	DOUG AYRES 2700 BUENA VISTA DRIVE PASO ROBLES, CA 93446
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. C, PASO ROBLES, CA 93446 JOHN LUTTMAN R.C.E. 71787 CONTACT: (805) 239-3127
ARCHITECT	JORDAN ARCHITECTS 131 CALLE IGLESIA, SUITE 100 SAN CLEMENTE, CA 92672 DAVID MEINECKE (949) 388-8090
A.P.N.	009-851-023
PROPOSED USE OF PROPERTY	COMMERCIAL STORAGE UNIT



LOCATION MAP
NO SCALE

NCE

0 15' 30' 60'
SCALE: 1"=30'

NUTWOOD RV AND SELF-STORAGE PRELIMINARY GRADING PLAN

IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING PARCEL 2 AND OF PARCEL MAP PR 04-0471 ACCORDING TO THE MAP RECORDED IN BOOK 63 OF PARCEL MAPS AT PAGE 24 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

725 CRESTON ROAD, SUITE C
PASO ROBLES, CA
805.239.3127
NCE NORTH COAST ENGINEERING

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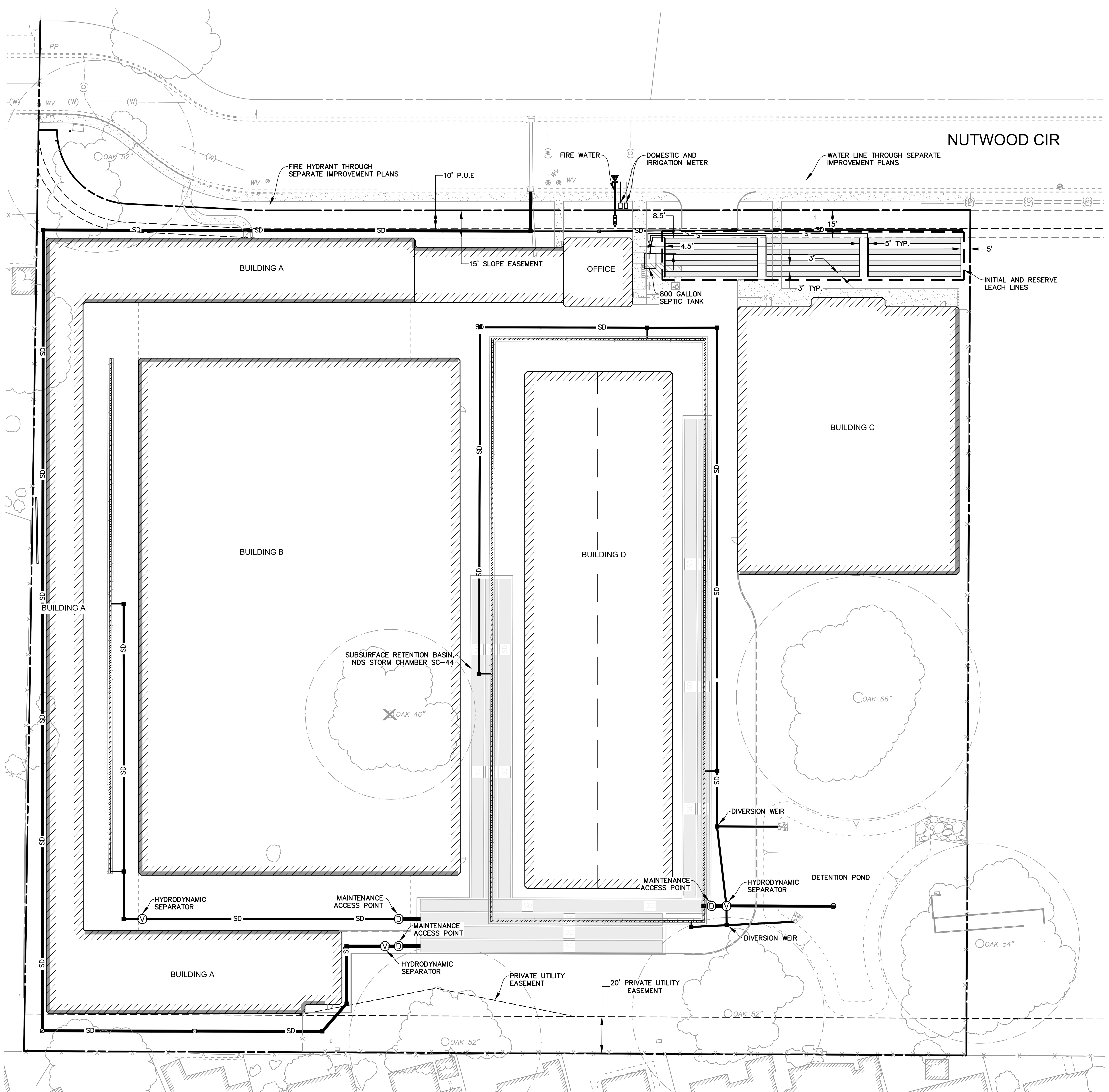

PRELIMINARY UTILITY LEGEND

710.0 FF	FINSHED FLOOR ELEVATION
	STREET LIGHT
	FIRE HYDRANT ASSEMBLY
WV	WATER VALVE
CO	SANITARY SEWER CLEANOUT
	SEWER LATERAL (4" @ 2% MIN)
	DOUBLE DETECTOR CHECK VALVE
	WATER SERVICE MANIFOLD (NUMBER OF METERS NOTED)
	FIRE DEPARTMENT CONNECTION
PIV	POST INDICATOR VALVE
S	SEWER MANHOLE
D	STORMDRAIN MANHOLE
V	HYDRODYNAMIC SEPARATOR
	STORMDRAIN INLETS
	DRAIN INLET WITH GRATE ABOVE FLOWLINE TO PROMOTE DETENTION.
24" OAK	EXISTING OAK TREE TRUNK & SIZE WITH CRITICAL ROOT ZONE
	JUNCTION BOX
S	SEWER LINE
(S)	EXISTING SEWER LINE
W	WATER LINE
(W)	EXISTING WATER LINE
SD	STORMDRAIN
(SD)	EXISTING STORMDRAIN
G	GAS LINE
(G)	EXISTING GAS LINE
(OHD)	EXISTING OVERHEAD POWER/TEL
	EXISTING EP
	EP
X	EXISTING FENCE
	RIGHT-OF-WAY
	PROPERTY LINE
	EASEMENTS
	RETAINING WALL
	TRENCH DRAIN
	EXTENDED CURB

0 15' 30' 60'
SCALE: 1"=30'

NUTWOOD RV AND SELF-STORAGE PRELIMINARY UNDERGROUD PLAN

IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING PARCEL 2 OF PARCEL MAP PR 04-0471 ACCORDING TO THE MAP RECORDED IN BOOK 63 OF PARCEL MAPS AT PAGE 24 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

725 CRESTON ROAD, SUITE C
PASO ROBLES, CA
805.239.3127
NCE NORTH COAST ENGINEERING

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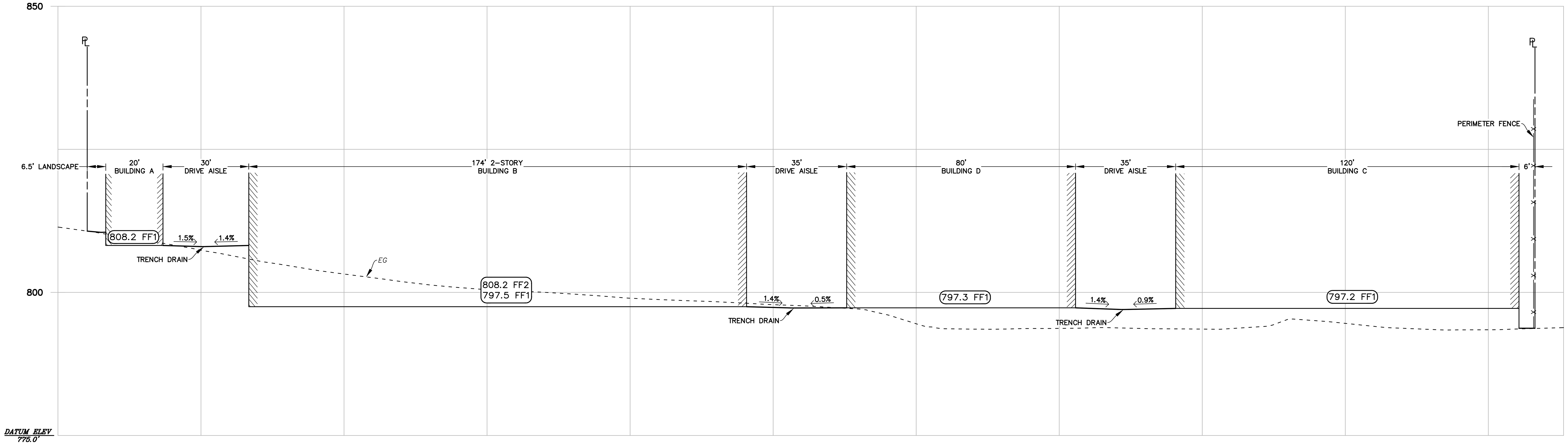
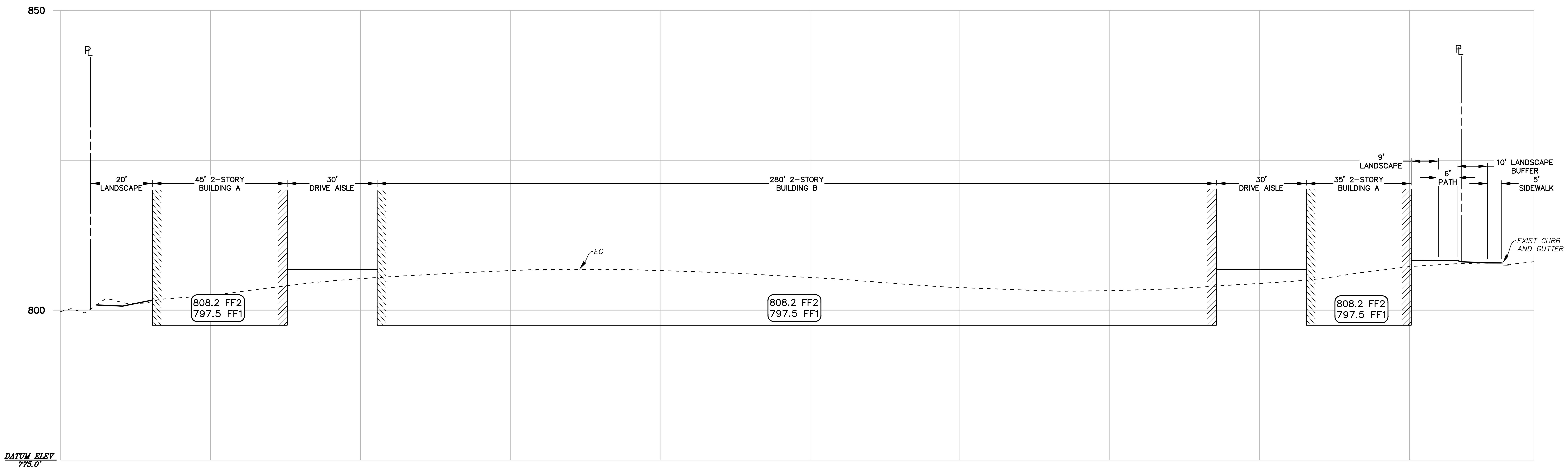
Exhibit A
Attachment 2



A SITE CROSS SECTION
VERTICAL: 1" =10'
HORIZONTAL: 1" =20'



B SITE CROSS SECTION
VERTICAL: 1" =10'
HORIZONTAL: 1" =20'

NUTWOOD RV AND SELF STORAGE SITE SECTIONS

IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING PARCEL 2 OF PARCEL MAP PR 04-0471 ACCORDING TO THE MAP RECORDED IN BOOK 63 OF PARCEL MAPS AT PAGE 24 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

725 CRESTON ROAD, SUITE C
PASO ROBLES, CA
805.239.3127
NCE NORTH COAST ENGINEERING

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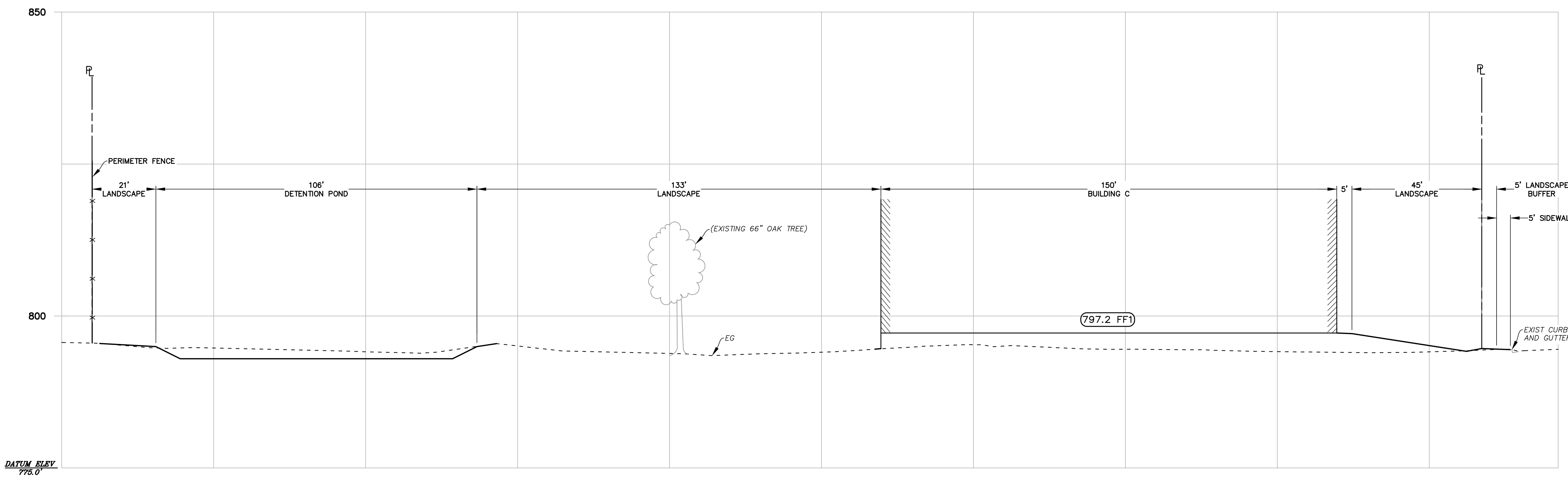
C SITE CROSS SECTION
VERTICAL: 1" =10'
HORIZONTAL: 1" =20'



D SITE CROSS SECTION
VERTICAL: 1" =10'
HORIZONTAL: 1" =20'

NUTWOOD RV AND SELF STORAGE SITE SECTIONS

IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING PARCEL 2 AND OF PARCEL MAP PR 04-0471 ACCORDING TO THE MAP RECORDED IN BOOK 63 OF PARCEL MAPS AT PAGE 24 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

725 CRESTON ROAD, SUITE C
PASO ROBLES, CA
805.239.3127
NCE NORTH COAST ENGINEERING

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Exhibit A
Attachment 2

AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT

FOR

THE NUTWOOD SELF-STORAGE PROJECT

PASO ROBLES, CA

JANUARY 2023

PREPARED BY:

AMBIENT
AIR QUALITY & NOISE CONSULTING
75 HIGUERA STREET, SUITE 105
SAN LUIS OBISPO, CA 93401

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APPENDICES

Appendix A: Emissions Modeling

LIST OF COMMON TERMS & ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	Asbestos-Containing Material
APS	Alternative Planning Strategy
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
C_2F_6	Perfluoroethane
C_4F_{10}	Perfluorobutane
C_4F_8	Perfluorocyclobutane
C_5F_{12}	Perfluoropentane
C_6F1_4	Perfluorohexane
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CF_4	Perfluoromethane
CH_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
DPM	Diesel-Exhaust Particulate Matter or Diesel-Exhaust PM
EV	Electric Vehicle
FCAA	Federal Clean Air Act
GHG	Greenhouse Gases
GWP	Global Warming Potential
HAP	Hazardous Air Pollutant
HFC	Hydrofluorocarbons
LNG	Liquefied Natural Gas
LOS	Level of Service
MMT	Million Metric Tons
MPO	Metropolitan Planning Organization
$MTCO_2e$	Million Metric Tons of Carbon Dioxide
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NESHAPs	National Emission Standards for HAPs
NF_3	Nitrogen Trifluoride
NHTSA	National Highway Traffic Safety Administration
NO_2	Nitrogen Dioxide
NOA	Naturally-Occurring Asbestos
NO_x	Oxides of Nitrogen
O_3	Ozone
Pb	Lead
PFC	Perfluorocarbons
PM	Particulate Matter
PM_{10}	Particulate Matter (less than 10 μm)

Exhibit A
Attachment 2

$PM_{2.5}$	Particulate Matter (less than 2.5 μm)
ppb	Parts per Billion
ppm	Parts per Million
PV	Photovoltaic
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SLOCOG	San Luis Obispo Council of Governments
SLCP	Short-lived Climate Pollutant
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	Sulfur Dioxide
SP	Service Population
TAC	Toxic Air Contaminant
U.S. EPA	United State Environmental Protection Agency
VMT	Vehicle Miles Traveled
$\mu g/m^3$	Micrograms per cubic meter
μm	Micrometer

Exhibit A
Attachment 2

INTRODUCTION

This report provides an analysis of air quality and greenhouse gas impacts associated with the proposed redevelopment of the proposed Nutwood Self-Storage Project (project). This report also provides a summary of existing conditions in the project area and the applicable regulatory framework pertaining to air quality and climate change.

PROPOSED PROJECT SUMMARY

The proposed project includes development of a 125,234 square foot (sf) refrigerated warehouse for wine storage, 49,585 sf unrefrigerated warehouse for self-storage, and approximately 1,390 sf of office space. The proposed project's site plan is depicted in Figure 1.

AIR QUALITY

Existing Setting

The project is located in the City of Paso Robles, within the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD). Air quality in the SCCAB is influenced by a variety of factors, including topography, local and regional meteorology.

Topography

The City of Paso Robles sits on the rolling hills of the eastern side of the Santa Lucia Mountain Range. It is bounded on the northwest by the Santa Lucia Mountain Range, which extends almost the entire length of the county. Rising sharply to about 3,000 feet at its northern boundary, the Santa Lucia Range gradually winds southward away from the coast, finally merging into a mass of rugged features on the north side of Cuyama Canyon. Point Buchon juts into the Pacific just south of Morro Bay to form the protective harbor of San Luis Obispo Bay. The Irish Hills are the dominant feature on this knob of land, rising abruptly from the shore to form steep cliffs and generally complex terrain from the Los Osos/Montana de Oro State Park area to Pismo Beach. These headlands have a pronounced influence on local wind flow patterns.

Estuaries are also a notable feature of the coastal areas, occurring wherever flowing streams meet the ocean. Morro Bay contains the region's largest estuary, with a saltwater marsh located on the east side where Chorro and Los Osos creeks enter the bay. This is one of the most significant wetlands remaining on the California coast and has been designated part of the National Estuary Program. It provides nesting habitat for blue herons, cranes and other important types of woodland birds and wildlife. Smaller coastal lagoons and marshes are also scattered along the county's shoreline.

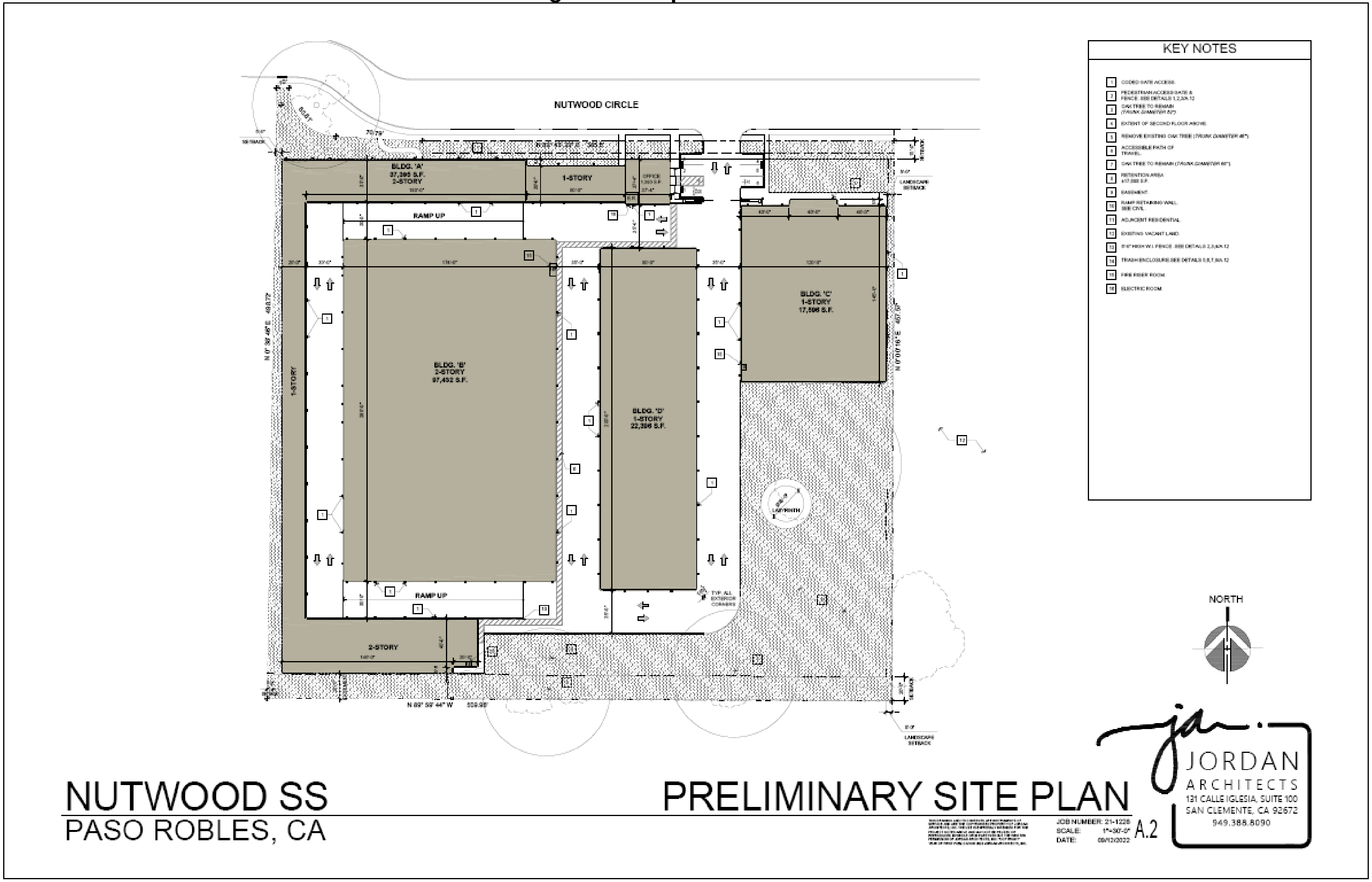
Local and Regional Meteorology

The climate of the county can be generally characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Along the coast, mild temperatures are the rule throughout the year due to the moderating influence of the Pacific Ocean. This effect is diminished inland in proportion to the distance from the ocean or by major intervening terrain features, such as the coastal mountain ranges. As a result, inland areas are characterized by a considerably wider range of temperature conditions. Maximum summer temperatures average about 70 degrees Fahrenheit near the coast, while inland valleys are often in the high 90s. Minimum winter temperatures average from the low 30s along the coast to the low 20s inland (SLOAPCD 2001).

Regional meteorology is largely dominated by a persistent high-pressure area which commonly resides over the eastern Pacific Ocean. Seasonal variations in the strength and position of this pressure cell cause seasonal changes in the weather patterns of the area. The Pacific High remains generally fixed several hundred miles offshore from May through September, enhancing onshore winds and opposing offshore winds.

Exhibit A
Attachment 2

Figure 1. Proposed Site Plan



Source: Jordan Architects

During spring and early summer, as the onshore breezes pass over the cool water of the ocean, fog and low clouds often form in the marine air layer along the coast. Surface heating in the interior valleys dissipates the marine layer as it moves inland (SLOAPCD 2001).

From November through April the Pacific High tends to migrate southward, allowing northern storms to move across the county. About 90 percent of the total annual rainfall is received during this period. Winter conditions are usually mild, with intermittent periods of precipitation followed by mostly clear days. Rainfall amounts can vary considerably among different regions in the county. In the Coastal Plain, annual rainfall averages 16 to 28 inches, while the Upper Salinas River Valley generally receives about 12 to 20 inches of rain. The Carrizo Plain is the driest area of the county with less than 12 inches of rain in a typical year (SLOAPCD 2001).

Airflow around the county plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by the location and strength of the Pacific High-pressure system and other global patterns, by topographical factors, and by circulation patterns resulting from temperature differences between the land and sea. In spring and summer months, when the Pacific High attains its greatest strength, onshore winds from the northwest generally prevail during the day. At night, as the sea breeze dies, weak drainage winds flow down the coastal mountains and valleys to form a light, easterly land breeze (SLOAPCD 2001).

In the Fall, onshore surface winds decline and the marine layer grows shallow, allowing an occasional reversal to a weak offshore flow. This, along with the diurnal alternation of land-sea breeze circulation, can sometimes produce a "sloshing" effect. Under these conditions, pollutants may accumulate over the ocean for a period of one or more days and are subsequently carried back onshore with the return of the sea breeze. Strong inversions can form at this time, "trapping" pollutants near the surface (SLOAPCD 2001).

This effect is intensified when the Pacific High weakens or moves inland to the east. This may produce a "Santa Ana" condition in which air, often pollutant-laden, is transported into the county from the east and southeast. This can occur over a period of several days until the high-pressure system returns to its normal location, breaking the pattern. The breakup of a Santa Ana condition may result in relatively stagnant conditions and a buildup of pollutants offshore. The onset of the typical daytime sea breeze can bring these pollutants back onshore, where they combine with local emissions to cause high pollutant concentrations. Not all occurrences of the "post-Santa Ana" condition lead to high ambient pollutant levels, but it does play an important role in the air pollution meteorology of the county (SLOAPCD 2001).

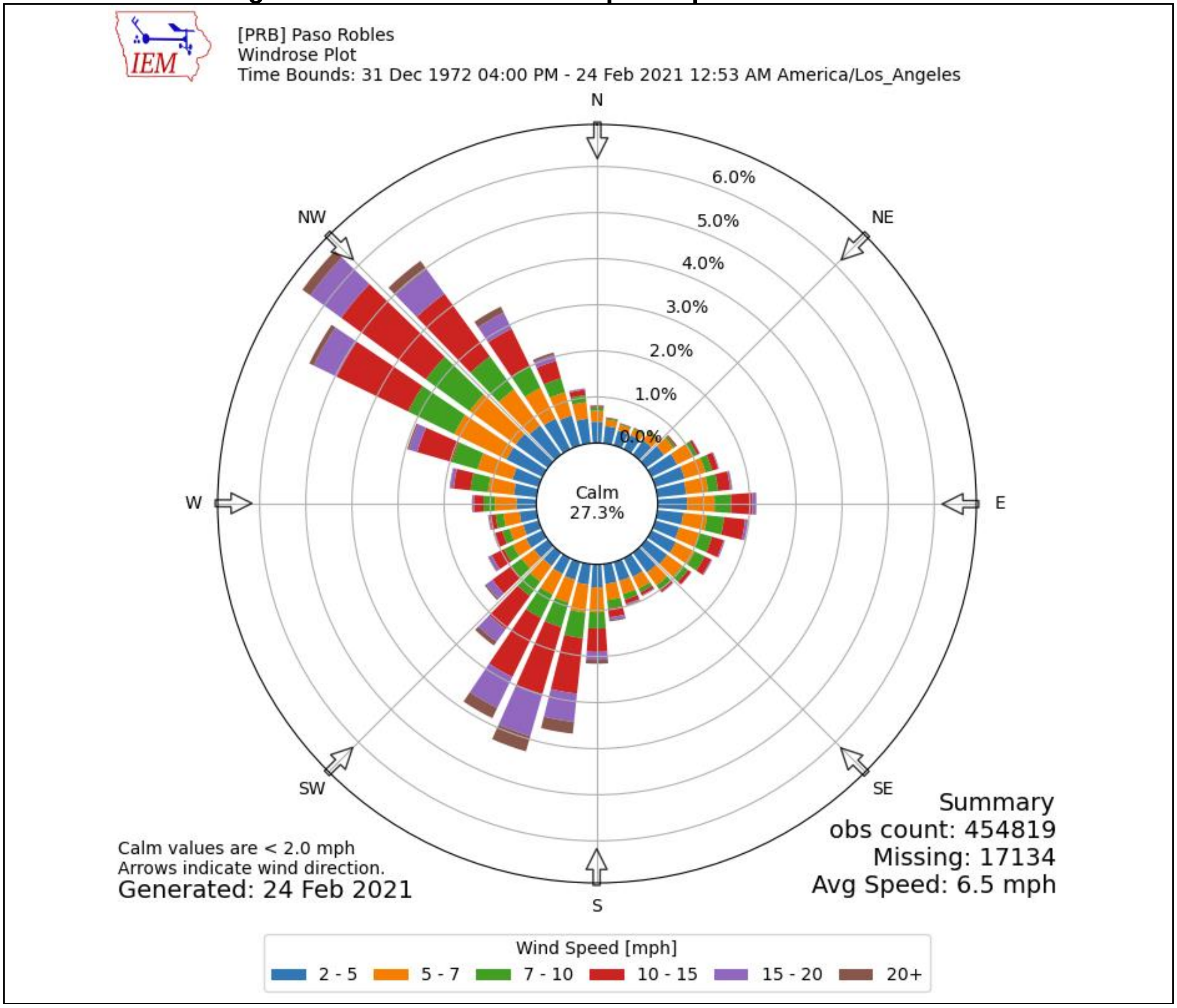
Predominant wind flow in the project area, based on historical meteorological data from the Paso Robles Municipal Airport, is depicted in Figure 2. As depicted, wind flow in the project area is predominantly from the northwest, averaging approximately 6.5 mph. Calm winds are present an average of approximately 27.3 percent of the time.

Atmospheric Stability and Dispersion

Air pollutant concentrations are primarily determined by the amount of pollutant emissions in an area and the degree to which these pollutants are dispersed into the atmosphere. The stability of the atmosphere is one of the key factors affecting pollutant dispersion. Atmospheric stability regulates the amount of vertical and horizontal air exchange or mixing, that can occur within a given air basin. Restricted mixing and low wind speeds are generally associated with a high degree of stability in the atmosphere. These conditions are characteristic of temperature inversions (SLOAPCD 2001).

In the atmosphere, air temperatures normally decrease as altitude increases. At varying distances above the earth's surface, however, a reversal of this gradient can occur. This condition termed an inversion, is simply a warm layer of air above a layer of cooler air, and it has the effect of limiting the vertical dispersion of pollutants. The height of the inversion determines the size of the mixing volume trapped below. Inversion strength or intensity is measured by the thickness of the layer and the difference in temperature between the base and the top of the inversion. The strength of the inversion determines how easily it can be broken by winds or solar heating (SLOAPCD 2001).

Figure 2. Paso Robles Municipal Airport Wind Rose Plot



Several types of inversions are common to this area. Weak, surface inversions are caused by radiational cooling of air in contact with the cold surface of the earth at night. In valleys and low lying areas, this condition is intensified by the addition of cold air flowing downslope from the hills and pooling on the valley floor. Surface inversions are a common occurrence throughout the county during the winter, particularly on cold mornings when the inversion is strongest. As the morning sun warms the earth and the air near the ground, the inversion lifts, gradually dissipating as the day progresses. During the late spring and early summer months, cool air over the ocean can intrude under the relatively warmer air over land, causing a marine inversion. These inversions can restrict dispersion along the coast, but they are typically shallow and will dissipate with surface heating (SLOAPCD 2001).

In contrast, in the summertime, the presence of the Pacific high-pressure cell can cause the air mass aloft to sink. As the air descends, compressional heating warms it to a temperature higher than the air below. This highly stable atmospheric condition, termed a subsidence inversion, is common to all of coastal California and can act as a nearly impenetrable lid to the vertical mixing of pollutants. The base of the inversion typically ranges from 1000 to 2500 feet above sea level; however, levels as low as 250 feet, among the lowest anywhere in the state, have been recorded on the coastal plateau in San Luis Obispo county. The strength of these inversions makes them difficult to disrupt. Consequently, they can persist for one or more days, causing air stagnation and the buildup of pollutants. Highest or worst-case ozone levels are often associated with the presence of this type of inversion (SLOAPCD 2001).

Exhibit A
Attachment 2

Criteria Air Pollutants

For the protection of public health and welfare, the Clean Air Act (CAA) required that the United States Environmental Protection Agency (U.S. EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the US EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. The CAA allows states to adopt additional or more health-protective standards. The air quality regulatory framework and ambient air quality standards are discussed in greater detail later in this report.

Human Health & Welfare Effects

Common air pollutants and associated adverse health and welfare effects are summarized in Table 1. Within the SCCAB, the air pollutants of primary concern, with regard to human health, include ozone, particulate matter (PM) and carbon monoxide (CO). As depicted in Table 1, exposure to increased pollutant concentrations of ozone, PM and CO can result in various heart and lung ailments, cardiovascular and nervous system impairment, and death.

Table 1. Common Pollutants & Adverse Effects

Pollutant	Human Health & Welfare Effects
Particulate Matter (PM_{10} & $PM_{2.5}$)	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Ozone (O_3)	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Sulfur Dioxide (SO_2)	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel; damage crops and natural vegetation. Impairs visibility. A precursor to acid rain.
Carbon Monoxide (CO)	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	Respiratory irritant; aggravates lung and heart problems. A precursor to ozone and acid rain. Contributes to global warming, and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.

Source: ARB 2018

Odors

Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e. irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache.

Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. The SLOAPCD does not have an individual rule or regulation that specifically addresses odors; however, odors would be applicable to SLOAPCD's Rule 402, Nuisance. Any actions related to odors would be based on citizen complaints to local governments and the SLOAPCD. The SLOAPCD recommends that odor impacts be addressed in a qualitative manner. Such analysis shall determine if the project results in excessive nuisance odors, as defined under the California Code of Regulations, Health & Safety Code Section 41700, air quality public nuisance.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered "criteria pollutants" under either the Federal Clean Air Act (FCAA) or the California Clean Air Act (CCAA) and are thus not subject to National or State AAQS. TACs are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of National or State AAQS. Instead, the U.S. EPA and California Air Resources Board (ARB) regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with District rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national levels, the U.S. EPA has established National Emission Standards for HAPs (NESHAPs), in accordance with the requirements of the FCAA and subsequent amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

Within California, TACs are regulated primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

At the state level, the ARB has authority for the regulation of emissions from motor vehicles, fuels, and consumer products. Most recently, Diesel-exhaust particulate matter (DPM) was added to the ARB list of TACs. DPM is the primary TACs of concern for mobile sources. Of all controlled TACs, emissions of DPM are estimated to be responsible for about 70 percent of the total ambient TAC risk. The ARB has made the reduction of the public's exposure to DPM one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles (ARB 2005).

At the local level, air districts have authority over stationary or industrial sources. All projects that require air quality permits from the SLOAPCD are evaluated for TAC emissions. The SLOAPCD limits emissions and public exposure to TACs through a number of programs. The SLOAPCD prioritizes TAC-emitting stationary sources, based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. The SLOAPCD requires a comprehensive health risk assessment for facilities that are classified in the significant-risk category, pursuant to AB 2588. No major existing sources of TACs have been identified in the project area.

Asbestos

Asbestos is the common name for a group of naturally-occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Naturally-occurring asbestos, which was identified as a TAC in 1986 by ARB, is located in many parts of California and is commonly associated with ultramafic rock. The project site is not located within an area identified as having a potential for naturally-occurring ultramafic rock and serpentine soils.

Asbestos-containing material may be present in existing structures. The demolition of existing structures may be subject to regulatory requirements for the control of ACM.

Ambient Air Quality

Air pollutant concentrations are measured at several monitoring stations in the SCCAB. The Paso Robles-Santa Fe Avenue is the closest representative monitoring station with sufficient data to meet U.S. EPA and/or ARB criteria for quality assurance. Ambient monitoring data was obtained for the last three years of available measurement data (i.e., 2019 through 2021) and is summarized in Table 2. As depicted, the state and federal $PM_{2.5}$ standards were exceeded for 11 days in 2020. The state standard for PM_{10} was exceeded on 4 days in 2020. The national standard for 8-hour ozone concentration was exceeded on 2 days in 2020. Measured 1-hour ozone and NO_2 concentrations did not exceed the state and federal ambient air quality standards in the last three years of monitoring.

Table 2. Summary of Ambient Air Quality Monitoring Data

Pollutant	Monitoring Year		
	2019	2020	2021
Ozone (O_3)(1)			
Maximum concentration (1-hour/8-hour average; ppm)	0.077/0.064	0.092/0.073	0.070/0.064
Number of days state/national 1-hour standard exceeded	0/0	0/0	0/0
Number of days state/national 8-hour standard exceeded	NA/0	NA/2	NA/0
Nitrogen Dioxide (NO_2)(2)			
Maximum concentration (1-hour average; ppb)	34.0	33.0	44.0
Number of days state/national standard exceeded	0/0	0/0	0/0
Suspended Particulate Matter ($PM_{2.5}$)(2)			
Maximum 24-hour concentration (national/state; µg/m3)	17.3/17.3	242.1/242.1	19.1/19.1
Number of days national standard exceeded (measured/calculated)(3)	0/0	11/11.1	0/0
Suspended Particulate Matter (PM_{10})(1)			
Maximum concentration (national/state; µg/m3)	134.4/138.0	367.8/357.2	74.4/74.7
Number of days state standard exceeded (measured/calculated)(3)	9/NA	35/36	3/3.1
Number of days national standard exceeded (measured/calculated)(3)	0/0	4/4	0/0

ppm = parts per million by volume, µg/m³ = micrograms per cubic meter, NA=Not Available
1. Based on ambient concentrations obtained from the Paso Robles-Santa Fe Avenue. Monitoring Station.
2. Based on ambient concentrations obtained from the Atascadero-Lift Station #5 Monitoring Station.
3. Measured days are those days that an actual measurement was greater than the standard. Calculated days are estimated days that measurement would have exceeded the standard had measurements been collected every day.
Source: ARB 2021

Air Quality Index

The health effects of ambient air pollutant concentrations can be evaluated and presented in various ways. The most common method is the use of the Air Quality Index (AQI). The U.S. EPA developed the AQI as an easy-to-understand measure of health impacts based on measured ambient air quality in comparison to established ambient air quality standards. Tables 3 and 4 present a summary of the health impacts for ozone and fine particulate matter ($PM_{2.5}$), respectively, based on the U.S. EPA's AQI.

A summary of the annual air quality index for the project area, based on monitoring data obtained from the Paso Robles monitoring station for the last three years of available data, is provided in Table 5. As depicted in Table 5, the project area typically experiences "good" air quality with the total number of days ranging from 209 to 230 days per year. Days classified as "moderate" AQI ranged from 104 to 148 days per year. Over the last three years of available data, the area has experience a total of 32 days classified as "Unhealthy for Sensitive Groups", 8 days classified as "Unhealthy", and 2 days classified as "Very Unhealthy". Over the past three years, the area has not experienced air quality conditions within the "Hazardous" range (U.S. EPA 2022).

Exhibit A
Attachment 2

Table 3. Air Quality Index Summary for Ozone & Related Health Effects

Air Quality Index / 8-hour Ozone Concentration	Health Effects Description
AQI 51-100: Moderate Ambient Ozone Concentrations: 55-70 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Unusually sensitive individuals may experience respiratory symptoms. Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.
AQI 101-150: Unhealthy for Sensitive Groups Ambient Ozone Concentrations: 71-85 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma. Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI 151–200: Unhealthy Ambient Ozone Concentrations: 86-105 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population. Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.
AQI 201-300: Very Unhealthy Ambient Ozone Concentrations: 106-200 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid outdoor exertion; everyone else, especially children, should limit outdoor exertion.
An AQI of 50 and below is categorized as "Good" and air quality is satisfactory, and poses little or no risk. An AQI of 301 or higher is categorized as "Hazardous" having a health warning of emergency conditions: everyone is more likely to be affected. Outdoor activities should be avoided for all individuals. *Source: U.S. EPA 2022*	

Table 4. Air Quality Index Summary for Fine Particulate Matter & Related Health Effects

AIR QUALITY INDEX / 8-HOUR OZONE CONCENTRATION	Health Effects Description
AQI 51-100: Moderate Ambient Concentrations: 12.1-35.4 µg/m³	Sensitive Groups: Some people who may be unusually sensitive to particulate Health Effects Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion. Cautionary Statements: Unusually sensitive people: Consider reducing prolonged or heavy exertion. Watch for symptoms such as coughing or shortness of breath. These are signs to take it easier.
AQI 101-150: Unhealthy for Sensitive Groups Ambient Concentrations: 35.5-55.4 µg/m³	Sensitive Groups: People with heart or lung disease, older adults, children, and teenagers. Health Effects Statements: Increasing likelihood of respiratory symptoms for sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly. Cautionary Statements: If you have heart disease: Symptoms such as palpations, shortness of breath, or unusual fatigue may indicate a serious problem. If you have any of these, contact a health care provider.
AQI 151–200: Unhealthy Ambient Concentrations: 55.5-150.4 µg/m³	Sensitive Groups: Everyone. Health Effects Statements: Increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly; increased respiratory effects in general population. Cautionary Statements: Sensitive groups: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling. Everyone else: Reduce prolonged or heavy exertion. Take more breaks during outdoor activities.
AQI 201-300: Very Unhealthy Ambient Concentrations: 150.5-250.4 µg/m³	Sensitive Groups: Everyone. Health Effects Statements: Significant aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly; significant increase in respiratory effects in general population. Cautionary Statements: Sensitive groups: Avoid all physical activity outdoors. Move activities indoors or reschedule to a time when air quality is better. Everyone else: Avoid prolonged or heavy exertion. Consider moving activities indoors or reschedule to a time when air quality is better.
An AQI of 50 and below is categorized as "Good" and air quality is satisfactory, and poses little or no risk. An AQI of 301 or higher is categorized as "Hazardous" having a health warning of emergency conditions: everyone is more likely to be affected. Outdoor activities should be avoided for all individuals. *Source: U.S. EPA 2022*	

Table 5. Air Quality Index Annual Historical Summary

Year	Air Quality Index (AQI) - Number of Days					
	Good	Moderate	Unhealthy for Sensitive Groups	Unhealthy	Very Unhealthy	Hazardous
2021	209	148	8	0	0	0
2020	211	124	21	8	2	0
2019	230	132	3	0	0	0
Based on monitoring for the Paso Robles monitoring station. Represents overall air quality taking into account all criteria pollutants measured. *Source: U.S, EPA 2022*						

Regulatory Framework

Air quality within the SCCAB is regulated by several jurisdictions including the U.S. EPA, ARB, and the SLOAPCD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation.

Federal

U.S. ENVIRONMENTAL PROTECTION AGENCY

At the federal level, the U.S. EPA has been charged with implementing national air quality programs. The U.S. EPA's air quality mandates are drawn primarily from the FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990.

FEDERAL CLEAN AIR ACT

The FCAA required the US EPA to establish National Ambient Air Quality Standards (NAAQS or National AAQS), and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in Table 6.

State

CALIFORNIA AIR RESOURCES BOARD

The ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other ARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts, establishing California Ambient Air Quality Standards (CAAQS), which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles. The CAAQS are summarized in Table 6. The emission standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel, and engine used.

CALIFORNIA CLEAN AIR ACT

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO_2, and NO_2 by the earliest practicable date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for the implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

ASSEMBLY BILLS 1807 & 2588 - TOXIC AIR CONTAMINANTS

Within California, TACs are regulated primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

IN-USE OFF-ROAD DIESEL VEHICLE REGULATION

On July 26, 2007, the ARB adopted a regulation to reduce DPM and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. The regulation applies to self-propelled diesel-fueled vehicles that cannot be registered and licensed to drive on-road, as well as two-engine vehicles that drive on road, with the limited exception of two-engine sweepers. Examples include loaders, crawler tractors, skid steers, backhoes, forklifts, airport ground support equipment, water well drilling rigs, and two-engine cranes. Such vehicles are used in construction, mining, and industrial operations. The regulation does not apply to stationary equipment or portable equipment such as generators. The off-road vehicle regulation establishes emissions performance requirements, reporting, disclosure, and labeling requirements for off-road vehicles, and limits unnecessary idling.

CALIFORNIA BUILDING CODE

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The California Building Code is adopted every three years by the Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

GREEN BUILDING STANDARDS

In essence, green buildings standards are indistinguishable from any other building standards. Both standards are contained in the California Building Code and regulate the construction of new buildings and improvements. The only practical distinction between the two is that whereas the focus of traditional building standards has been protecting public health and safety, the focus of green building standards is to improve environmental performance.

AB 32, which mandates the reduction of GHG emissions in California to 1990 levels by 2020, increased the urgency around the adoption of green building standards. In its scoping plan for the implementation of AB 32, ARB identified energy use as the second largest contributor to California's GHG emissions, constituting roughly 25 percent of all such emissions. In recommending a green building strategy as one element of the scoping plan, ARB estimated that green building standards would reduce GHG emissions by approximately 26 MMT of CO2e by 2020.

The green buildings standards were most recently updated on May 2018. Referred to as the 2019 Building Energy Efficiency Standards, this most recent update focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The ventilation measures improve indoor air quality, protecting homeowners from air pollution originating from outdoor and indoor sources. Under the newly adopted standards, nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades. The recently updated 2019 Building Energy Efficiency Standards also require new homes built after January 1, 2020 to be equipped with solar photovoltaic (PV) systems. The solar PV systems are to be sized based on the buildings annual electricity demand, the building square footage, and the climate zone within which the home is located. However, under the 2019 Building Energy Efficiency Standards, homes may still rely on other energy sources, such as natural gas. Compliance with the 2019 Building Energy Efficiency Standards, including the solar PV system mandate, residential dwellings will use approximately 50 to 53 percent less energy than those under the 2016 standards. Actual reduction will vary depending on various factors (e.g., building orientation, sun exposure). Non-residential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2019).

The recently updated 2022 Building Energy Efficiency Standards (2022 Standards), which were approved in December 2021, encourages efficient electric heat pumps, establishes electric-ready requirements when natural gas is installed and to support the future installation of battery storage, and further expands solar photovoltaic and battery storage standards. The 2022 Standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise multi-family and non-residential land uses, such as office buildings, schools, restaurants, warehouses, theaters, grocery stores, and more. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60 percent of the structure's loads. These new solar requirements will become effective January 1, 2023 and contribute to California's goal of reaching net-zero carbon footprint by 2045 (CEC 2022).

Exhibit A
Attachment 2

Table 6. Summary of Ambient Air Quality Standards & Attainment Designations

Pollutant	Averaging Time	California Standards****		Federal Standards****	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m³)	Non-Attainment	–	Non-Attainment Eastern SLO County - Attainment Western SLO County***
	8 Hour	0.070 ppm (137 μg/m³)		0.070 ppm (137 μg/m³)******	
Respirable Particulate Matter (PM10)	24 Hour	50 μg/m³	Non-Attainment	150 μg/m³	Unclassified*/ Attainment
	Annual Arithmetic Mean	20 μg/m³		–	
Fine Particulate Matter (PM2.5)	24 Hour	No State Standard	Attainment	35 μg/m³	Unclassified*/ Attainment
	Annual Arithmetic Mean	12 μg/m³		12.0 μg/m³ *****	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Unclassified*
	1 Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	Attainment	0.053 ppm (100 μg/m³)	Unclassified*
	1 Hour	0.18 ppm (330 μg/m³)		100 ppb (196 mg/m³)	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	–	Attainment	0.030 ppm (80 μg/m³)	Unclassified*
	24 Hour	0.04 ppm (105 μg/m³)		0.14 ppm (365 μg/m³)	
	3 Hour	–		0.5 ppm (1300 μg/m³)**	
	1 Hour	0.25 ppm (655 μg/m³)		75 ppb (196 mg/m³)	
Lead*	30 Day Average	1.5 μg/m³	Attainment	–	No Attainment Information
	Calendar Quarter	–		1.5 μg/m³	
	Rolling 3-Month Average*	–		0.15 μg/m³	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.	Attainment	No Federal Standards	
Sulfates	24 Hour	25 μg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m³)	Attainment		
Vinyl Chloride*	24 Hour	0.01 ppm (26 μg/m³)	No Attainment Information		

* Unclassified (EPA/Federal definition): Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for that pollutant. ** Secondary Standard

*** San Luis Obispo County has been designated non-attainment east of the -120.4 deg Longitude line, in areas of SLO County that are south of latitude 35.45 degrees, and east of the -120.3 degree Longitude line, in areas of SLO County that are north of latitude 35.45 degrees. Map of non-attainment area is available upon request from the APCD. **** For more information on standards visit:http//ww.arb.ca.gov.research/aaqs/aaqs2.pdf

Attainment (EPA/Federal definition): Any area that meets the national primary or secondary ambient air quality standard for that pollutant. (CA definition): State standard was not exceeded during a three year period. ***** Federal PM2.5 Secondary Standard is 15μg/m³

Non-Attainment (EPA/Federal definition): Any area that does not meet, or contributes to an area that does not meet the national primary or secondary ambient air quality standard for that pollutant. (CA definition): State standard was exceeded at least once during a three year period. ******The 2008 NAAQS for 8hr ozone is 0.075 ppm. The 2015 NAAQS for 8hr ozone is 0.070 ppm. The attainment status shown in this table relates to the 2008 and 2015 NAAQS. SLO County has been designated non-attainment of the 2015 NAAQS. NAAQS is National Ambient Air Quality Standards Revised January 29, 2019

Source: SLOAPCD 2020a

Local

COUNTY OF SAN LUIS OBISPO AIR POLLUTION CONTROL DISTRICT

The SLOAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA.

CITY OF PASO ROBLES

The City of Paso Roble's General Plan includes numerous policies related to air quality. These policies address emissions generated by mobile and non-mobile sources and land use compatibility. The General Plan includes the following policies related to air quality:

- *Circulation Element - Policy CE-1A*. Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways including motorists, movers of commercial goods, seniors, children, pedestrians, disabled persons, users of public transportation, and bicyclists.
- *Circulation Element - Policy CE-1B. Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.*
- *Circulation Element - Policy CE-1C. Airport. Improve/expand transportation to and from the Paso Robles Municipal Airport as set forth in the Airport Master Plan*
- *Circulation Element - Policy CE-1D. Transit. Improve and expand transit services.*
- *Circulation Element - Policy CE-1E. Rail. Promote regional, interstate and intra-state rail service.*
- *Circulation Element - Policy CE-1F. Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access to all areas of the City.*
- *Conservation Element - Policy C-2A. Traffic Congestion Reduction. Implement circulation systems improvements to reduce congestion and associated air contaminant emissions.*
- *Conservation Element - Policy C-2B. VMT Reduction. Implement programs to reduce the number of VMT, especially by single occupant vehicles, including providing opportunities for mixed-use projects.*
- *Conservation Element - Policy C-2C*. Emissions Reduction. Take steps to reduce creation of air contaminant emissions.

Impact Analysis

Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines,* air quality impacts associated with the proposed project would be considered significant if it would:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations.

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

To assist in the evaluation of air quality impacts, the SLOAPCD has developed recommended significance thresholds, which are contained in the SLOAPCD's *CEQA Air Quality Handbook* (2012). For the purposes of this analysis, project emissions are considered potentially significant impacts if any of the following SLOAPCD thresholds are exceeded:

Construction Impacts

The threshold criteria established by the SLOAPCD to determine the significance and appropriate mitigation level for a project's short-term construction emissions are presented in Table 7 and discussed, as follows (SLOAPCD 2012):

Table 7. SLOAPCD Thresholds of Significance for Project-Level Construction Impacts

Pollutant	Threshold (1)		
	Daily (lbs/day)	Quarterly Tier 1 (tons)	Quarterly Tier 2 (tons)
Ozone Precursors (ROG + NO_X)	137	2.5	6.3
Diesel Particulate Matter (DPM)	7	0.13	0.32
Fugitive Particulate Matter (PM_{10}), Dust (2)	--	2.5	--

1. Daily and quarterly emissions thresholds are based on the California Health & Safety Code and the ARB Carl Moyer Guidelines.
2. Any project with a grading area greater than 4.0 acres of a worked area can exceed the 2.5 tons PM10 quarterly threshold.
Source: SLOAPCD 2012

ROG and NOx Emissions

Daily: For construction projects exceeding the 137 lbs/day threshold requires Standard Mitigation Measures;

Quarterly – Tier 1: For construction projects exceeding the 2.5 tons/quarter threshold, require Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. Off-site mitigation may be required if feasible mitigation measures are not implemented, or if no mitigation measures are feasible for the project.

Quarterly – Tier 2: For construction projects exceeding the 6.3 tons/quarter threshold, require Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP) and off-site mitigation are required.

Diesel Particulate Matter (DPM) Emissions

Daily: For construction projects exceeding the 7 lbs/day threshold, require Standard Mitigation Measures;

Quarterly - Tier 1: For construction projects lasting more than one quarter, exceedance of the 0.13 tons/quarter threshold requires Standard Mitigation Measures, BACT for construction equipment; and,

Quarterly - Tier 2: For construction projects exceeding the 0.32 tons/quarter threshold, require Standard Mitigation Measures, BACT, implementation of a CAMP, and off-site mitigation.

Fugitive Particulate Matter (PM10), Dust Emissions

Quarterly- Tier 1: For construction projects exceeding the 2.5 tons/quarter threshold requires Fugitive PM_{10} Mitigation Measures and may require the implementation of a CAMP.

Operational Impacts

Criteria Air Pollutants

The threshold criteria established by the SLOAPCD to determine the significance and appropriate mitigation level for long-term operational emissions from a project are presented in Table 8.

Table 8. SLOAPCD Thresholds of Significance for Project-Level Operational Impacts

Pollutant	Threshold 1	
	Daily (lbs/day)	Annual (tons/year)
Ozone Precursors (ROG + NO_X)	25	25
Diesel Particulate Matter (DPM)2	1.25	--
Fugitive Particulate Matter (PM_{10}), Dust	25	25
CO	550	--

1. Daily and annual emissions thresholds are based on the California Health & Safety Code Division 26, Part 3, Chapter 10, Section 40918 and the ARB Carl Moyer Guidelines for DPM.
2. Applies to on-site emissions. DPM is seldom emitted from individual projects in quantities which lead to local or regional air quality attainment violations.
Source: SLOAPCD 2012

Toxic Air Contaminants

If a project has the potential to emit toxic or hazardous air pollutants, or is located in close proximity to sensitive receptors, impacts may be considered significant due to increased cancer risk for the affected population, even at a very low level of emissions. For the evaluation of new proposed land use projects that generate toxic air contaminants, such as diesel-fueled engines, the SLOAPCD has defined the excess cancer risk significance threshold at 10 in a million.

Localized CO Concentrations

Localized CO concentrations associated with the proposed project would be considered a less-than-significant impact if: (1) Traffic generated by the proposed project would not result in deterioration of signalized intersection level of service (LOS) to LOS E or F; or (2) the project would not contribute additional traffic to a signalized intersection that already operates at LOS of E or F (Caltrans 1996).

Odors

Screening of potential odor impacts is typically recommended for the following two situations:

- Projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate; and
- Residential or other sensitive receptor projects or other projects that may attract people locating near existing odor sources.

If the proposed project would locate receptors and known odor sources within one mile of each other, a full analysis of odor impacts is recommended. Known odor sources of primary concern, as identified by the SLOAPCD include landfills, transfer stations, asphalt batch plants, rendering plants, petroleum refineries, and painting/coating operations, as well as, composting, food processing, wastewater treatment, chemical manufacturing, and feedlot/dairy facilities.

Methodology

Emissions associated with the construction of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.2, computer program. Project construction is anticipated to occur over an approximately 17-month period beginning in 2023. Construction phase durations were based on model defaults. No existing structure would be demolished. A total of approximately 7,200 cubic yards (cy) of material would be exported during grading. Additional construction information such as off-road equipment use, worker vehicle trips, and equipment load factors were based on default parameters contained in the model. Modeling assumptions and output files are included in Appendix B of this report.

Long-term operational emissions were calculated using the CalEEMod, version 2022.1.1.2 based, in part, on vehicle trip-generation rates derived from the traffic analysis prepared for this project (CCTC 2022). Vehicle travel distribution/distances were not available and were based on model defaults for the County. Emission modeling files are provided in Appendix B.

Project Impacts and Mitigation Measures

Impact AQ-A. Conflict with or obstruct implementation of the applicable air quality plan?

SLOAPCD Clean Air Plan

As part of the CCAA, the SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLOAPCD's 2001 Clean Air Plan (CAP) addresses the attainment and maintenance of state and federal ambient air quality standards. The CAP was adopted by SLOAPCD's on March 26, 2002.

The SLOAPCD's CAP outlines the District's strategies to reduce ozone-precursor pollutants (i.e., ROG and NO_X) from a wide variety of sources. The SLOAPCD's CAP includes a stationary-source control program, which includes control measures for permitted stationary sources; as well as transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by SLOAPCD. Transportation and land use control measures are implemented at the local or regional level, by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled, and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLOAPCD to forecast population-related emissions and air quality attainment, including those contained in the SLOAPCD's CAP. As a result, consistency with the SLOAPCD's CAP has been evaluated based on the proposed project's consistency with the land use management strategies and transportation control measures identified in the CAP. This analysis also provides an analysis of regional vehicle miles traveled (VMT) and consistency with regional VMT-reduction efforts. Regional VMT estimates are relied upon for regional air quality planning purposes. Regional VMT and growth projections are used to determine the strategies to be implemented sufficient to reach the emission reduction targets set by the California Air Resources Board through SB 375 which is transportation legislation that supports the broader 2030 emission reduction targets required in SB 32.

Transportation and Land Use Control Measures

The SLOAPCD's CAP includes multiple transportation and land use control measures intended to reduce emissions through reductions in VMT and the promotion of alternative forms of transportation. The control measures applicable to the proposed project are summarized in Table 9. As noted the proposed project would be considered consistent with these applicable measures.

Table 9. Project Consistency with SLOAPCD's CAP Transportation and Land Use Control Measures

Control Measures	Project Consistency
Land Use Planning Strategies	
L-3 Balancing Jobs and Housing. • Within cities and unincorporated communities, the gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.	**Consistent**. The proposed project is located within the City's limits and would not result in the development of residential land uses. The project would, however, result in the creation of new jobs, which would help to reduce the gap between jobs and housing. Improvements in a jobs-to-housing imbalance would be anticipated to help support and promote local and regional improvements related to increased transportation mobility and potential reductions in VMT (SLOCOG 2019). The proposed project would be consistent with this measure.
Transportation Control Measures	
T-2B Regional Public Transit Improvements. • The goal of this measure is to improve transit service and facilities that will promote increased public transit use instead of a private automobile.	**Consistent with Mitigation Incorporated**. • Existing transit services do not have a route that passes the project location. • The Project supports the use of bicycle and pedestrian access. Mitigation Measure AQ-3 would require implementation of additional measures to reduce operational emissions, including the installation of bicycle storage in exceedance of current building code requirements.

Projected Population, Employment & VMT Growth

The project would not result in an increase in residents. The project would, however, result in an increase in employment. According to the Regional Housing Needs Assessment, the City of Paso Robles has about 14 percent more housing units than jobs, indicative of a "jobs-poor" community. The City's jobs to housing ratio is estimated to increase from a year 2015 ratio of 0.87 jobs/housing to a ratio of 0.89 jobs/housing by year 2035. The City of Paso Robles is projected to reduce the imbalance between jobs and housing units. The proposed project would result in increased employment and would not result in an increase in housing. As a result, the proposed project would be anticipated to improve the jobs-housing imbalance. In addition, based on the traffic analysis prepared for this project, the project is forecast to have a work VMT per employee that is below the threshold of 85% of the regional average work VMT per employee (CCTC 2022). Accordingly, the project is projected to decrease regional work VMT and would not be considered to conflict with regional VMT-reduction efforts and associated reductions in mobile-source emissions accounted for in the SLOAPCD's Clean Air Plan. As a result, this impact would be considered **less than significant**.

Particulate Matter Report – Implementation of SB 656 Requirements

In July 2005, SLOAPCD adopted the *Particulate Matter Report* (PM Report). The PM Report identifies various measures and strategies to reduce public exposure to PM emitted from a wide variety of sources, including emissions from permitted stationary sources and fugitive sources, such as construction activities. As discussed in Impact AQ-B, uncontrolled fugitive dust generated during construction may result in localized pollutant concentrations that may result in increased nuisance concerns to nearby land uses. Therefore, construction-generated emissions of PM would be considered to have a ***potentially significant*** impact with regard to air quality planning efforts.

<u>Mitigation Measures</u>

Implement Mitigation Measures AQ-1 through AQ-2 (refer to Impact AQ-B).

<u>Significance After Mitigation</u>

Implementation of Mitigation Measures AQ-1 and AQ-2 would include measures to reduce construction-generated emissions. Additional mitigation measures have been included that would further reduce project-related operational emissions. Together these measures would help to reduce PM emissions and provide consistency with SLOAPCD's airborne PM-reduction efforts as well as measures identified in the SLOAPCD's Clean Air Plan. With mitigation, this impact would be considered ***less than significant.***

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

Short-term Construction Emissions

Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. Construction of the proposed project would result in the temporary generation of emissions associated with clearing, site prep, grading, building construction, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO_X) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Estimated maximum daily and quarterly emissions associated with construction of the proposed project are presented in Table 10 and Table 11, respectively. Construction generated emissions were compared to SLOAPCD's recommended significance thresholds (Daily, Quarterly Tier 1, and Quarterly Tier 2). As depicted in Table 10, maximum daily emissions associated with project construction would total approximately 32.31 lbs/day of ROG+NO_X, 1.3 lbs/day of exhaust PM_{10}, and 1.2 lbs/day of exhaust $PM_{2.5}$. As depicted in Table 11, maximum quarterly construction-generated emissions would total approximately 0.18 tons/quarter of ROG+NO_X, 0.02 tons/quarter of fugitive PM_{10}, and <0.01 tons/quarter of exhaust $PM_{2.5}$.

Exhibit A
Attachment 2

Table 10. Daily Construction Emissions without Mitigation

Construction Activity	Construction Year	Maximum Daily Emissions (lbs/day)[1]									
		ROG	NO_X	ROG+NO_X	CO	PM_{10}			$PM_{2.5}$		
						Exhaust	Dust	Total	Exhaust	Dust	Total
Clearing	2023	1.27	12.8	14.07	11.2	0.58	1.7	2.28	0.53	0.88	1.41
Site Prep	2023	1.64	16.6	18.24	16.9	0.76	1.7	2.46	0.7	0.88	1.58
Grading	2023	1.79	17.4	19.19	15.9	0.82	1.85	2.67	0.76	0.89	1.65
Building Construction	2023	1.26	11.8	13.06	13.2	0.55	0	0.55	0.51	0	0.51
Building Construction	2024	1.2	11.2	12.4	13.1	0.5	0	0.5	0.46	0	0.46
Paving	2024	0.85	7.81	8.66	10	0.39	0	0.39	0.36	0	0.36
Architectural Coating[2]	2024	9.48	0.91	10.39	1.15	0.005	0.03	0.035	0.03	0	0.03
Trenching	2024	0.24	2.4	2.64	3.83	0.11	0	0.11	0.1	0	0.1
SLOAPCD Daily Thresholds (pounds/day)		--	--	**137**	--	--	--	--	**7**	--	--
Maximum Daily Emissions-Year 2023[3]		2.91	29.4	32.31	28.1	1.34	3.4	4.74	1.23	1.76	2.99
Exceed SLOAPCD Thresholds?		--	--	No	--	--	--	--	No	--	--
Maximum Daily Emissions-Year 2024[4]		11.53	19.92	31.45	24.25	0.895	0.03	0.925	0.85	0	0.85
Exceed SLOAPCD Thresholds?		--	--	No	--	--	--	--	No	--	--

1. *Emissions were quantified using the CalEEMod, v2022.1.1.2., computer program.*
2. *Includes the use of low-VOC content paint (50 g/L, or less)*
3. *Maximum daily emissions of 2023 assumes some activities (e.g., Clearing and Site Prep) could potentially occur simultaneously on any given day.*
4. *Maximum daily emissions of 2024 assumes some activities (e.g., building construction, paving, architectural coating application) could potentially occur simultaneously on any given day.*

lbs/day = pounds per day; ROG =Reactive Organic Gases; NO_X = oxides of nitrogen; CO = carbon monoxide;
PM_{10} = respirable particulate matter (10 micrometers or less)
Refer to Appendix B for emissions modeling assumptions and results.

Exhibit A
Attachment 2

Table 11. Quarterly Construction Emissions Without Mitigation

Quarter	Maximum Quarterly Emissions (tons)[1]								
	ROG	NOx	ROG+NO_X	PM_{10}[2]			$PM_{2.5}$		
				Exhaust	Dust	Total	Exhaust	Dust	Total
Year 2023 - Quarter 3	0.01	0.16	0.17	<0.01	0.02	0.03	<0.01	0.01	0.01
Year 2023 - Quarter 4	0.01	0.16	0.17	<0.01	0.02	0.03	<0.01	0.01	0.01
Year 2024 - Quarter 1	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
Year 2024 - Quarter 2	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
Year 2024 - Quarter 3	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
Year 2024 - Quarter 4	0.02	0.16	0.18	<0.01	<0.01	0.01	<0.01	<0.01	<0.01
SLOAPCD Quarterly Tier 1/Tier 2 Thresholds (tons/quarter)	**--**	**--**	**2.5/6.3**	**--**	**2.5/None**	**--**	**0.13/None**	**--**	**--**
Maximum Quarterly Emissions:	0.02	0.16	0.18	<0.01	0.02	0.03	<0.01	0.01	0.01
Exceed SLOAPCD Tier 1/Tier 2 Thresholds?	--	--	No/No	--	No/--	--	No/--	--	--

Maximum Quarterly Emissions: Based on construction schedule information provided and default assumptions contained in the CalEEMod computer model. Emissions were compared to SLOAPCD thresholds. Totals may not sum due to rounding. Refer to Appendix B for modeling assumptions and results.

1. *Maximum quarterly emissions include on-site and off-site emissions*

Table 12. Summary of Construction Emissions without Mitigation

Criteria	Project Emissions (lbs/day)	SLOAPCD Significance Threshold		Exceeds Significance Threshold?	
Maximum Daily Emissions of ROG+NO_X	32.31	137 lbs/day		No	
Maximum Daily Emissions of $PM_{2.5}$ Exhaust	1.23	7 lbs/day		No	
	(tons/quarter)	**Tier 1**	**Tier 2**	**Tier 1**	**Tier 2**
Maximum Quarterly Emissions of ROG+NO_X	0.18	2.5 tons/quarter	6.3 tons/quarter	No	No
Maximum Quarterly Emissions of PM_{10} Dust	0.02	2.5 tons/quarter	None	No	No
Maximum Quarterly Emissions of $PM_{2.5}$ Exhaust	<0.01	0.13 tons/quarter	0.32 tons/quarter	No	No

Refer to Appendix B for modeling assumptions and results.

Maximum daily and quarterly construction emissions would not exceed SLOAPCD's daily or quarterly significance thresholds. Emissions would be largely a result of mobile-source emissions associated with construction vehicle and equipment operations anticipated to occur during the grading. However, if uncontrolled, fugitive dust generated during construction may result in localized pollutant concentrations that could exceed ambient air quality standards and result in increased nuisance concerns to nearby land uses. For this reason, construction-generated emissions would be considered to have a ***potentially significant impact***.

Mitigation Measures

AQ-1: The following mitigation measures shall be implemented to reduce construction generated fugitive dust. These measures shall be shown on grading and building plans.

a. Reduce the amount of disturbed area where possible.
b. Use water trucks, SLOAPCD-approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where possible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.
c. All dirt stockpile areas should be sprayed daily or covered with tarps or other dust barriers as needed.
d. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
e. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between the top of load and top of trailer) in accordance with CVC Section 23114.
f. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.
g. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities.
h. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
i. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
j. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where possible. Roads shall be pre-wetted prior to sweeping when possible.
l. The burning of vegetative material shall be prohibited. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you

have any questions regarding these requirements, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent the transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-2: The following measures shall be implemented to reduce construction emissions from on and off-road construction equipment (NOx, ROG, and DPM) and area sources. These measures shall be shown on grading and building plans:

a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
b. Heavy-duty (50 horsepower or greater) diesel-fueled construction equipment shall meet, at a minimum, ARB's Tier 3 certified engines, or cleaner, off-road heavy-duty diesel engines; be fitted with diesel exhaust particulate filters in accordance with manufacturer recommendations; and, comply with the State Off-Road Regulation. Heavy-duty equipment with Tier 4 engines shall be used to the extent locally available. Where Tier 3, or cleaner, equipment is not available, incorporate diesel emission control strategies/retrofits, such that emission reductions achieved equal or exceed that of a Tier 3 engine. Installing California Verified Diesel Emission Control Strategies. Verified diesel emissions control strategies can be found at: arb.ca.gov/diesel/verdev/vt/cvt.htm.
c. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.
d. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation.
e. All on and off-road diesel equipment shall not idle when not in use. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit.
f. Construction equipment staging areas shall be located at the furthest distance possible from nearby sensitive land uses.
g. To the extent locally available, electrified or alternatively powered construction equipment shall be used.
h. Construction of the proposed project shall use low-VOC content paints (e.g., 50 grams VOC per liter, or less).
i. To the extent locally available, use prefinished building materials or materials that do not require the application of architectural coatings.
j. Meet or exceed Cal Green Tier 2 standards for reducing cement use in concrete mix as allowed by local ordinance and conditions.

Significance After Mitigation

Implementation of Mitigation Measures AQ-1 and AQ-2 include SLOAPCD-recommended standard and best available control measures to reduce construction-generated emissions of fugitive dust, mobile-source emissions associated with construction vehicles and equipment, and evaporative emissions from architectural coasting (e.g. low VOC-emission paint). Mitigated daily and annual emissions are summarized in Table 13, respectively. With mitigation, this impact would be considered ***less than significant.***

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources and area sources, such as landscape maintenance activities. To a lesser extent, emissions associated with use of electricity and natural gas would also contribute to increased operational emissions.

Unmitigated operational emissions associated with the proposed project are summarized in Table 13. As depicted, daily operational emission from non-permitted sources would total approximately 8.3 lbs/day of ROG+NO_x, 13.6 lbs/day of CO, 0.4 lbs/day of fugitive PM_{10}, and <0.1 lbs/day of exhaust $PM_{2.5}$.

Table 13. Operational Emissions Without Mitigation

Operational Period/Source	Emissions[1]									
	ROG	NO_X	ROG+NO_X	CO	PM_{10}			PM2.5		
					Exhaust	Dust	Total	Exhaust	Dust	Total
Daily Emissions (lbs/day)										
Mobile[2]	1.2	0.9	2.1	6.0	0.0	0.4	0.4	0.0	0.1	0.1
Energy Source	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Area Source	6.2	0.1	6.2	7.7	<0.1	0.0	<0.1	<0.1	0.0	<0.1
Water	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Refrigerant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SLOAPCD Significance Thresholds[6]	**--**	**--**	**25**	**550**	**--**	**25**	**--**	**1.25**	**--**	**--**
Total Project Emissions:	7.4	0.9	8.3	13.6	0.0	0.4	0.4	<0.1	0.1	0.1
Exceeds SLOAPCD Thresholds?	--	--	No	No	**--**	No	**--**	No	**--**	--
Annual Emissions (tons/year)										
Total Project Emissions	1.3	0.2	1.5	2.4	<0.1	0.1	0.1	<0.1	<0.1	<0.1
SLOAPCD Significance Thresholds	--	--	25	--	25	--	--	--	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--	--	--	--

Note: Based on operational year of 2024. Totals may not sum due to rounding. Refer to Appendix B for modeling output files and assumptions.
1. *Daily emissions are based on the worst case between summer and winter buildout operational condition.*
2. *Mobile emissions were based on trip-generation rates derived from the traffic analysis prepared for this project and CalEEMod default fleet mix and trip distances.*

Health Effects of Project-Generated Regional Emissions

Project-generated emissions are evaluated based on the pollutants potential to affect local or regional air quality. As noted earlier in this report, regional pollutants of concern typically include ozone and particulate matter. Whereas, for development project, localized pollutants of primary concern often include carbon monoxide, toxic air contaminants, as well as, airborne particulates. The health effects of these pollutants are discussed earlier in this report and summarized in Table 1.

For localized pollutants, health impacts can be evaluated using screening criteria or through dispersion modeling. However, for regional pollutants such as ozone, the change in health effects associated with an individual project is a secondary pollutant created by NO_X and ROG (also commonly referred to as VOCs). As previously discussed earlier in this report, ozone is not a directly emitted pollutant. NO_X and ROG are not criteria air pollutants but, when in the presence of sunlight, they can form ozone and also contribute to the formation of secondary $PM_{2.5}$. Because ozone is not a directly emitted pollutant and is created under specific meteorological conditions over a wide transport area, ozone concentrations are typically evaluated at a regional level using complex photochemical models. These models are capable of predicting concentrations that take into account variations amounts of precursor emissions (e.g., ROG, NO_X), temperature, inversions, sunlight, hourly variations, ambient conditions, and wind flow over long distances (e.g., miles). At the project level of analysis, evaluation of ozone concentrations is "not practicable and not likely [to] yield valid information" (SJVAPCD 2015).

Of the criteria pollutants identified, ozone and $PM_{2.5}$ have the most critical health effects. As a result, concentrations of these pollutants are typically relied upon for determining public health effects. In comparison to modeled regional emissions, the emissions associated with most individual projects would be negligible and too small to produce a measurable change in regional ozone or $PM_{2.5}$ concentrations or associated public health effects. In addition, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has recently conducted regional emissions modeling analyses using a chemical transport model to evaluate changes in emissions and associated health effects associated with an individual project. The modeling was based on very conservative assumptions representative of the largest projects, which assumed up to approximately eight times the threshold of significance (up to 656 lbs/day) of NO_X, ROG and PM. This level of emissions would be more representative of large community plan projects. Based on the modeling conducted by SMAQMD, even these large projects would have "low overall health effects" (SMAQMD 2020).

It is important to reiterate that the health effects of criteria air pollutants are taken into consideration when the U.S, EPA establishes the NAAQS for individual pollutants. The health effects of a particular pollutant are analyzed on a regional basis based on the areas attainment of the NAAQS. As previously discussed in this report, the AQI is one common method of evaluating public health impacts for criteria air pollutants of primary concern. Local air districts establish significance thresholds that are based on evaluation of an individual project's contribution to reginal air quality conditions and associated health effects. Based on the above discussion and given that project-generated criteria pollutants would not exceed applicable significance thresholds, project-generated emissions of regional criteria pollutants (e.g., ROG, NO_X, PM) would have a minimal effect on public health. In addition, refer to Impact AQ-C for a discussion of localized air quality impacts.

Mitigation Measures

AQ-3: The following mitigation measures shall be implemented to reduce the operational emissions generated by the project:

a. The installation of wood burning or natural-gas fired hearths and appliances shall be prohibited.
b. In accordance with ARB's *Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*, Heavy-duty diesel-fueled truck idle time shall be limited to 5-minutes/truck when not in use. Signage shall be posted at loading areas to advise drivers of this requirement.
c. Reduce fugitive dust from roads and parking areas with the use of paving or other materials.
d. Implement driveway design standards (e.g., speed bumps, curved driveway) for self-enforcement of reduced speed limits on unpaved driveways.
e. Exceed Cal Green standards by 25 percent for providing on-site bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only.
f. Exceed applicable building standards at the time of development for building energy efficiency with a goal of achieving zero net energy (ZNE) buildings.
g. Exceed Cal Green Tier 2 standards for utilizing recycled content materials.
h. Exceed Cal Green Tier 2 standards for the use of greywater, rainwater, or recycled water where applicable/available.
i. Exceed Cal Green Tier 2 standards for using shading, trees, plants, cool roofs, etc. to reduce "heat island" effect.
j. Exceed Cal Green building standards at the time of development for water conservation (e.g. use of low flow water fixtures, water efficient irrigation systems, and draught tolerant landscaping.)
k. All built-in appliances shall be Energy Star certified or equivalent.
l. To the extent available, use paints and cleaning products that are low-VOC content (e.g., 50 grams/liter VOC content, or less).
m. Utilize on-site renewable energy system (e.g. solar, wind, geothermal, biomass and/or bio-gas) to offset the entire electricity use of the project.

<u>Significance After Mitigation</u>

Implementation of Mitigation Measures AQ-3 includes SLOAPCD-recommended measures to reduce operational-generated emissions. Mitigated operational emissions are summarized in Table 14. With mitigation, operational emissions of ROG+NO_X would not exceed SLOAPCD significance thresholds. With mitigation, this impact would be considered ***less than significant.***

Table 14. Operational Emissions With Mitigation

Operational Period/Source	Emissions[1]									
	ROG	NO_X	ROG+NO_X	CO	PM_{10}			PM2.5		
					Exhaust	Dust	Total	Exhaust	Dust	Total
Daily Emissions (lbs/day)										
Mobile[2]	1.2	0.9	2.1	6.0	0.0	0.4	0.4	0.0	0.1	0.1
Energy Source	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Area Source	5.0	0.1	5.0	7.7	<0.1	0.0	<0.1	<0.1	0.0	<0.1
Water	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Refrigerant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SLOAPCD Significance Thresholds[6]	**--**	**--**	**25**	**550**	**--**	**25**	**--**	**1.25**	**--**	**--**
Total Project Emissions:	7.4	0.9	8.3	13.6	0.0	0.4	0.4	<0.1	0.1	0.1
Exceeds SLOAPCD Thresholds?	--	--	No	No	**--**	No	**--**	No	**--**	--
Annual Emissions (tons/year)										
Total Project Emissions	1.1	0.2	1.3	2.4	<0.1	0.1	0.1	<0.1	<0.1	<0.1
SLOAPCD Significance Thresholds	--	--	25	--	25	--	--	--	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--	--	--	--

Note: Based on operational year of 2024. Totals may not sum due to rounding. Refer to Appendix B for modeling output files and assumptions.
1. *Daily emissions are based on the worst case between summer and winter buildout operational condition.*
2. *Mobile emissions were based on trip-generation rates derived from the traffic analysis prepared for this project and CalEEMod default fleet mix and trip distances.*

Impact AQ-C. Expose sensitive receptors to substantial pollutant concentrations?

The proposed project would result in localized increases of pollutant concentrations during project construction and long-term operation. The proposed project's potential contribution to localized air pollutants is discussed, as follows:

Short-Term Construction Activities

Naturally-Occurring Asbestos

Naturally-occurring asbestos (NOA) has been identified as a toxic air contaminant by the ARB. In accordance with ARB Air Toxics Control Measure (ATCM), prior to any grading activities, a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request form, along with a copy of the geologic report, must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM.

Based on a review of the SLOAPCD's map depicting potential areas of NOA, the project site is not located in or near an area that has been identified as having a potential for NOA. As a result, this impact would be considered ***less than significant***.

Localized Construction PM Concentrations

Fugitive dust emissions would be primarily associated with building demolition, site preparation, grading, and vehicle travel on unpaved and paved surfaces. On-site off-road equipment and trucks would also result in short-term emissions of diesel-exhaust PM, which could contribute to elevated localized concentration at nearby receptors. Uncontrolled emissions of fugitive dust may also contribute to potential increases in nuisance impacts to nearby receptors. Short-term exposure to airborne particulates can result in irritation of eyes and the respiratory system and may affect sensitive individuals, including those suffering from asthma and other medical conditions. For these reasons, localized uncontrolled concentrations of construction-generated PM would be considered to have a ***potentially significant impact***.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-2.

Significance After Mitigation

With the implementation of Mitigation Measure AQ-1 through AQ-2 construction-related emissions, including fugitive dust, would be substantially reduced. With mitigation, short-term exposure to localized pollutants would be considered to have a ***less-than-significant impact***.

Impact AQ-D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. In addition, no known odor sources are within one mile of the project site. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. Mitigation measures, such as implementation of idling restrictions for construction equipment and vehicles and use of newer, cleaner equipment and vehicles would further reduce construction-generated emissions. For these reasons, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered ***less than significant***.

Exhibit A
Attachment 2

GREENHOUSE GASES AND CLIMATE CHANGE

Existing Setting

To fully understand global climate change, it is important to recognize the naturally occurring "greenhouse effect" and to define the greenhouse gases (GHGs) that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Primary GHGs attributed to global climate change, are discussed, as follows:

- **Carbon Dioxide**. Carbon dioxide (CO_2) is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere (U.S. EPA 2018).

- **Methane**. Methane (CH_4) is a colorless, odorless gas that is not flammable under most circumstances. CH_4 is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years (U.S. EPA 2018).

- **Nitrous Oxide**. Nitrous oxide (N_2O) is a clear, colorless gas with a slightly sweet odor. N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 114 years (U.S. EPA 2018).

- **Hydrofluorocarbons.** Hydrofluorocarbons (HFCs) are man-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HCFC-22 (or Freon 22, used in air conditioning applications). The atmospheric lifetime for HFCs varies from just over a year for HFC-152a to 270 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes of less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years) (U.S. EPA 2018).

- **Perfluorocarbons.** Perfluorocarbons (PFCs) are colorless, highly dense, chemically inert, and non-toxic. There are seven PFC gases: perfluoromethane (CF_4), perfluoroethane (C_2F_6), perfluoropropane (C_3F_8), perfluorobutane (C_4F_{10}), perfluorocyclobutane (C_4F_8), perfluoropentane (C_5F_{12}), and perfluorohexane (C_6F14). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF_4 and C_2F_6 as byproducts. The estimated atmospheric lifetimes for PFCs ranges from 2,600 to 50,000 years (U.S. EPA 2018).

- **Nitrogen Trifluoride**. Nitrogen trifluoride (NF_3) is an inorganic, colorless, odorless, toxic, nonflammable gas used as an etchant in microelectronics. Nitrogen trifluoride is predominantly employed in the cleaning of the plasma-enhanced chemical vapor deposition chambers in the production of liquid crystal displays and silicon-based thin-film solar cells. It has a global warming potential of 16,100 carbon dioxide equivalents (CO_2e). While NF_3 may have a lower global warming potential than other chemical etchants, it is still a potent GHG. In 2009, NF_3 was listed by California as a high global warming potential GHG to be listed and regulated under Assembly Bill (AB) 32 (Section 38505 Health and Safety Code).

- **Sulfur Hexafluoride**. Sulfur hexafluoride (SF_6) is an inorganic compound that is colorless, odorless, non-toxic, and generally non-flammable. SF_6 is primarily used as an electrical insulator in high voltage equipment. The electric power industry uses roughly 80 percent of all SF_6 produced worldwide. Leaks of SF_6 occur from aging equipment and during equipment maintenance and servicing. SF_6 has an atmospheric life of 3,200 years (U.S. EPA 2018).

- **Black Carbon**. Black carbon is the strongest light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Black carbon contributes to climate change both directly by absorbing sunlight and indirectly by depositing on snow and by interacting with clouds and affecting cloud formation. Black carbon is considered a short-lived species, which can vary spatially and, consequently, it is very difficult to quantify associated global-warming potentials. The main sources of black carbon in California are wildfires, off-road vehicles (locomotives, marine vessels, tractors, excavators, dozers, etc.), on-road vehicles (cars, trucks, and buses), fireplaces, agricultural waste burning, and prescribed burning (planned burns of forest or wildlands) (CCAC 2018, U.S. EPA 2018).

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in CO_2e, which weight each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. Table 15 provides a summary of the GWP for GHG emissions of typical concern with regard to community development projects, based on a 100-year time horizon. As indicated, Methane traps over 25 times more heat per molecule than CO_2, and N_2O absorbs roughly 298 times more heat per molecule than CO_2. Additional GHG with high GWP includes Nitrogen trifluoride, Sulfur hexafluoride, Perfluorocarbons, and black carbon.

Table 15. Global Warming Potential for Greenhouse Gases

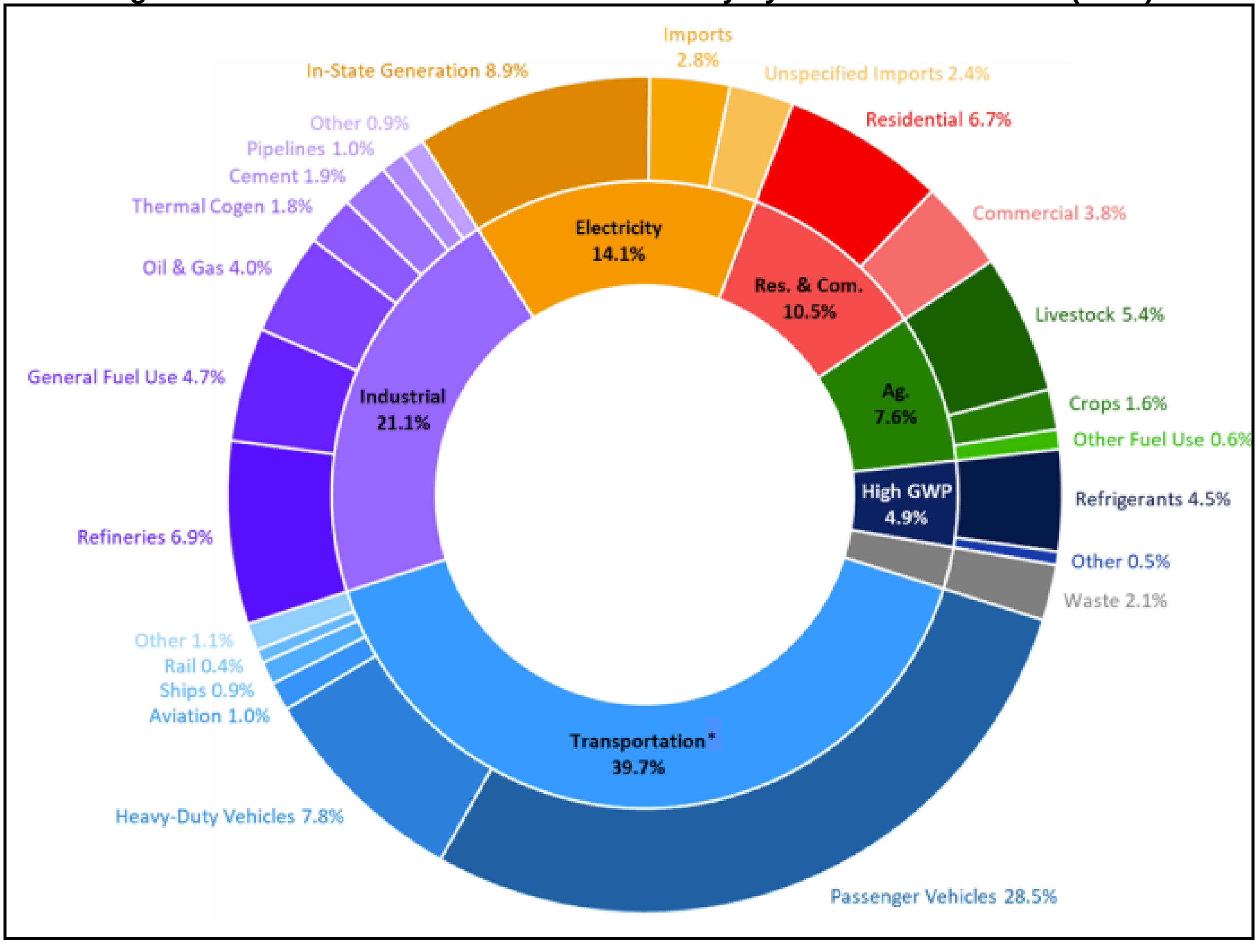
Greenhouse Gas	Global Warming Potential (100-year)
Carbon Dioxide (CO_2)	1
Methane (CH_4)	25
Nitrous Dioxide (N_2O)	298
Based on IPCC GWP values for 100-year time horizon. *Source: IPCC 2007*	

Statewide GHG Emissions

In 2019, GHG emissions within California totaled 418.1 million metric tons (MMT) of CO_2e. GHG emissions, by sector, are summarized in Figure 3. Within California, the transportation sector is the largest contributor, accounting for approximately 39.7 percent of the total state-wide GHG emissions. Emissions associated with industrial uses are the second-largest contributor, totaling roughly 21.1 percent. Electricity generation totaled roughly 14.1 percent. Other major emission sources included commercial uses, residential uses, agriculture, refrigerants, and waste (ARB 2022).

Exhibit A
Attachment 2

Figure 3. California GHG Emissions Inventory by Sector & Subsector (2019)



Source: ARB 2022

City of Paso Robles GHG Emissions Inventories

The City has completed a community-wide inventory of GHG emissions for years 2005 and 2012, which are summarized in Table 16. As shown, a majority of the City's emissions are associated with mobile sources. Remaining GHG emissions are predominantly associated with energy use and solid waste generation. In comparison to year 2005 community-wide emissions, year 2016 emissions decreased by a total of approximately 12 percent (City of Paso Robles 2013).

Table 16. City of Paso Robles GHG Emissions Inventories

Sector	Year 2005 ($MTCO_2e$)	Year 2020 ($MTCO_2e$)	Percent Change from 2005 to 2020
Residential	40,188	46,828	17%
Commercial/Industrial	33,536	30,551	-9%
Transportation	67,801	92,913	37%
Off-Road	13,205	15,878	20%
Solid Waste	13,343	16,653	17%
Wastewater	70	82	17%
Aircraft	1,324	1,543	17%
Total	**169,557**	**203,448**	**20%**
Source: City of Paso Robles Climate Action Plan 2013			

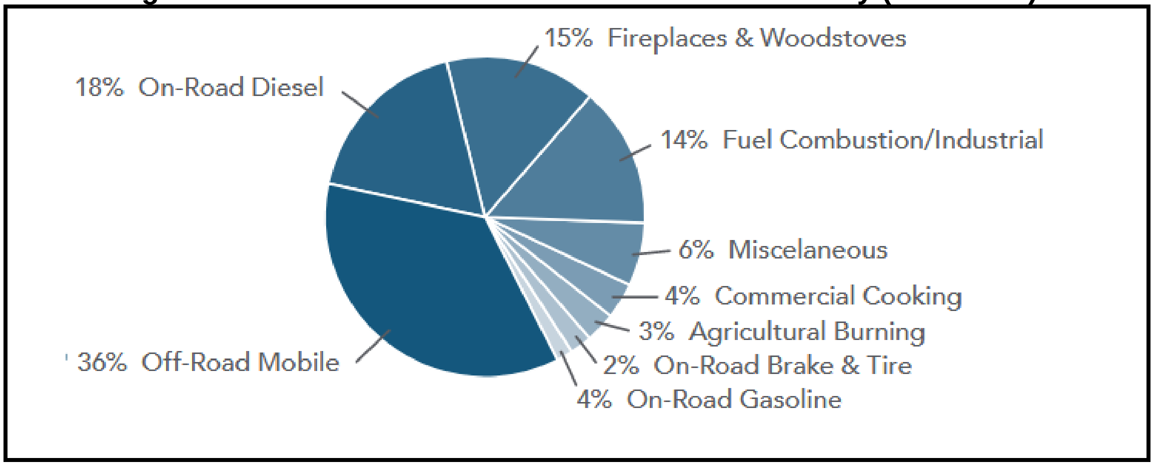
Exhibit A
Attachment 2

Short-Lived Climate Pollutants

Short-lived climate pollutants (SLCPs), such as black carbon, fluorinated gases, and methane also have a dramatic effect on climate change. Though short-lived, these pollutants create a warming influence on the climate that is many times more potent than that of carbon dioxide.

As part of the ARB's efforts to address SLCPs, the ARB has developed a statewide emission inventory for black carbon. The black carbon inventory will help support the implementation of the SLCP Strategy, but it is not part of the State's GHG Inventory that tracks progress towards the State's climate targets. The most recent inventory for year 2013 conditions is depicted in Figure 4. As depicted, off-road mobile sources account for a majority of black carbon emissions totaling roughly 36 percent of the inventory. Other major anthropogenic sources of black carbon include on-road transportation, residential wood burning, fuel combustion, and industrial processes (ARB 2020).

Figure 4. California Black Carbon Emissions Inventory (Year 2013)



Source: ARB 2020

Effects of Global Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea-level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snowpack is a principal supply of water for the state, providing roughly 50 percent of the state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. Earlier snowmelt would also impact the State's energy resources. Currently, approximately 20 percent of California's electricity comes from hydropower. Early exhaustion of the Sierra snowpack may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

Regulatory Framework

Federal

EXECUTIVE ORDER 13514

Executive Order 13514 is focused on reducing GHGs internally in federal agency missions, programs, and operations. In addition, the executive order directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

On April 2, 2007, in Massachusetts v. U.S. EPA, 549 U.S. 497 (2007), the Supreme Court found that GHGs are air pollutants covered by the FCAA and that the U.S. EPA has the authority to regulate GHG. The Court held that the U.S. EPA Administrator must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009. On May 7, 2010, the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards was published in the Federal Register.

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a Presidential Memorandum on May 21, 2010.

The final combined U.S. EPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile (the equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO_2 level solely through fuel economy improvements). Together, these standards will cut GHG emissions by an estimated 960 MMT and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). On August 28, 2012, U.S. EPA and NHTSA issued their joint rule to extend this national program of coordinated GHG and fuel economy standards to model years 2017 through 2025 passenger vehicles.

State

EXECUTIVE ORDER NO. S-3-05

Executive Order S-3-05 (State of California) proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and state legislature describing (1) progress made toward reaching the emission targets, (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006 and continues to release periodic reports on progress. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government, and community actions, as well as through state incentive and regulatory programs.

ASSEMBLY BILL 32 - CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The gases that are regulated by AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, NF_3, and SF_6. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

CLIMATE CHANGE SCOPING PLAN

In October 2008, ARB published its *Climate Change Proposed Scoping Plan*, which is the State's plan to achieve GHG reductions in California required by AB 32. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The Scoping Plan included ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, and the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. ARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emissions sectors. With regard to land use planning, the Scoping Plan expects approximately 5.0 MMT CO_2e will be achieved associated with the implementation of Senate Bill 375, which is discussed further below.

The initial Scoping Plan was first approved by ARB on December 11, 2008, and is updated every five years. The first update of the Scoping Plan was approved by the ARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals., The most recent update released by ARB is the *2017 Climate Change Scoping Plan*, which was released on November 2017. The *2017 Climate Change Scoping Plan* incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and EO B-30-15. Most notably, the *2017 Climate Change Scoping Plan* encourages zero net increases in GHG emissions. However, the *2017 Climate Change Scoping Plan* recognizes that achieving net zero increases in GHG emissions may not be possible or appropriate for all projects and that the inability of a project to mitigate its GHG emissions to zero would not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.

The 2022 Climate Change Scoping Plan update is currently being prepared. The 2022 Scoping Plan Update will assess progress towards achieving the SB 32 year 2030 target and will lay out a path to achieve carbon neutrality by mid-century.

SENATE BILL 1078 AND GOVERNOR'S ORDER S-14-08

Senate Bill 1078 (Public Utilities Code Sections 387, 390.1, 399.25 and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum 20 percent of their supply from renewable sources by 2017. This Senate Bill will affect statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed Executive Order S-14-08, which set the Renewables Portfolio Standard target to 33 percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. Executive Order S-14-08 was later superseded by Executive Order S-21-09 on September 15, 2009. Executive Order S-21-09 directed the ARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. Statute SB X1-2 superseded this Executive Order in 2011, which obligated all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020.

ARB is required by current law, AB 32 of 2006, to regulate sources of GHGs to meet a state goal of reducing GHG emissions to 1990 levels by 2020 and an 80 percent reduction of 1990 levels by 2050. The California Energy Commission and California Public Utilities Commission serve in advisory roles to help ARB develop the regulations to administer the 33 percent by 2020 requirement. ARB is also authorized to increase the target and accelerate and expand the time frame.

MANDATORY REPORTING OF GHG EMISSIONS

The California Global Warming Solutions Act (AB 32, 2006) requires the reporting of GHGs by major sources to the ARB. Major sources required to report GHG emissions include industrial facilities, suppliers of transportation fuels, natural gas, natural gas liquids, liquefied petroleum gas, and carbon dioxide, operators of petroleum and natural gas systems, and electricity retail providers and marketers.

CAP-AND-TRADE REGULATION

The cap-and-trade regulation is a key element in California's climate plan. It sets a statewide limit on sources responsible for 85 percent of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The cap-and-trade rules came into effect on January 1, 2013, and apply to large electric power plants and large industrial plants. In 2015, fuel distributors, including distributors of heating and transportation fuels, also became subject to the cap-and-trade rules. At that stage, the program will encompass around 360 businesses throughout California and nearly 85 percent of the state's total GHG emissions.

Under the cap-and-trade regulation, companies must hold enough emission allowances to cover their emissions and are free to buy and sell allowances on the open market. California held its first auction of GHG allowances on November 14, 2012. California's GHG cap-and-trade system is projected to reduce GHG emissions to 1990 levels by the year 2020 and would achieve an approximate 80 percent reduction from 1990 levels by 2050.

SENATE BILL 32

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from year 2020 to year 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG-reductions in support of the State's ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs the ARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target.

SENATE BILL 97

Senate Bill 97 (SB 97) was enacted in 2007. SB 97 required OPR to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions. Those CEQA Guidelines amendments clarified several points, including the following:

- Lead agencies must analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions.
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions.
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change.
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria.
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply and ways to reduce energy demand, including through the use of efficient transportation alternatives.

As part of the administrative rulemaking process, the California Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010.

SENATE BILL 100

Senate Bill 100 (SB 100) was signed by Governor Jerry Brown on September 10, 2018. SB 100 sets a goal of phasing out all fossil fuels from the state's electricity sector by 2045. SB 100 increases to 60 percent, from 50 percent, how much of California's electricity portfolio must come from renewables by 2030. It establishes a further goal to have an electric grid that is entirely powered by clean energy by 2045, which could include other carbon-free sources, like nuclear power, that are not renewable.

SENATE BILL 375

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land-use allocation in that MPOs regional transportation plan. ARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld. In 2018, ARB adopted updated SB 375 targets.

CALIFORNIA BUILDING CODE

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The California Building Code is adopted every three years by the Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

CALIFORNIA GREEN BUILDING STANDARDS

In essence, green buildings standards are indistinguishable from any other building standards, are contained in the CBC, and regulate the construction of new buildings and improvements. Whereas the focus of traditional building standards has been protecting public health and safety, the focus of green building standards is to improve environmental performance.

The 2019 Building Energy Efficiency Standards (2019 Standards), adopted in May 2018, addressed four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements. The 2019 Standards required new residential and non-residential construction; as well as major alterations to existing structures, to include electric vehicle (EV)-capable parking spaces which have electrical panel capacity and conduit to accommodate future installation. In addition, the 2019 Standards also required the installation of solar photovoltaic (PV) systems for low-rise residential dwellings, defined as single-family dwellings and multi-family dwellings up to three-stories in height. These requirements are based on various factors, including the floor area of the home, sun exposure, and climate zone. Under the 2019 standards, nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018).

The recently updated 2022 Building Energy Efficiency Standards (2022 Standards), which were approved in December 2021, encourages efficient electric heat pumps, establishes electric-ready requirements when natural gas is installed and to support the future installation of battery storage, and further expands solar photovoltaic and battery storage standards. The 2022 Standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise multi-family and non-residential land uses, such as office buildings, schools, restaurants, warehouses, theaters, grocery stores, and more. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60 percent of the structure's loads. These new solar requirements will become effective January 1, 2023, and contribute to California's goal of reaching net-zero carbon footprint by 2045 (CEC 2022).

SHORT-LIVED CLIMATE POLLUTANT REDUCTION STRATEGY

In March 2017, the ARB adopted the *Short-Lived Climate Pollutant Reduction Strategy* (*SLCP Strategy*) establishing a path to decrease GHG emissions and displace fossil-based natural gas use. Strategies include avoiding landfill methane emissions by reducing the disposal of organics through edible food recovery, composting, in-vessel digestion, and other processes; and recovering methane from wastewater treatment facilities, and manure methane at dairies, and using the methane as a renewable source of natural gas to fuel vehicles or generate electricity. The *SLCP Strategy* also identifies steps to reduce natural gas leaks from oil and gas wells, pipelines, valves, and pumps to improve safety, avoid energy losses, and reduce methane emissions associated with natural gas use. Lastly, the *SLCP Strategy* also identifies measures that can reduce hydrofluorocarbon (HFC) emissions at national and international levels, in addition to State-level action that includes an incentive program to encourage the use of low-GWP refrigerants, and limitations on the use of high-GWP refrigerants in new refrigeration and air-conditioning equipment (ARB 2017).

SAN LUIS OBISPO COUNTY AIR POLLUTION CONTROL DISTRICT

The SLOAPCD is a local public agency with the primary mission of realizing and preserving clean air for all county residents and businesses. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by federal and state regulatory requirements.

CITY OF PASO ROBLES CLIMATE ACTION PLAN

The City of Paso Robles Climate Action Plan (CAP) is a long-range plan to reduce GHG emissions from City government operations and community activities. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development. The CAP includes measures to reduce community-wide GHG emissions by 15 percent below 2005 levels by 2020 (City of Paso Robles 2013).

COUNTY OF SAN LUIS OBISPO 2019 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

The 2019 Regional Transportation Plan (RTP) was adopted by the SLOCOG Board in June 2019. The RTP includes the region's Sustainable Communities' Strategy (SCS), which outlines how the region will exceed its GHG reduction targets as required by SB 375 through the promotion of a variety of transportation demand management & system management tools and techniques to maximize the efficiency of the transportation network. Consistency with the requirement of SB 375 ensures consistency with the GHG-reduction targets set by ARB. The 2019 SCS was found to be consistent with the requirement of SB 375 and is also consistent with the general plans of the region's jurisdictions (SLOCOG 2019).

Impact Analysis

Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines,* increased GHG emissions associated with the implementation of the proposed project would be considered significant if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

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

The SLOAPCD has not updated a recommended GHG significance thresholds. These thresholds should be based on AB 32 GHG emission reduction goals, which take into consideration the emission reduction strategies outlined in ARB's Scoping Plan. Accordingly, if a project complies with a Qualified Greenhouse Gas Reduction Strategy that is specifically applicable to the project, such as the *City of Paso Robles Climate Action Plan,* then the project would be considered to have a less-than-significant impact. The City of *Paso Robles* CAP includes a "Consistency Worksheet", which identifies various measures designed to reduce project related GHG emissions. The CAP Consistency Worksheet can be used to demonstrate project-level compliance with the CAP. However, it is important to note that the City's CAP has not been updated to reflect SB 32 GHG reductions for target year 2030 conditions. As a result, this analysis provides an analysis of consistency with the currently adopted City CAP; however, consistency with year 2030 GHG reductions, per SB 32, and the State's Scoping Plan have been evaluated using an efficiency threshold, taking into account the City's 2030 GHG-reduction target mandated by SB 32 and the City's baseline GHG inventory, as identified in the City's existing CAP. The GHG-efficiency threshold was calculated by dividing the GHG emissions inventory goal (allowable emissions), by the City's estimated service population (SP) for year 2030 conditions. The service population includes estimated population and employment for the City.

Emissions sectors that do not apply to the proposed project (i.e., agriculture) were excluded from the calculation. The GHG emissions inventory for the land use sectors applicable to the proposed project were then divided by the projected SP for future year 2030. The methodology used for quantification of the target efficiency threshold applied to the proposed project is summarized in Table 17. Accordingly, project-generated GHG emissions that would exceed the efficiency threshold of 1.9 $MTCO_2e$/SP/year in 2030 would be considered to have a potentially significant impact on the environment that could conflict with GHG-reduction planning efforts. To be conservative, amortized construction-generated GHG emissions were included in annual operational GHG emissions estimates for comparison to this threshold, consistent with SLOAPCD-recommended methodologies.

Table 17. Project-Level GHG Efficiency Threshold Calculation

Operational Year	2030
Land Use Sectors GHG Emissions Target[1]	100,940
Population[2]	37,700
Employment[3]	16,017
Service Population (SP)	53,717
GHG Efficiency Threshold ($MTCO_2e$/SP/yr)	1.9

Note: Employment data for interim years are estimated based on proportionality with population trends based on historical data.
1. Based on Business-as-Usual (year 2005) emissions inventory and the State's target reductions of 40 percent below BAU baseline GHG emissions inventory by 2030. Emissions inventory reflects locally-appropriate emissions sectors.
2.. Based on population data derived from the City of Paso Robles Demographic website. Website url: https://www.prcity.com/244/Demographics.
3. Based on employment data derived from the California Employment Development Department. Labor Force and Unemployment Rates for Cities and Census Designated Places. Website url: https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html.

Methodology

Emissions associated with the construction of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.2 computer program. Project construction is anticipated to occur over an approximately 17-month period beginning in 2023. Construction phase durations were based on model defaults. No existing structure would be demolished. A total of approximately 7,200 cubic yards (cy) of material would be exported during grading. Additional construction information such as off-road equipment use, worker vehicle trips, and equipment load factors were based on default parameters contained in the model. Modeling assumptions and output files are included in Appendix B of this report.

Long-term operational emissions were calculated using the CalEEMod, version 2022.1.1.2 based, in part, on vehicle trip-generation rates derived from the traffic analysis prepared for this project (CCTC 2022). Vehicle travel distribution/distances were not available and were based on model defaults for the County. Emission modeling files are provided in Appendix B.

Project Impacts and Mitigation Measures

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

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 from mobile sources. To a lesser extent, other GHG pollutants, such as CH_4 and N_2O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

Short-term Construction GHG Emissions

Estimated increases in GHG emissions associated with the construction of the proposed project are summarized in Table 18. Based on the modeling conducted, construction-related GHG emissions would total approximately 382 $MTCO_2e$. Amortized GHG emissions, when averaged over the assumed 25-year minimum life of the project, would total approximately 15.3 $MTCO_2e$/year. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted. Amortized construction-generated GHG emissions are included in the operational GHG emissions impact discussion provided below.

Table 18. Construction-Generated GHG Emissions Without Mitigation

Construction Year	GHG Emissions ($MTCO_2e$/Year)
2023	196
2024	186
Total Construction Emissions:	382
Amortized Construction Emissions:	15.3

Amortized emissions are quantified based on a minimum 25-year project life. Refer to Appendix B for modeling assumptions and results.

Long-term Operational GHG Emissions

Estimated long-term increases in GHG emissions associated with the proposed project for future year 2030 conditions are summarized in Table 19. For informational purposes, opening year 2024 emissions were also calculated and included in Table 19. As depicted, operational GHG emissions for the proposed project, with the inclusion of amortized construction GHGs, would total approximately 1,164.6 $MTCO_2e$/year under operational year 2030 conditions. A majority of the operational GHG emissions would be associated with motor vehicle use, energy use, and refrigerant. To a lesser extent, operational GHG emissions would also be associated with solid waste generation and water use. As depicted in Table 19, total emissions would equate to 8.8 $MTCO_2e$/SP, which would exceed the significance threshold of 1.9 $MTCO_2e$/SP. As a result, this impact is considered ***potentially significant***.

Table 19. Operational GHG Emissions Without Mitigation

Operational Year/Source	GHG Emissions ($MTCO_2e$/Year)	
	Opening Year 2024	Future Operational Year 2030
Mobile[1]	187	170
Energy Source (Nat Gas)[2]	365.7	365.7
Area Source[3]	6.54	8.47
Water[4]	0.5	0.5
Waste[5]	51.7	51.7
Refrigerant	553	553
Amortized Construction Emissions:	15.28	15.28
Total Emissions:	1,179.7	1,164.6
Total $MTCO_2e$/SP[6]:		8.8
GHG Efficiency Significance Threshold:		1.9
Exceeds Threshold?		Yes

1. *Based on default fleet mix for land uses contained in CalEEMod for San Luis Obispo County.*
2. *Includes adjustment for California Renewable Portfolio Standards requirements.*
3. *Area source includes emissions associated primarily with the use of landscape maintenance equipment.*
4. *Incudes use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.*
5. *Based on an average annual waste diversion/recycling rate of 50% based on statewide averages.*
6. *Project employees estimated 133 based on the typical square footage per employee from industry standard sources contained in the traffic report (CCTC 2022).*

Refer to Appendix B for modeling assumptions and results.

Mitigation Measures

GHG-1: In addition to implementation of Mitigation Measure AQ-3 and AQ-4, the following additional measures shall be implemented:

a. Proposed land uses shall receive electricity from onsite solar, shall elect to receive electricity from Central Coast Community Energy (3CE), or a combination thereof.
b. Building mechanical equipment and appliances shall be electrically powered. The installation of natural-gas service/infrastructure shall be prohibited.
c. Meet current CALGreen Tier 2 standards for electric vehicle (EV) parking spaces, to the extent applicable to the project, except that all EV parking spaces required by the code shall be "EV-capable" instead of "EV-ready".

GHG-2: The project shall provide carbon offsets sufficient to reduce project-generated GHG emissions to below applicable thresholds, calculated over the life of the project. Based on the modeling conducted, the project shall provide offsets in the total amount of 5,181 $MTCO_2e$. Under CEQA Guidelines Section 15126.4, subdivisions (c)(3) and (c)(4), a project's GHG emissions can be reduced through the application of off-site measures, which may include "Direct Reduction Activities" or the purchase of "Carbon Offset Credits", which are discussed as follows:

Direct Reduction Activities

Directly undertake or fund activities that will reduce or sequester GHG emissions. GHG reduction credits shall achieve GHG emission reductions that are real, permanent, quantifiable, verifiable, enforceable, in accordance with the criteria set forth in the ARB's most recent Process for the Review and Approval of Compliance Offset Protocols in Support of the Cap-and-Trade Regulation (2013). GHG reduction credits shall be undertaken for the specific purpose of reduction project-generated GHG emissions and shall not include reductions that would otherwise be required by law. All Direct Reduction Activities and associated reduction credits shall be confirmed by an independent, qualified third-party.

The "Direct Reduction Activity" shall be registered with a California Air Resources Board (ARB)-approved registry and in compliance with ARB-approved protocols. In accordance with the applicable Registry requirements, the Project applicant (or its designee) shall retain an independent, qualified third-party to confirm the GHG emissions reduction or sequestration achieved by the Direct GHG Reduction Activities against the applicable Registry protocol or methodology. The Project applicant (or its designee) will then apply for issuance of carbon credits in accordance with the applicable Registry rules.

Carbon Offsets

Obtain and retire "Carbon Offsets." Carbon Offsets shall achieve GHG reductions that are real, permanent, quantifiable, verifiable, and enforceable. Carbon offsets shall be purchased from ARB-approved registries and shall comply with ARB-approved protocols to ensure that offset credits accurately and reliably represent actual emissions reductions. If the purchase of carbon offsets is selected, offsets shall be purchased according to the City of San Luis Obispo's preference, which is, in order of City preference: (1) within the City of San Luis Obispo; (2) within the SLOAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere in the United States. In the event that a project or program providing offsets to the project applicant loses its accreditation, the project applicant shall comply with the rules and procedures of retiring offsets specific to the registry involved and shall purchase an equivalent number of credits to recoup the loss.

Significance After Mitigation

Implementation of Mitigation Measures AQ-3 would require implementation of numerous measures to reduce long-term operational emissions. Mitigation Measure GHG-1 would include additional measures that would result in substantial reductions in GHG emissions associated with energy use. With implementation of these measures, project generated emissions would be reduced to approximately 3.1 $MTCO_2e/SP$ under operational year 2030 conditions, which would still exceed the significance threshold of 1.9 $MTCO_2e/SP$. Mitigation Measure GHG-2 would require carbon offsets sufficient to reduce project-generated GHG emissions to below applicable GHG thresholds, calculated over the estimated 25-year life of the project. With mitigation, this impact would be considered ***less than significant***.

Table 20. Operational GHG Emissions With Mitigation Measure GHG-1

Operational Year/Source	GHG Emissions ($MTCO_2e$/Year)	
	Opening Year 2024	Future Operational Year 2030
Mobile[1]	187	170
Energy Source (Nat Gas)[2]	<0.1	<0.1
Area Source[3]	6.54	8.47
Water[4]	0.4	0.4
Waste[5]	25.9	25.9
Refrigerant	196	196
Amortized Construction Emissions:	15.28	15.28
Total Emissions:	431.1	416.1
Total $MTCO_2e$/SP[6]:		3.1
GHG Efficiency Significance Threshold:		1.9
Exceeds Threshold?		Yes

1. *Based on default fleet mix for land uses contained in CalEEMod for San Luis Obispo County.*
2. *Includes use installation of onsite solar to meat the electrical needs of the project and exclusion of natural gas appliances.*
3. *Area source includes emissions associated primarily with the use of landscape maintenance equipment.*
4. *Incudes use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.*
5. *Based on an average annual waste diversion/recycling rate of 50% based on statewide averages.*
6. *Project employees estimated 133 based on the typical square footage per employee from industry standard sources contained in the traffic report (CCTC 2022).*

Refer to Appendix B for modeling assumptions and results.

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

As noted in Table 19 and Table 20, operational GHG emissions attributable to the proposed project would be primarily associated with mobile sources. Applicable GHG-reduction plans related to reducing operational GHG emissions include the *City of Paso Robles CAP*, the *County of San Luis Obispo's Regional Transportation Plan/Sustainable Communities Strategy*, and California's *2017 Climate Change Scoping Plan*. The project's consistency with these plans is discussed in greater detail, as follows:

City of Paso Robles Climate Action Plan

The City's CAP is a long-range plan to reduce GHG emissions from City government operations and community activities within the community. The City's CAP includes numerous measures to reduce GHG emissions associated with energy use, motor vehicle use, water use, waste generation, and construction. It is important to note, however, that the City's CAP is based on year 2020 GHG-reduction targets and has not yet been updated to reflect year 2030 GHG-reduction targets, per SB32. Nonetheless, a summary of the proposed Project's consistency with the measures identified in the City's CAP are summarized in Table 21. As noted, and with implementation of proposed mitigation measures, the project would be consistent with the GHG-reduction measures identified in the City's currently adopted CAP (City of Paso Robles 2013).

County of San Luis Obispo 2019 Regional Transportation Plan/Sustainable Communities Strategy

The 2019 Regional Transportation Plan (RTP) was adopted by the SLOCOG Board in June 2019. The RTP includes the region's Sustainable Communities' Strategy (SCS), which outlines how the region will meet or exceed its GHG reduction targets as required by SB 375 through the promotion of a variety of transportation demand management & system management tools and techniques to maximize the efficiency of the transportation network. Consistency with the requirement of SB 375 ensures consistency with the GHG-reduction targets set by ARB. The 2019 SCS was found to be consistent with the requirement of SB 375 and is also consistent with the general plans of the region's jurisdictions (SLOCOG 2019).

According to the Regional Housing Needs Assessment, the City of Paso Robles has about 15 percent more housing units than jobs, indicative of a "jobs-poor" community. The City's housing to jobs ratio is estimated to decrease from a year 2015 ratio of 1.15 jobs/housing to a ratio of 1.112 jobs/housing by year 2035, thereby decreasing the imbalance between jobs and housing units. The proposed project would result in increased employment and would not result in an increase in housing. As a result, the proposed project would be anticipated to improve the jobs-housing imbalance. In addition, based on the VMT analysis prepared for the project, project-generated VMT would not exceed the City's VMT significance threshold. As a result, the project would not be considered to conflict with regional VMT-reduction efforts.

California's 2017 Climate Change Scoping Plan

As previously noted, ARB's *2017 Climate Change Scoping Plan* reflects the new statewide GHG emissions reductions of 40 percent below 1990 emissions levels by 2030, as mandated by SB 32. A significant part of achieving the SB 32 goals are strategies to promote sustainable communities, such as the promotion of zero net energy buildings, and improved transportation choices that result in reducing VMT. Other measures include the increased use of low-carbon fuels and cleaner vehicles.

To support the State's GHG emissions reduction goals, including the goals mandated by SB 32, California established the Sustainable Communities and Climate Protection Act (SB 375). SB 375 requires regional metropolitan planning organizations, such as SBCAG, to develop SCSs which align transportation, housing, and land use decisions toward achieving the State's GHG emissions-reduction targets. Under SB 375, the development and implementation of SCSs, which link transportation, land use, housing, and climate policy at the regional level, are designed to reduce per capita mobile-source GHG emissions, which is accomplished through implementation of measures that would result in reductions in per capita VMT.

In 2018, ARB adopted more aggressive SB 375 targets as one measure to support progress toward the 2017 Scoping Plan goals. SB 375 aims to achieve, a 19 percent reduction in statewide per capita GHG emissions from passenger vehicles by year 2035 (relative to year 2005). To achieve this reduction, ARB sets target reductions for various regions throughout the state to be included in the RTP and SCS prepared for these regions. As discussed above, the proposed project would not exceed applicable VMT thresholds. As a result, the proposed project would not conflict with regional VMT-reduction goals. However, as noted in Impact GHG-1, the proposed project would exceed the efficiency threshold of 1.9 $MTCO_2e$/SP/year, which is based on achieving SB-32 year 2030 GHG-reduction targets, consistent with ARB's 2017 Climate Change Scoping Plan. For these reasons, without mitigation, the proposed project could conflict with the *2017 Climate Change Scoping Plan.*

It is also important to note that the ARB has recently released its *Draft 2022 Climate Change Scoping Plan Update* (ARB 2022). Consistent with the current 2017 Scoping Plan, the Draft 2022 Scoping Plan assesses the State's progress towards meeting its target of reducing statewide GHG emissions to 40 percent below the 1990 levels by 2030. The Draft 2022 Scoping Plan also lays out a path for achieving carbon neutrality no later than 2045, per the goal identified in Executive Order B-55-18. The draft Scoping Plan is anticipated to be approved in the fall of 2022.

For land use development projects, additional reductions in GHG emissions may be required in order to meet the project's fair share of the statewide reductions required to achieve carbon neutrality, consistent with Executive Order B-55-18 and ARB's Draft 2022 Scoping Plan Update. Neither the SLOAPCD nor the City of Paso Robles have developed recommended thresholds of significance that are based on achieving carbon neutrality by year 2045. However, the Bay Area Air Quality Management District (BAAQMD) has recently released recommended GHG significance thresholds that are based on a "fair share" approach for achieving carbon neutrality goals. Consistent with this approach, new land use development projects would be considered to be consistent with the State's carbon neutrality goals and would be considered to have a less than significant impact if: 1) the project is deemed consistent with regional VMT-reduction targets; 2) the project prohibits the installation of natural gas infrastructure; and 3) the project would not result in a wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section

21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines. Similarly, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has also recently released Best Management Practices (BMPs), which also include the prohibited installation of natural gas infrastructure for development projects, as well as, a requirement that project's meet current CALGreen Tier 2 standards for electric vehicle (EV) spaces, except that *EV-capable* spaces shall instead be *EV ready*. This additional requirement requires the installation of electrical infrastructure sufficient to service the future installation of EV chargers. The BAAQMD and SMAQMD thresholds are based on an approach endorsed by the Supreme Court in *Center for Biological Diversity v. Department of Fish & Wildlife* (2015). Although not located within these jurisdictions, development in Santa Maria and associated GHG emissions are comparable to those generated by developments within other areas of the state, including the BAAQMD and SMAQMD jurisdictions. Given that climate change is inherently a cumulative impact that occurs on a global scale, these BMPs would, likewise, be considered representative of the project's "fair share" of what would be required to meet the State's long-term climate goals, including achieving carbon neutrality by 2045, as identified by the BAAQMD and the SMAQMD.

As noted above, the proposed project would be consistent with the regional VMT-reduction targets. However, as noted in Impact GHG-1, the proposed project would exceed the efficiency threshold of 1.9 $MTCO_2e$/SP/year, which is based on achieving SB-32 year 2030 GHG-reduction targets, consistent with ARB's Climate Change Scoping Plan. For these reasons, without mitigation, the proposed project could conflict with the *Climate Change Scoping Plan. In addition,* the proposed project does not include BMPs that would constitute its "fair share" of what would be required to meet the State's long-term (i.e., post year 2030) climate goals, including achieving carbon neutrality by 2045. Specifically, the project does not prohibit the installation of natural gas-fired appliances/equipment, nor require that current CALGreen Tier 2 compliant EV spaces to be *EV ready*, as opposed to *EV capable*. As a result, this impact would be considered **potentially significant**.

Mitigation Measures

Implement Mitigation Measures AQ-3, AQ-4, GHG-1 and GHG-2.

Significance After Mitigation

Implementation of Mitigation Measure AQ-3 would include various measures that would help to promote the use of alternative means of transportation along with reductions in GHG emissions associated with energy use, water use, waste generation, and mobile sources. Implementation of Mitigation Measures GHG-1 and GHG-2 would result in further reductions in on-site and off-site GHG emissions.

Additional measures have also been included to require the installation of EV-ready parking spaces and to prohibit the installation of natural gas-fired appliance/equipment, in accordance with recommended BMPs for achieving fair-share reductions in GHGs in support of the State's carbon neutrality goals. With regard to CALGreen EV parking requirements, "EV Capable" is defined as including the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate future installation of a dedicated branch circuit and charging station(s). "EV Ready" includes "EV Capable" requirements plus addition of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations. With mitigation, the project would be considered consistent with the local, regional, and state GHG-reduction planning efforts. With mitigation, this impact would be considered ***less than significant.***

Table 21. Project Consistency with the City's Climate Action Plan

CAP Measures	Project Consistency
Energy Measures	
Does the Project include an operational commitment to reduce energy demand and increase on-site energy supply?	**Consistent with Mitigation**. Mitigation measures have been included to reduce on-site energy use/demand and to increase on-site energy supply by requiring the installation of renewable energy systems.(refer to Mitigation Measure AQ-3).
Does the Project exclusively include "All-electric buildings"?	**Consistent with Mitigation**. A mitigation measure has been included to encourage the installation of electrically-powered appliances in place of natural gas to the extent possible. In addition, mitigation has also been included to
If the Project/Plan includes a new mixed-fuel building or buildings (plumbed for the use of natural gas as fuel for	

space heating, water heating, cooking or clothes drying appliances) does that building/those buildings exceed the City's Energy Reach code?	require the installation of infrastructure to facilitate the future installation of alternative energy sources, such as the installation of photovoltaic systems (refer to Mitigation Measure AQ-3 and GHG-1).
Transportation and Land Use Measures	
Does the Project comply with requirements in the City's Municipal Code with no exceptions, including bicycle parking, bikeway design, and EV charging stations?	**Consistent with Mitigation**. Mitigation measures have been included to require compliance with applicable building codes related to bicycle parking, bikeway design, and EV charging stations (refer to Mitigation Measures AQ-3).
Is the estimated Project-generated Vehicle Miles Traveled (VMT) within the City's adopted thresholds, as confirmed by the City's Transportation Division?	**Consistent**. Based on the traffic analysis prepared for this project, project-generated VMT is within the City's adopted thresholds.
If "No", does the Project/Plan include VMT mitigation strategies and/or a Transportation Demand Management (TDM) Plan approved by the City's Transportation Division?	
Does the Project demonstrate consistency with the City's Bicycle Network Plan?	**Consistent with Mitigation**. Mitigation measures have been included to require the project to incorporate features to promote alternative means of transportation, including the installation of bicycle facilities (refer to Mitigation Measures AQ-3).
Off-Road Measure	
Will the Project work to reduce GHG emissions by reducing off-road equipment and vehicle usage and idling?	**Consistent with Mitigation**. Mitigation measures have been included to require the Project restrict idling and vehicle usage when feasible and to use alternatively-powered equipment where possible (refer to Mitigation Measures AQ-2 and GHG-1).
Water Measure	
Does the Project comply with water efficiency and conservation requirements?	**Consistent with Mitigation**. A mitigation measure has been included to require the use of low-flow water fixtures, water-efficient irrigation systems, and drought-tolerant landscaping (refer to Mitigation Measure AQ-3).
Waste Measure	
Does the Project include an operational commitment to reduce the amount of trash and other waste and recycle as many materials as possible?	**Consistent.** The Project shall provide organic waste pick up and shall provide the appropriate on-site enclosures consistent with the provisions of the City of Paso Robles Development Standards for Solid Waste Services (refer to Mitigation Measure GHG-1).
Tree Planting Measure	
Does the Project include an operational commitment to maintain a healthy urban forest and incorporate native drought tolerant trees?	**Consistent with Mitigation**. Mitigation measures have been included to require the installation of trees and drought tolerant landscaping (refer to Mitigation Measure AQ-3).

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EMISSIONS MODELING

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CARBON OFFSET CALCULATION

	YEAR																								
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
SOURCE	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
AMORTIZED CONSTRUCTION	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28	15.28
MOBILE	187.00	184.17	181.33	178.50	175.67	172.83	170.00	168.35	166.70	165.05	163.40	161.75	160.10	158.45	156.80	155.15	153.50	151.85	150.20	148.55	146.90	145.25	143.60	141.95	140.30
AREA SOURCE	6.54	6.86	7.18	7.51	7.83	8.15	8.47	8.66	8.85	9.04	9.24	9.43	9.62	9.81	10.00	10.19	10.39	10.58	10.77	10.96	11.15	11.34	11.53	11.73	11.92
WASTE	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90
WATER	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Refrigerant	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00	196.00
TOTAL	431.12	428.61	426.10	423.59	421.07	418.56	416.05	414.59	413.13	411.67	410.22	408.76	407.30	405.84	404.38	402.92	401.47	400.01	398.55	397.09	395.63	394.17	392.71	391.26	389.80
CO2e/SP	3.2	3.2	3.2	3.2	3.2	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.9	2.9
THRESHOLD	2.6	2.4	2.3	2.2	2.1	2	1.9	1.8	1.7	1.7	1.6	1.5	1.5	1.4	1.3	1.3	1.2	1.1	1.1	1.0	0.9	0.9	0.8	0.8	0.7
							-17.00	1.93																	
							-2.8333	0.3217																	
CARBON OFFSET REQUIRED	85	109	120	131	142	153	163	179	187	186	197	209	208	220	231	230	242	254	252	264	276	274	286	285	297

LIFETIME CARBON OFFSETS (MTCO2e):	5181
ESTIMATED $/MT:	20
ESTIMATED TOTAL OFFSET COST:	$103,615

0.1267

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Nutwood Mini Storage Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Nutwood Mini Storage
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	15.6
Location	35.57850002755643, -120.70139135226397
County	San Luis Obispo
City	Unincorporated
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3309
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	49.6	1000sqft	1.14	49,585	0.00	—	—	Unrefrigerated
General Office Building	1.39	1000sqft	0.03	1,390	0.00	—	—	Office

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Other Asphalt Surfaces	1.24	Acre	1.24	0.00	0.00	—	—	Paving
Refrigerated Warehouse-No Rail	125	1000sqft	2.87	125,234	0.00	—	—	Refrigerated

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-4	Require Low-Flow Water Fixtures
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Unmit.	2.40	9.54	21.5	17.5	0.05	0.87	2.56	3.42	0.80	1.09	1.89	—	5,166	5,166	0.24	0.46	5.47	5,315
Mit.	1.08	5.67	14.3	19.3	0.06	0.32	2.69	2.82	0.29	1.10	1.23	—	5,733	5,733	0.26	0.46	5.47	5,884
% Reduced	55%	41%	34%	-10%	-10%	63%	-5%	18%	64%	-1%	35%	—	-11%	-11%	-10%	-1%	—	-11%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.92	1.62	13.1	16.3	0.03	0.56	0.59	1.15	0.52	0.15	0.66	—	3,515	3,515	0.15	0.14	0.10	3,559
Mit.	1.07	0.96	10.6	18.2	0.03	0.14	0.59	0.73	0.13	0.15	0.28	—	3,515	3,515	0.15	0.14	0.10	3,559
% Reduced	44%	41%	19%	-11%	—	76%	—	37%	75%	—	58%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.62	0.63	4.65	5.37	0.01	0.20	0.34	0.54	0.18	0.13	0.31	—	1,163	1,163	0.05	0.06	0.53	1,183
Mit.	0.31	0.36	3.56	5.94	0.01	0.05	0.35	0.39	0.05	0.13	0.17	—	1,203	1,203	0.05	0.06	0.53	1,224
% Reduced	50%	42%	23%	-11%	—	74%	-3%	27%	74%	-1%	46%	—	-4%	-4%	-3%	—	—	-3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.12	0.85	0.98	< 0.005	0.04	0.06	0.10	0.03	0.02	0.06	—	192	192	0.01	0.01	0.09	196
Mit.	0.06	0.07	0.65	1.08	< 0.005	0.01	0.06	0.07	0.01	0.02	0.03	—	199	199	0.01	0.01	0.09	203
% Reduced	50%	42%	23%	-11%	-4%	74%	-3%	27%	74%	-1%	46%	—	-4%	-4%	-3%	-1%	—	-3%

2.2. Construction Emissions by Year, Unmitigated

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

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

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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
2023	2.40	1.90	21.5	17.5	0.05	0.87	2.56	3.42	0.80	1.09	1.89	—	5,166	5,166	0.24	0.46	5.47	5,315
2024	1.84	9.54	12.4	16.1	0.03	0.51	0.59	1.10	0.47	0.15	0.61	—	3,517	3,517	0.15	0.14	3.75	3,565
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.92	1.62	13.1	16.3	0.03	0.56	0.59	1.15	0.52	0.15	0.66	—	3,515	3,515	0.15	0.14	0.10	3,559
2024	1.82	1.54	12.5	16.0	0.03	0.51	0.59	1.10	0.47	0.15	0.61	—	3,498	3,498	0.15	0.14	0.10	3,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.62	0.51	4.65	5.04	0.01	0.20	0.34	0.54	0.18	0.13	0.31	—	1,163	1,163	0.05	0.06	0.53	1,183
2024	0.59	0.63	4.08	5.37	0.01	0.17	0.17	0.34	0.16	0.04	0.20	—	1,110	1,110	0.05	0.04	0.46	1,123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.11	0.09	0.85	0.92	< 0.005	0.04	0.06	0.10	0.03	0.02	0.06	—	192	192	0.01	0.01	0.09	196
2024	0.11	0.12	0.74	0.98	< 0.005	0.03	0.03	0.06	0.03	0.01	0.04	—	184	184	0.01	0.01	0.08	186

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.08	0.96	14.3	19.3	0.06	0.27	2.69	2.82	0.25	1.10	1.23	—	5,733	5,733	0.26	0.46	5.47	5,884
2024	1.04	5.67	10.5	18.0	0.03	0.32	0.59	0.72	0.29	0.15	0.31	—	3,517	3,517	0.15	0.14	3.75	3,565
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.07	0.96	10.6	18.2	0.03	0.14	0.59	0.73	0.13	0.15	0.28	—	3,515	3,515	0.15	0.14	0.10	3,559

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2024	1.03	0.91	10.5	17.9	0.03	0.13	0.59	0.72	0.12	0.15	0.27	—	3,498	3,498	0.15	0.14	0.10	3,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.29	0.25	3.44	5.52	0.01	0.04	0.35	0.39	0.04	0.13	0.17	—	1,203	1,203	0.05	0.06	0.53	1,224
2024	0.31	0.36	3.56	5.94	0.01	0.05	0.17	0.22	0.05	0.04	0.09	—	1,110	1,110	0.05	0.04	0.46	1,123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.05	0.05	0.63	1.01	< 0.005	0.01	0.06	0.07	0.01	0.02	0.03	—	199	199	0.01	0.01	0.09	203
2024	0.06	0.07	0.65	1.08	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	184	184	0.01	0.01	0.08	186

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.65	7.37	1.02	13.5	0.01	0.03	0.36	0.39	0.04	0.06	0.10	89.7	3,351	3,441	9.38	0.14	3,342	7,060
Mit.	2.65	6.20	1.02	13.5	0.01	0.03	0.36	0.39	0.04	0.06	0.10	45.1	1,355	1,400	4.59	0.10	1,190	2,736
% Reduced	—	16%	—	—	—	—	—	—	—	—	—	50%	60%	59%	51%	27%	64%	61%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.26	6.09	1.02	6.11	0.01	0.02	0.36	0.38	0.02	0.06	0.09	89.7	3,287	3,376	9.39	0.11	3,338	6,980
Mit.	1.26	4.91	1.02	6.11	0.01	0.02	0.36	0.38	0.02	0.06	0.09	45.1	1,290	1,335	4.60	0.07	1,186	2,656
% Reduced	—	19%	—	—	—	—	—	—	—	—	—	50%	61%	60%	51%	37%	64%	62%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.49	7.21	1.07	12.9	0.01	0.03	0.36	0.39	0.04	0.06	0.10	89.7	3,320	3,410	9.39	0.14	3,340	7,027

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Mit.	2.49	6.04	1.07	12.9	0.01	0.03	0.36	0.39	0.04	0.06	0.10	45.1	1,324	1,369	4.60	0.10	1,188	2,702
% Reduced	—	16%	—	—	—	—	—	—	—	—	—	50%	60%	60%	51%	28%	64%	62%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	1.32	0.20	2.35	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	14.9	550	565	1.55	0.02	553	1,163
Mit.	0.45	1.10	0.20	2.35	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	7.46	219	227	0.76	0.02	197	447
% Reduced	—	16%	—	—	—	—	—	—	—	—	—	50%	60%	60%	51%	28%	64%	62%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.27	1.21	0.79	5.73	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,132	1,132	0.07	0.06	4.59	1,156
Area	1.36	6.16	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.04	—	43.7
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	2.65	7.37	1.02	13.5	0.01	0.03	0.36	0.39	0.04	0.06	0.10	89.7	3,351	3,441	9.38	0.14	3,342	7,060
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.25	1.18	0.86	5.97	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,099	1,099	0.08	0.07	0.12	1,120
Area	—	4.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79

Exhibit A
Attachment 2

Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	1.26	6.09	1.02	6.11	0.01	0.02	0.36	0.38	0.02	0.06	0.09	89.7	3,287	3,376	9.39	0.11	3,338	6,980
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24	1.17	0.85	5.82	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,104	1,104	0.08	0.06	1.98	1,127
Area	1.23	6.04	0.06	6.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.5	28.5	< 0.005	0.04	—	39.5
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	2.49	7.21	1.07	12.9	0.01	0.03	0.36	0.39	0.04	0.06	0.10	89.7	3,320	3,410	9.39	0.14	3,340	7,027
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	0.21	0.16	1.06	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	183	183	0.01	0.01	0.33	187
Area	0.22	1.10	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	6.54
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	362	362	0.06	0.01	—	365
Water	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46
Waste	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553
Total	0.45	1.32	0.20	2.35	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	14.9	550	565	1.55	0.02	553	1,163

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.27	1.21	0.79	5.73	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,132	1,132	0.07	0.06	4.59	1,156

Exhibit A
Attachment 2

Area	1.36	4.98	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.04	—	43.7
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	2.65	6.20	1.02	13.5	0.01	0.03	0.36	0.39	0.04	0.06	0.10	45.1	1,355	1,400	4.59	0.10	1,190	2,736
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.25	1.18	0.86	5.97	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,099	1,099	0.08	0.07	0.12	1,120
Area	—	3.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	1.26	4.91	1.02	6.11	0.01	0.02	0.36	0.38	0.02	0.06	0.09	45.1	1,290	1,335	4.60	0.07	1,186	2,656
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24	1.17	0.85	5.82	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,104	1,104	0.08	0.06	1.98	1,127
Area	1.23	4.86	0.06	6.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.5	28.5	< 0.005	0.04	—	39.5
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	2.49	6.04	1.07	12.9	0.01	0.03	0.36	0.39	0.04	0.06	0.10	45.1	1,324	1,369	4.60	0.10	1,188	2,702
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	0.21	0.16	1.06	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	183	183	0.01	0.01	0.33	187
Area	0.22	0.89	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	6.54
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

Exhibit A
Attachment 2

Water	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42
Waste	—	—	—	—	—	—	—	—	—	—	—	7.39	0.00	7.39	0.74	0.00	—	25.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196
Total	0.45	1.10	0.20	2.35	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	7.46	219	227	0.76	0.02	197	447

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.52	1.27	12.8	11.2	0.02	0.58	—	0.58	0.53	—	0.53	—	1,668	1,668	0.07	0.01	—	1,674
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.9	22.9	< 0.005	< 0.005	—	22.9

Exhibit A

Attachment 2

Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	[illegible]	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.78	3.78	< 0.005	< 0.005	—	3.80
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.6	31.6	< 0.005	< 0.005	0.15	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.22	5.62	9.75	0.02	0.06	—	0.06	0.06	—	0.06	—	1,810	1,810	0.07	0.01	—	1,816
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.08	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.8	24.8	< 0.005	< 0.005	—	24.9
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.10	4.10	< 0.005	< 0.005	—	4.12

Exhibit A
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Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—			
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.6	31.6	< 0.005	< 0.005	0.15	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2023) - Unmitigated

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

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

Exhibit A
Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	1.96	1.64	16.6	16.9	0.02	0.76	—	0.76	0.70	—	0.70	—	2,539	2,539	0.10	0.02	—	2,548
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.9	20.9	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.46	3.46	< 0.005	< 0.005	—	3.47
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Worker	0.06	0.06	0.04	0.47	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	79.0	79.0	< 0.005	< 0.005	0.37	80.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.65	8.42	14.4	0.02	0.27	—	0.27	0.25	—	0.25	—	2,539	2,539	0.10	0.02	—	2,548

Exhibit A
Attachment 2

Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—			
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.9	20.9	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.46	3.46	< 0.005	< 0.005	—	3.47
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.47	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	79.0	79.0	< 0.005	< 0.005	0.37	80.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.14	1.79	17.4	15.9	0.02	0.82	—	0.82	0.76	—	0.76	—	2,377	2,377	0.10	0.02	—	2,385
Dust From Material Movement	—	—	—	—	—	—	1.85	1.85	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A

Attachment 2

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.15	0.12	1.19	1.09	< 0.005	0.06	—	0.06	0.05	—	0.05	—	163	163	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.13	0.13	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.0	27.0	< 0.005	< 0.005	—	27.0
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	63.2	63.2	< 0.005	< 0.005	0.30	64.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.05	4.01	1.30	0.03	0.05	0.17	0.22	0.05	0.06	0.11	—	2,726	2,726	0.14	0.44	5.18	2,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.18	4.18	< 0.005	< 0.005	0.01	4.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A

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Hauling	0.01	< 0.005	0.28	0.09	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	187	187	0.01	0.03	0.15	196
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.9	30.9	< 0.005	< 0.005	0.03	32.5

3.6. Grading (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.39	10.2	17.7	0.03	0.08	—	0.08	0.08	—	0.08	—	2,944	2,944	0.12	0.02	—	2,954
Dust From Material Movement	—	—	—	—	—	—	1.98	1.98	—	0.91	0.91	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.70	1.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	202	202	0.01	< 0.005	—	202
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.06	0.06	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.13	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.4	33.4	< 0.005	< 0.005	—	33.5
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	63.2	63.2	< 0.005	< 0.005	0.30	64.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.05	4.01	1.30	0.03	0.05	0.17	0.22	0.05	0.06	0.11	—	2,726	2,726	0.14	0.44	5.18	2,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.18	4.18	< 0.005	< 0.005	0.01	4.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.28	0.09	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	187	187	0.01	0.03	0.15	196
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.9	30.9	< 0.005	< 0.005	0.03	32.5

Exhibit A
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3.7. Building Construction (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.27	2.57	2.86	0.01	0.12	—	0.12	0.11	—	0.11	—	521	521	0.02	< 0.005	—	523
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.47	0.52	< 0.005	0.02	—	0.02	0.02	—	0.02	—	86.2	86.2	< 0.005	< 0.005	—	86.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Worker	0.36	0.34	0.22	2.77	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	467	467	0.03	0.02	2.19	476
Vendor	0.06	0.03	1.05	0.44	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	1.71	701
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.26	2.71	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	448	448	0.03	0.02	0.06	454
Vendor	0.06	0.03	1.08	0.45	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	0.04	699
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	97.9	97.9	0.01	< 0.005	0.20	99.6
Vendor	0.01	0.01	0.24	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	145	145	0.01	0.02	0.16	152
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.2	16.2	< 0.005	< 0.005	0.03	16.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	24.1	24.1	< 0.005	< 0.005	0.03	25.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2023) - Mitigated

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

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

Exhibit A
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Off-Road Equipment	0.66	0.59	9.30	15.0	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	0.59	9.30	15.0	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.13	2.02	3.26	0.01	0.03	—	0.03	0.03	—	0.03	—	521	521	0.02	< 0.005	—	523
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.37	0.60	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	86.2	86.2	< 0.005	< 0.005	—	86.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.34	0.22	2.77	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	467	467	0.03	0.02	2.19	476
Vendor	0.06	0.03	1.05	0.44	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	1.71	701
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.26	2.71	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	448	448	0.03	0.02	0.06	454

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Vendor	0.06	0.03	1.08	0.45	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	0.04	699
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	97.9	97.9	0.01	< 0.005	0.20	99.6
Vendor	0.01	0.01	0.24	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	145	145	0.01	0.02	0.16	152
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.2	16.2	< 0.005	< 0.005	0.03	16.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	24.1	24.1	< 0.005	< 0.005	0.03	25.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.40	0.33	3.10	3.62	0.01	0.14	—	0.14	0.13	—	0.13	—	662	662	0.03	0.01	—	664
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.57	0.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	110	110	< 0.005	< 0.005	—	110
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	0.21	2.58	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	459	459	0.03	0.02	2.04	467
Vendor	0.06	0.03	1.00	0.40	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	660	660	0.02	0.10	1.71	691
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.23	2.52	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	440	440	0.03	0.02	0.05	446
Vendor	0.05	0.03	1.03	0.42	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	661	661	0.02	0.10	0.04	690
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	122	122	0.01	0.01	0.24	124
Vendor	0.02	0.01	0.28	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	182	182	0.01	0.03	0.20	191
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	20.2	20.2	< 0.005	< 0.005	0.04	20.6

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Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.58	9.26	15.0	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.58	9.26	15.0	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.16	2.55	4.14	0.01	0.03	—	0.03	0.03	—	0.03	—	662	662	0.03	0.01	—	664
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.47	0.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	110	110	< 0.005	< 0.005	—	110
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	0.21	2.58	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	459	459	0.03	0.02	2.04	467
Vendor	0.06	0.03	1.00	0.40	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	660	660	0.02	0.10	1.71	691
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.23	2.52	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	440	440	0.03	0.02	0.05	446
Vendor	0.05	0.03	1.03	0.42	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	661	661	0.02	0.10	0.04	690
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	122	122	0.01	0.01	0.24	124
Vendor	0.02	0.01	0.28	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	182	182	0.01	0.03	0.20	191
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	20.2	20.2	< 0.005	< 0.005	0.04	20.6
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2024) - Unmitigated

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

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

Exhibit A

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Off-Road Equipment	1.01	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.32	0.41	< 0.005	0.02	—	0.02	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	—	62.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	93.2	93.2	0.01	< 0.005	0.41	94.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	8.58	10.6	0.01	0.32	—	0.32	0.29	—	0.29	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.35	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	—	62.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A

Attachment 2

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	< 0.005	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	93.2	93.2	0.01	< 0.005	0.41	94.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2024) - Unmitigated

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

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

Exhibit A

Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	9.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	91.8	91.8	0.01	< 0.005	0.41	93.5

Exhibit A
Attachment 2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.20	0.20	< 0.005	< 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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	5.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	91.8	91.8	0.01	< 0.005	0.41	93.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.23

Exhibit A
Attachment 2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.20	0.20	< 0.005	< 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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	2.40	3.83	0.01	0.11	—	0.11	0.10	—	0.10	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	2.40	3.83	0.01	0.11	—	0.11	0.10	—	0.10	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.30	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.6	71.6	< 0.005	< 0.005	—	71.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.01	0.01	0.05	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.9	11.9	< 0.005	< 0.005	—	11.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.1	31.1	< 0.005	< 0.005	0.14	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	29.8	29.8	< 0.005	< 0.005	< 0.005	30.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Trenching (2024) - Mitigated

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

Exhibit A

Attachment 2

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.36	4.06	0.01	0.01	—	0.01	0.01	—	0.01	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.36	4.06	0.01	0.01	—	0.01	0.01	—	0.01	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.29	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	71.6	71.6	< 0.005	< 0.005	—	71.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.9	11.9	< 0.005	< 0.005	—	11.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.1	31.1	< 0.005	< 0.005	0.14	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
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Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	29.8	29.8	< 0.005	< 0.005	< 0.005	30.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

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

Exhibit A

Attachment 2

Unrefrigerated Warehou Rail	0.36	0.34	0.22	1.61	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	318	318	0.02	0.02	1.29	325
General Office Building	0.01	0.01	0.01	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.93	8.93	< 0.005	< 0.005	0.04	9.12
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.91	0.86	0.56	4.07	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	804	804	0.05	0.04	3.26	822
Total	1.27	1.21	0.79	5.73	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,132	1,132	0.07	0.06	4.59	1,156
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.35	0.33	0.24	1.68	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	309	309	0.02	0.02	0.03	315
General Office Building	0.01	0.01	0.01	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.67	8.67	< 0.005	< 0.005	< 0.005	8.84
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.89	0.84	0.61	4.24	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	781	781	0.06	0.05	0.08	796
Total	1.25	1.18	0.86	5.97	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,099	1,099	0.08	0.07	0.12	1,120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A

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Unrefrigerated Warehouse-No Rail	0.06	0.06	0.04	0.30	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	51.4	51.4	< 0.005	< 0.005	0.09	52.5
General Office Building	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.44	1.44	< 0.005	< 0.005	< 0.005	1.47
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.16	0.15	0.11	0.75	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	130	130	0.01	0.01	0.23	133
Total	0.23	0.21	0.16	1.06	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	183	183	0.01	0.01	0.33	187

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.36	0.34	0.22	1.61	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	318	318	0.02	0.02	1.29	325
General Office Building	0.01	0.01	0.01	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.93	8.93	< 0.005	< 0.005	0.04	9.12
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Refrigerated	0.91	0.86	0.56	4.07	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	804	804	0.05	0.04	3.26	822
Total	1.27	1.21	0.79	5.73	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,132	1,132	0.07	0.06	4.59	1,156
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.35	0.33	0.24	1.68	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	309	309	0.02	0.02	0.03	315
General Office Building	0.01	0.01	0.01	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.67	8.67	< 0.005	< 0.005	< 0.005	8.84
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.89	0.84	0.61	4.24	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	781	781	0.06	0.05	0.08	796
Total	1.25	1.18	0.86	5.97	0.01	0.01	0.36	0.37	0.01	0.06	0.08	—	1,099	1,099	0.08	0.07	0.12	1,120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.06	0.06	0.04	0.30	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	51.4	51.4	< 0.005	< 0.005	0.09	52.5
General Office Building	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.44	1.44	< 0.005	< 0.005	< 0.005	1.47
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Refrigerated	0.16	0.15	0.11	0.75	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	130	130	0.01	0.01	0.23	133
Total	0.23	0.21	0.16	1.06	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	183	183	0.01	0.01	0.33	187

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	294	294	0.05	0.01	—	297
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	—	16.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,686	1,686	0.27	0.03	—	1,703
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,996	1,996	0.32	0.04	—	2,016
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
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Unrefrigerated Warehou Rail	—	—	—	—	—	—	—	—	—	—	—	—	294	294	0.05	0.01	—	297
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	—	16.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,686	1,686	0.27	0.03	—	1,703
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,996	1,996	0.32	0.04	—	2,016
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	48.6	48.6	0.01	< 0.005	—	49.1
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2.68	2.68	< 0.005	< 0.005	—	2.71
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	279	279	0.05	0.01	—	282
Total	—	—	—	—	—	—	—	—	—	—	—	—	331	331	0.05	0.01	—	334

4.2.2. Electricity Emissions By Land Use - Mitigated

Exhibit A

Attachment 2

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7

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General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.6	15.6	< 0.005	< 0.005	—	15.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.67	1.67	< 0.005	< 0.005	—	1.67
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.3
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Exhibit A
Attachment 2

Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.6	15.6	< 0.005	< 0.005	—	15.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.67	1.67	< 0.005	< 0.005	—	1.67
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Exhibit A
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Refrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.3
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.36	1.26	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.04	—	43.7
Total	1.36	6.16	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.04	—	43.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	4.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	[illegible]	[illegible]
Consumer Products	—	0.69	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.21	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	6.54
Total	0.22	1.10	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	6.54

4.3.1. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.36	1.26	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.04	—	43.7
Total	1.36	4.98	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.04	—	43.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Consumer	—	3.49	—	—	—	—	—	—	—	—	—	—	—	—	—			
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	3.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.21	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	6.54
Total	0.22	0.89	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	6.54

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

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

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General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46

4.4.1. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	25.1	0.00	25.1	2.51	0.00	—	87.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.70	0.00	0.70	0.07	0.00	—	2.44
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	63.4	0.00	63.4	6.34	0.00	—	222
Total	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	25.1	0.00	25.1	2.51	0.00	—	87.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.70	0.00	0.70	0.07	0.00	—	2.44
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	63.4	0.00	63.4	6.34	0.00	—	222
Total	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	4.16	0.00	4.16	0.42	0.00	—	14.6
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.12	0.00	0.12	0.01	0.00	—	0.40
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	10.5	0.00	10.5	1.05	0.00	—	36.7
Total	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7

4.5.1. Mitigated

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

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Attachment 2

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	43.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.22
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	31.7	0.00	31.7	3.17	0.00	—	111
Total	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	43.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.22
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated	—	—	—	—	—	—	—	—	—	—	—	31.7	0.00	31.7	3.17	0.00	—	111
Total	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	2.08	0.00	2.08	0.21	0.00	—	7.28
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.06	0.00	0.06	0.01	0.00	—	0.20
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.25	0.00	5.25	0.52	0.00	—	18.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.39	0.00	7.39	0.74	0.00	—	25.9

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

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Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

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General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

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4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Clearing	Site Preparation	7/1/2023	7/7/2023	5.00	5.00	—
Site Preparation	Site Preparation	7/8/2023	7/12/2023	5.00	3.00	—
Grading	Grading	7/13/2023	8/16/2023	5.00	25.0	—
Building Construction	Building Construction	9/12/2023	5/20/2024	5.00	180	—
Paving	Paving	7/31/2024	8/20/2024	5.00	15.0	—
Architectural Coating	Architectural Coating	8/29/2024	9/4/2024	5.00	5.00	—
Utilities	Trenching	9/27/2024	11/28/2024	5.00	45.0	—

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
Clearing	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	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

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Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Utilities	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Clearing	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Clearing	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	36.0	0.38
Clearing	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
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	1.00	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

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Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 3	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Utilities	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	2.00	8.00	84.0	0.37
Clearing	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Clearing	—	—	—	—
Clearing	Worker	5.00	8.10	LDA,LDT1,LDT2
Clearing	Vendor	—	6.90	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT
Clearing	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	12.5	8.10	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—

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Grading	Worker	10.0	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	36.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.9	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	28.9	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.10	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utilities	—	—	—	—
Utilities	Worker	5.00	8.10	LDA,LDT1,LDT2
Utilities	Vendor	—	6.90	HHDT,MHDT
Utilities	Hauling	0.00	20.0	HHDT
Utilities	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Clearing	—	—	—	—
Clearing	Worker	5.00	8.10	LDA,LDT1,LDT2
Clearing	Vendor	—	6.90	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT
Clearing	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	12.5	8.10	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	36.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.9	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	28.9	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.10	LDA,LDT1,LDT2

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Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utilities	—	—	—	—
Utilities	Worker	5.00	8.10	LDA,LDT1,LDT2
Utilities	Vendor	—	6.90	HHDT,MHDT
Utilities	Hauling	0.00	20.0	HHDT
Utilities	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	2,085	0.00	3,241

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Clearing	—	—	2.50	0.00	—
Site Preparation	—	0.00	1.50	0.00	—
Grading	—	7,200	37.5	0.00	—
Paving	0.00	0.00	0.00	0.00	1.24

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5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%
Other Asphalt Surfaces	1.24	100%
Refrigerated Warehouse-No Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	71.8	71.8	71.8	26,193	362	362	362	132,100
General Office Building	2.01	2.01	2.01	734	10.1	10.1	10.1	3,703
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Refrigerated Warehouse-No Rail	181	181	181	66,155	914	914	914	333,638

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	71.8	71.8	71.8	26,193	362	362	362	132,100
General Office Building	2.01	2.01	2.01	734	10.1	10.1	10.1	3,703
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	181	181	181	66,155	914	914	914	333,638

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	264,314	88,105	3,241

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00

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Summer Days	day/yr	330

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	330

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	525,405	204	0.0330	0.0040	294,690
General Office Building	29,011	204	0.0330	0.0040	31,397
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	3,017,727	204	0.0330	0.0040	268,996

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	0.00	204	0.0330	0.0040	294,690
General Office Building	< 0.005	204	0.0330	0.0040	31,397
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	< 0.005	204	0.0330	0.0040	268,996

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5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	0.00	0.00
General Office Building	247,050	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	0.00	0.00
General Office Building	222,715	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	46.6	0.00
General Office Building	1.29	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	118	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	23.3	0.00
General Office Building	0.65	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	58.9	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
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	0.00	7.50	7.50	7.50	25.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	0.00	7.50	7.50	7.50	25.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	—	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	2.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	User Defined	2,200	7.50	7.50	2.00	25.0

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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
—	—

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Based on schedule information provided by the project applicant.
Construction: Off-Road Equipment	Based on equipment usage provided by the project applicant. Model defaults applied for building construction and architectural coating phases.

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Construction: Dust From Material Movement	Based on estimated 7200 cy to be exported. No fill material to be imported.
Operations: Vehicle Data	Based on trip-gen rates derived from the traffic analysis prepared for this project (1.447258 trips/KSF)
Operations: Consumer Products	Project is not a city park or golf course, application of pesticides/fertilizers do not apply.
Operations: Water and Waste Water	Storage areas not anticipated to require water use. Water use for office building area based on model defaults. Exterior landscaping negligible.
Construction: Architectural Coatings	Office interior coverage area based on model defaults. Remaining interior/exterior areas constructed with prefinished materials or materials that do not require painting.
Operations: Refrigerants	Unrefrigerated storage areas do not require refrigerants. Refrigerants for office and refrigerated storage based on model defaults.

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Nutwood Mini Storage Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Nutwood Mini Storage
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	15.6
Location	35.57850002755643, -120.70139135226397
County	San Luis Obispo
City	Unincorporated
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3309
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	49.6	1000sqft	1.14	49,585	0.00	—	—	Unrefrigerated
General Office Building	1.39	1000sqft	0.03	1,390	0.00	—	—	Office

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Other Asphalt Surfaces	1.24	Acre	1.24	0.00	0.00	—	—	Paving
Refrigerated Warehouse-No Rail	125	1000sqft	2.87	125,234	0.00	—	—	Refrigerated

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-4	Require Low-Flow Water Fixtures
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Unmit.	2.40	9.54	21.5	17.5	0.05	0.87	2.56	3.42	0.80	1.09	1.89	—	5,166	5,166	0.24	0.46	5.47	5,315
Mit.	1.08	5.67	14.3	19.3	0.06	0.32	2.69	2.82	0.29	1.10	1.23	—	5,733	5,733	0.26	0.46	5.47	5,884
% Reduced	55%	41%	34%	-10%	-10%	63%	-5%	18%	64%	-1%	35%	—	-11%	-11%	-10%	-1%	—	-11%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.92	1.62	13.1	16.3	0.03	0.56	0.59	1.15	0.52	0.15	0.66	—	3,515	3,515	0.15	0.14	0.10	3,559
Mit.	1.07	0.96	10.6	18.2	0.03	0.14	0.59	0.73	0.13	0.15	0.28	—	3,515	3,515	0.15	0.14	0.10	3,559
% Reduced	44%	41%	19%	-11%	—	76%	—	37%	75%	—	58%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.62	0.63	4.65	5.37	0.01	0.20	0.34	0.54	0.18	0.13	0.31	—	1,163	1,163	0.05	0.06	0.53	1,183
Mit.	0.31	0.36	3.56	5.94	0.01	0.05	0.35	0.39	0.05	0.13	0.17	—	1,203	1,203	0.05	0.06	0.53	1,224
% Reduced	50%	42%	23%	-11%	—	74%	-3%	27%	74%	-1%	46%	—	-4%	-4%	-3%	—	—	-3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.12	0.85	0.98	< 0.005	0.04	0.06	0.10	0.03	0.02	0.06	—	192	192	0.01	0.01	0.09	196
Mit.	0.06	0.07	0.65	1.08	< 0.005	0.01	0.06	0.07	0.01	0.02	0.03	—	199	199	0.01	0.01	0.09	203
% Reduced	50%	42%	23%	-11%	-4%	74%	-3%	27%	74%	-1%	46%	—	-4%	-4%	-3%	-1%	—	-3%

2.2. Construction Emissions by Year, Unmitigated

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

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

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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	[illegible]	[illegible]
2023	2.40	1.90	21.5	17.5	0.05	0.87	2.56	3.42	0.80	1.09	1.89	—	5,166	5,166	0.24	0.46	5.47	5,315
2024	1.84	9.54	12.4	16.1	0.03	0.51	0.59	1.10	0.47	0.15	0.61	—	3,517	3,517	0.15	0.14	3.75	3,565
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.92	1.62	13.1	16.3	0.03	0.56	0.59	1.15	0.52	0.15	0.66	—	3,515	3,515	0.15	0.14	0.10	3,559
2024	1.82	1.54	12.5	16.0	0.03	0.51	0.59	1.10	0.47	0.15	0.61	—	3,498	3,498	0.15	0.14	0.10	3,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.62	0.51	4.65	5.04	0.01	0.20	0.34	0.54	0.18	0.13	0.31	—	1,163	1,163	0.05	0.06	0.53	1,183
2024	0.59	0.63	4.08	5.37	0.01	0.17	0.17	0.34	0.16	0.04	0.20	—	1,110	1,110	0.05	0.04	0.46	1,123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.11	0.09	0.85	0.92	< 0.005	0.04	0.06	0.10	0.03	0.02	0.06	—	192	192	0.01	0.01	0.09	196
2024	0.11	0.12	0.74	0.98	< 0.005	0.03	0.03	0.06	0.03	0.01	0.04	—	184	184	0.01	0.01	0.08	186

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.08	0.96	14.3	19.3	0.06	0.27	2.69	2.82	0.25	1.10	1.23	—	5,733	5,733	0.26	0.46	5.47	5,884
2024	1.04	5.67	10.5	18.0	0.03	0.32	0.59	0.72	0.29	0.15	0.31	—	3,517	3,517	0.15	0.14	3.75	3,565
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.07	0.96	10.6	18.2	0.03	0.14	0.59	0.73	0.13	0.15	0.28	—	3,515	3,515	0.15	0.14	0.10	3,559

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2024	1.03	0.91	10.5	17.9	0.03	0.13	0.59	0.72	0.12	0.15	0.27	—	3,498	3,498	0.15	0.14	0.10	3,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.29	0.25	3.44	5.52	0.01	0.04	0.35	0.39	0.04	0.13	0.17	—	1,203	1,203	0.05	0.06	0.53	1,224
2024	0.31	0.36	3.56	5.94	0.01	0.05	0.17	0.22	0.05	0.04	0.09	—	1,110	1,110	0.05	0.04	0.46	1,123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.05	0.05	0.63	1.01	< 0.005	0.01	0.06	0.07	0.01	0.02	0.03	—	199	199	0.01	0.01	0.09	203
2024	0.06	0.07	0.65	1.08	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	184	184	0.01	0.01	0.08	186

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.45	7.19	0.81	12.4	0.01	0.03	0.36	0.39	0.04	0.06	0.10	89.7	3,250	3,339	9.37	0.18	3,340	6,967
Mit.	2.45	6.01	0.81	12.4	0.01	0.03	0.36	0.39	0.04	0.06	0.10	45.1	1,253	1,298	4.58	0.14	1,189	2,643
% Reduced	—	16%	—	—	—	—	—	—	—	—	—	50%	61%	61%	51%	22%	64%	62%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.07	5.91	0.80	4.90	0.01	0.02	0.36	0.38	0.02	0.06	0.09	89.7	3,189	3,278	9.37	0.10	3,338	6,879
Mit.	1.07	4.73	0.80	4.90	0.01	0.02	0.36	0.38	0.02	0.06	0.09	45.1	1,192	1,237	4.58	0.06	1,186	2,555
% Reduced	—	20%	—	—	—	—	—	—	—	—	—	50%	63%	62%	51%	41%	64%	63%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.30	7.04	0.85	11.7	0.01	0.03	0.36	0.39	0.03	0.06	0.10	89.7	3,222	3,312	9.37	0.17	3,339	6,936

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Mit.	2.30	5.86	0.85	11.7	0.01	0.03	0.36	0.39	0.03	0.06	0.10	45.1	1,225	1,270	4.58	0.13	1,187	2,611
% Reduced	—	17%	—	—	—	—	—	—	—	—	—	50%	62%	62%	51%	23%	64%	62%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.42	1.28	0.16	2.14	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	14.9	533	548	1.55	0.03	553	1,148
Mit.	0.42	1.07	0.16	2.14	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	7.46	203	210	0.76	0.02	197	432
% Reduced	—	17%	—	—	—	—	—	—	—	—	—	50%	62%	62%	51%	23%	64%	62%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.07	1.02	0.59	4.59	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,030	1,030	0.06	0.05	2.83	1,050
Area	1.36	6.16	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.08	—	56.6
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	2.45	7.19	0.81	12.4	0.01	0.03	0.36	0.39	0.04	0.06	0.10	89.7	3,250	3,339	9.37	0.18	3,340	6,967
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.05	1.00	0.64	4.77	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,001	1,001	0.06	0.06	0.07	1,019
Area	—	4.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79

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Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	1.07	5.91	0.80	4.90	0.01	0.02	0.36	0.38	0.02	0.06	0.09	89.7	3,189	3,278	9.37	0.10	3,338	6,879
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.05	0.99	0.63	4.65	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,006	1,006	0.06	0.06	1.22	1,025
Area	1.23	6.04	0.06	6.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.5	28.5	< 0.005	0.08	—	51.2
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	2.30	7.04	0.85	11.7	0.01	0.03	0.36	0.39	0.03	0.06	0.10	89.7	3,222	3,312	9.37	0.17	3,339	6,936
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.18	0.12	0.85	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	166	166	0.01	0.01	0.20	170
Area	0.22	1.10	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	8.47
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	362	362	0.06	0.01	—	365
Water	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46
Waste	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553
Total	0.42	1.28	0.16	2.14	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	14.9	533	548	1.55	0.03	553	1,148

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.07	1.02	0.59	4.59	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,030	1,030	0.06	0.05	2.83	1,050

Exhibit A
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Area	1.36	4.98	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.08	—	56.6
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	2.45	6.01	0.81	12.4	0.01	0.03	0.36	0.39	0.04	0.06	0.10	45.1	1,253	1,298	4.58	0.14	1,189	2,643
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.05	1.00	0.64	4.77	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,001	1,001	0.06	0.06	0.07	1,019
Area	—	3.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	1.07	4.73	0.80	4.90	0.01	0.02	0.36	0.38	0.02	0.06	0.09	45.1	1,192	1,237	4.58	0.06	1,186	2,555
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.05	0.99	0.63	4.65	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,006	1,006	0.06	0.06	1.22	1,025
Area	1.23	4.86	0.06	6.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.5	28.5	< 0.005	0.08	—	51.2
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	2.30	5.86	0.85	11.7	0.01	0.03	0.36	0.39	0.03	0.06	0.10	45.1	1,225	1,270	4.58	0.13	1,187	2,611
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.18	0.12	0.85	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	166	166	0.01	0.01	0.20	170
Area	0.22	0.89	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	8.47
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

Exhibit A
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Water	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42
Waste	—	—	—	—	—	—	—	—	—	—	—	7.39	0.00	7.39	0.74	0.00	—	25.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196
Total	0.42	1.07	0.16	2.14	< 0.005	0.01	0.07	0.07	0.01	0.01	0.02	7.46	203	210	0.76	0.02	197	432

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.52	1.27	12.8	11.2	0.02	0.58	—	0.58	0.53	—	0.53	—	1,668	1,668	0.07	0.01	—	1,674
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.9	22.9	< 0.005	< 0.005	—	22.9

Exhibit A
Attachment 2

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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.78	3.78	< 0.005	< 0.005	—	3.80
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.6	31.6	< 0.005	< 0.005	0.15	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A

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Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.22	5.62	9.75	0.02	0.06	—	0.06	0.06	—	0.06	—	1,810	1,810	0.07	0.01	—	1,816
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.08	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.8	24.8	< 0.005	< 0.005	—	24.9
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.10	4.10	< 0.005	< 0.005	—	4.12

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Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—			
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.6	31.6	< 0.005	< 0.005	0.15	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2023) - Unmitigated

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	1.96	1.64	16.6	16.9	0.02	0.76	—	0.76	0.70	—	0.70	—	2,539	2,539	0.10	0.02	—	2,548
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.9	20.9	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.46	3.46	< 0.005	< 0.005	—	3.47
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Worker	0.06	0.06	0.04	0.47	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	79.0	79.0	< 0.005	< 0.005	0.37	80.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.65	8.42	14.4	0.02	0.27	—	0.27	0.25	—	0.25	—	2,539	2,539	0.10	0.02	—	2,548

Exhibit A

Attachment 2

Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—			
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.9	20.9	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.46	3.46	< 0.005	< 0.005	—	3.47
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.47	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	79.0	79.0	< 0.005	< 0.005	0.37	80.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.14	1.79	17.4	15.9	0.02	0.82	—	0.82	0.76	—	0.76	—	2,377	2,377	0.10	0.02	—	2,385
Dust From Material Movement	—	—	—	—	—	—	1.85	1.85	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.15	0.12	1.19	1.09	< 0.005	0.06	—	0.06	0.05	—	0.05	—	163	163	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.13	0.13	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.0	27.0	< 0.005	< 0.005	—	27.0
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	63.2	63.2	< 0.005	< 0.005	0.30	64.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.05	4.01	1.30	0.03	0.05	0.17	0.22	0.05	0.06	0.11	—	2,726	2,726	0.14	0.44	5.18	2,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.18	4.18	< 0.005	< 0.005	0.01	4.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A

Attachment 2

Hauling	0.01	< 0.005	0.28	0.09	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	187	187	0.01	0.03	0.15	196
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.9	30.9	< 0.005	< 0.005	0.03	32.5

3.6. Grading (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.39	10.2	17.7	0.03	0.08	—	0.08	0.08	—	0.08	—	2,944	2,944	0.12	0.02	—	2,954
Dust From Material Movement	—	—	—	—	—	—	1.98	1.98	—	0.91	0.91	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.70	1.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	202	202	0.01	< 0.005	—	202
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.06	0.06	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.13	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.4	33.4	< 0.005	< 0.005	—	33.5
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	63.2	63.2	< 0.005	< 0.005	0.30	64.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.05	4.01	1.30	0.03	0.05	0.17	0.22	0.05	0.06	0.11	—	2,726	2,726	0.14	0.44	5.18	2,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.18	4.18	< 0.005	< 0.005	0.01	4.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.28	0.09	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	187	187	0.01	0.03	0.15	196
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.9	30.9	< 0.005	< 0.005	0.03	32.5

Exhibit A
Attachment 2

3.7. Building Construction (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.27	2.57	2.86	0.01	0.12	—	0.12	0.11	—	0.11	—	521	521	0.02	< 0.005	—	523
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.47	0.52	< 0.005	0.02	—	0.02	0.02	—	0.02	—	86.2	86.2	< 0.005	< 0.005	—	86.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Worker	0.36	0.34	0.22	2.77	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	467	467	0.03	0.02	2.19	476
Vendor	0.06	0.03	1.05	0.44	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	1.71	701
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.26	2.71	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	448	448	0.03	0.02	0.06	454
Vendor	0.06	0.03	1.08	0.45	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	0.04	699
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	97.9	97.9	0.01	< 0.005	0.20	99.6
Vendor	0.01	0.01	0.24	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	145	145	0.01	0.02	0.16	152
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.2	16.2	< 0.005	< 0.005	0.03	16.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	24.1	24.1	< 0.005	< 0.005	0.03	25.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2023) - Mitigated

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

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

Exhibit A

Attachment 2

Off-Road Equipment	0.66	0.59	9.30	15.0	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	0.59	9.30	15.0	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.13	2.02	3.26	0.01	0.03	—	0.03	0.03	—	0.03	—	521	521	0.02	< 0.005	—	523
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.37	0.60	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	86.2	86.2	< 0.005	< 0.005	—	86.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.34	0.22	2.77	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	467	467	0.03	0.02	2.19	476
Vendor	0.06	0.03	1.05	0.44	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	1.71	701
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.26	2.71	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	448	448	0.03	0.02	0.06	454

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Vendor	0.06	0.03	1.08	0.45	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	0.04	699
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	97.9	97.9	0.01	< 0.005	0.20	99.6
Vendor	0.01	0.01	0.24	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	145	145	0.01	0.02	0.16	152
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.2	16.2	< 0.005	< 0.005	0.03	16.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	24.1	24.1	< 0.005	< 0.005	0.03	25.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.40	0.33	3.10	3.62	0.01	0.14	—	0.14	0.13	—	0.13	—	662	662	0.03	0.01	—	664
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.57	0.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	110	110	< 0.005	< 0.005	—	110
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	0.21	2.58	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	459	459	0.03	0.02	2.04	467
Vendor	0.06	0.03	1.00	0.40	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	660	660	0.02	0.10	1.71	691
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.23	2.52	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	440	440	0.03	0.02	0.05	446
Vendor	0.05	0.03	1.03	0.42	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	661	661	0.02	0.10	0.04	690
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	122	122	0.01	0.01	0.24	124
Vendor	0.02	0.01	0.28	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	182	182	0.01	0.03	0.20	191
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	20.2	20.2	< 0.005	< 0.005	0.04	20.6

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Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.58	9.26	15.0	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.58	9.26	15.0	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.16	2.55	4.14	0.01	0.03	—	0.03	0.03	—	0.03	—	662	662	0.03	0.01	—	664
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.47	0.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	110	110	< 0.005	< 0.005	—	110
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	0.21	2.58	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	459	459	0.03	0.02	2.04	467
Vendor	0.06	0.03	1.00	0.40	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	660	660	0.02	0.10	1.71	691
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.23	2.52	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	440	440	0.03	0.02	0.05	446
Vendor	0.05	0.03	1.03	0.42	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	661	661	0.02	0.10	0.04	690
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	122	122	0.01	0.01	0.24	124
Vendor	0.02	0.01	0.28	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	182	182	0.01	0.03	0.20	191
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	20.2	20.2	< 0.005	< 0.005	0.04	20.6
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2024) - Unmitigated

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

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

Exhibit A

Attachment 2

Off-Road Equipment	1.01	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.32	0.41	< 0.005	0.02	—	0.02	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	—	62.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	93.2	93.2	0.01	< 0.005	0.41	94.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
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Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	8.58	10.6	0.01	0.32	—	0.32	0.29	—	0.29	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.35	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	—	62.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	< 0.005	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	93.2	93.2	0.01	< 0.005	0.41	94.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2024) - Unmitigated

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

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

Exhibit A
Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	9.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	91.8	91.8	0.01	< 0.005	0.41	93.5

Exhibit A
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Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.20	0.20	< 0.005	< 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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	5.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	91.8	91.8	0.01	< 0.005	0.41	93.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.23

Exhibit A
Attachment 2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.20	0.20	< 0.005	< 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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	2.40	3.83	0.01	0.11	—	0.11	0.10	—	0.10	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	2.40	3.83	0.01	0.11	—	0.11	0.10	—	0.10	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.30	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.6	71.6	< 0.005	< 0.005	—	71.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A

Attachment 2

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.01	0.01	0.05	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.9	11.9	< 0.005	< 0.005	—	11.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.1	31.1	< 0.005	< 0.005	0.14	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	29.8	29.8	< 0.005	< 0.005	< 0.005	30.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Trenching (2024) - Mitigated

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

Exhibit A

Attachment 2

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.36	4.06	0.01	0.01	—	0.01	0.01	—	0.01	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.36	4.06	0.01	0.01	—	0.01	0.01	—	0.01	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.29	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	71.6	71.6	< 0.005	< 0.005	—	71.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.9	11.9	< 0.005	< 0.005	—	11.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.1	31.1	< 0.005	< 0.005	0.14	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	29.8	29.8	< 0.005	< 0.005	< 0.005	30.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

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

Exhibit A
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Unrefrigerated Warehou Rail	0.30	0.29	0.17	1.29	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	290	290	0.02	0.01	0.80	296
General Office Building	0.01	0.01	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.13	8.13	< 0.005	< 0.005	0.02	8.29
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.76	0.73	0.42	3.26	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	732	732	0.04	0.04	2.01	747
Total	1.07	1.02	0.59	4.59	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,030	1,030	0.06	0.05	2.83	1,050
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.30	0.28	0.18	1.34	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	282	282	0.02	0.02	0.02	287
General Office Building	0.01	0.01	0.01	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.89	7.89	< 0.005	< 0.005	< 0.005	8.04
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.75	0.71	0.45	3.39	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	711	711	0.04	0.04	0.05	724
Total	1.05	1.00	0.64	4.77	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,001	1,001	0.06	0.06	0.07	1,019
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A

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Unrefrigerated Warehouse-No Rail	0.05	0.05	0.03	0.24	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	46.8	46.8	< 0.005	< 0.005	0.06	47.7
General Office Building	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.31	1.31	< 0.005	< 0.005	< 0.005	1.34
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.14	0.13	0.08	0.60	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	118	118	0.01	0.01	0.14	121
Total	0.19	0.18	0.12	0.85	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	166	166	0.01	0.01	0.20	170

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.30	0.29	0.17	1.29	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	290	290	0.02	0.01	0.80	296
General Office Building	0.01	0.01	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.13	8.13	< 0.005	< 0.005	0.02	8.29
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Refrigerated	0.76	0.73	0.42	3.26	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	732	732	0.04	0.04	2.01	747
Total	1.07	1.02	0.59	4.59	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,030	1,030	0.06	0.05	2.83	1,050
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.30	0.28	0.18	1.34	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	282	282	0.02	0.02	0.02	287
General Office Building	0.01	0.01	0.01	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.89	7.89	< 0.005	< 0.005	< 0.005	8.04
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.75	0.71	0.45	3.39	0.01	0.01	0.25	0.26	0.01	0.05	0.05	—	711	711	0.04	0.04	0.05	724
Total	1.05	1.00	0.64	4.77	0.01	0.01	0.36	0.37	0.01	0.06	0.07	—	1,001	1,001	0.06	0.06	0.07	1,019
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.05	0.05	0.03	0.24	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	46.8	46.8	< 0.005	< 0.005	0.06	47.7
General Office Building	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.31	1.31	< 0.005	< 0.005	< 0.005	1.34
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Refrigerated	0.14	0.13	0.08	0.60	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	118	118	0.01	0.01	0.14	121
Total	0.19	0.18	0.12	0.85	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	166	166	0.01	0.01	0.20	170

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	294	294	0.05	0.01	—	297
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	—	16.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,686	1,686	0.27	0.03	—	1,703
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,996	1,996	0.32	0.04	—	2,016
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated Warehou Rail	—	—	—	—	—	—	—	—	—	—	—	—	294	294	0.05	0.01	—	297
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	—	16.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,686	1,686	0.27	0.03	—	1,703
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,996	1,996	0.32	0.04	—	2,016
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	48.6	48.6	0.01	< 0.005	—	49.1
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2.68	2.68	< 0.005	< 0.005	—	2.71
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	279	279	0.05	0.01	—	282
Total	—	—	—	—	—	—	—	—	—	—	—	—	331	331	0.05	0.01	—	334

4.2.2. Electricity Emissions By Land Use - Mitigated

Exhibit A

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7

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General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.6	15.6	< 0.005	< 0.005	—	15.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.67	1.67	< 0.005	< 0.005	—	1.67
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.3
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	[illegible]	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.6	15.6	< 0.005	< 0.005	—	15.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.67	1.67	< 0.005	< 0.005	—	1.67
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.3
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.36	1.26	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.08	—	56.6
Total	1.36	6.16	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.08	—	56.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	4.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Consumer Products	—	0.69	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.21	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	8.47
Total	0.22	1.10	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	8.47

4.3.1. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.36	1.26	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.08	—	56.6
Total	1.36	4.98	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.08	—	56.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Consumer	—	3.49	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	[illegible]	[illegible]
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	3.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.21	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	8.47
Total	0.22	0.89	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.01	—	8.47

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

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

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General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46

4.4.1. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	25.1	0.00	25.1	2.51	0.00	—	87.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.70	0.00	0.70	0.07	0.00	—	2.44
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	63.4	0.00	63.4	6.34	0.00	—	222
Total	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	25.1	0.00	25.1	2.51	0.00	—	87.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.70	0.00	0.70	0.07	0.00	—	2.44
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	63.4	0.00	63.4	6.34	0.00	—	222
Total	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	4.16	0.00	4.16	0.42	0.00	—	14.6
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.12	0.00	0.12	0.01	0.00	—	0.40
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	10.5	0.00	10.5	1.05	0.00	—	36.7
Total	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7

4.5.1. Mitigated

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

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Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	43.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.22
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	31.7	0.00	31.7	3.17	0.00	—	111
Total	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	43.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.22
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated	—	—	—	—	—	—	—	—	—	—	—	31.7	0.00	31.7	3.17	0.00	—	111
Total	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	2.08	0.00	2.08	0.21	0.00	—	7.28
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.06	0.00	0.06	0.01	0.00	—	0.20
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.25	0.00	5.25	0.52	0.00	—	18.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.39	0.00	7.39	0.74	0.00	—	25.9

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

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Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

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General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

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4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Clearing	Site Preparation	7/1/2023	7/7/2023	5.00	5.00	—
Site Preparation	Site Preparation	7/8/2023	7/12/2023	5.00	3.00	—
Grading	Grading	7/13/2023	8/16/2023	5.00	25.0	—
Building Construction	Building Construction	9/12/2023	5/20/2024	5.00	180	—
Paving	Paving	7/31/2024	8/20/2024	5.00	15.0	—
Architectural Coating	Architectural Coating	8/29/2024	9/4/2024	5.00	5.00	—
Utilities	Trenching	9/27/2024	11/28/2024	5.00	45.0	—

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
Clearing	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	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

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Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Utilities	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Clearing	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Clearing	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	36.0	0.38
Clearing	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
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	1.00	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

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Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 3	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Utilities	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	2.00	8.00	84.0	0.37
Clearing	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Clearing	—	—	—	—
Clearing	Worker	5.00	8.10	LDA,LDT1,LDT2
Clearing	Vendor	—	6.90	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT
Clearing	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	12.5	8.10	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—

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Grading	Worker	10.0	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	36.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.9	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	28.9	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.10	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utilities	—	—	—	—
Utilities	Worker	5.00	8.10	LDA,LDT1,LDT2
Utilities	Vendor	—	6.90	HHDT,MHDT
Utilities	Hauling	0.00	20.0	HHDT
Utilities	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

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Clearing	—	—	—	—
Clearing	Worker	5.00	8.10	LDA,LDT1,LDT2
Clearing	Vendor	—	6.90	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT
Clearing	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	12.5	8.10	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	36.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.9	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	28.9	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.10	LDA,LDT1,LDT2

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Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utilities	—	—	—	—
Utilities	Worker	5.00	8.10	LDA,LDT1,LDT2
Utilities	Vendor	—	6.90	HHDT,MHDT
Utilities	Hauling	0.00	20.0	HHDT
Utilities	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	2,085	0.00	3,241

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Clearing	—	—	2.50	0.00	—
Site Preparation	—	0.00	1.50	0.00	—
Grading	—	7,200	37.5	0.00	—
Paving	0.00	0.00	0.00	0.00	1.24

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5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%
Other Asphalt Surfaces	1.24	100%
Refrigerated Warehouse-No Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	71.8	71.8	71.8	26,193	362	362	362	132,100
General Office Building	2.01	2.01	2.01	734	10.1	10.1	10.1	3,703
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Refrigerated Warehouse-No Rail	181	181	181	66,155	914	914	914	333,638

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	71.8	71.8	71.8	26,193	362	362	362	132,100
General Office Building	2.01	2.01	2.01	734	10.1	10.1	10.1	3,703
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	181	181	181	66,155	914	914	914	333,638

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	264,314	88,105	3,241

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00

Summer Days	day/yr	330

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	330

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	525,405	204	0.0330	0.0040	294,690
General Office Building	29,011	204	0.0330	0.0040	31,397
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	3,017,727	204	0.0330	0.0040	268,996

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	0.00	204	0.0330	0.0040	294,690
General Office Building	< 0.005	204	0.0330	0.0040	31,397
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	< 0.005	204	0.0330	0.0040	268,996

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5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	0.00	0.00
General Office Building	247,050	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	0.00	0.00
General Office Building	222,715	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	46.6	0.00
General Office Building	1.29	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	118	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	23.3	0.00
General Office Building	0.65	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	58.9	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
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	0.00	7.50	7.50	7.50	25.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	0.00	7.50	7.50	7.50	25.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	—	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	2.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	User Defined	2,200	7.50	7.50	2.00	25.0

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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
—	—

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Based on schedule information provided by the project applicant.
Construction: Off-Road Equipment	Based on equipment usage provided by the project applicant. Model defaults applied for building construction and architectural coating phases.

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Construction: Dust From Material Movement	Based on estimated 7200 cy to be exported. No fill material to be imported.
Operations: Vehicle Data	Based on trip-gen rates derived from the traffic analysis prepared for this project (1.447258 trips/KSF)
Operations: Consumer Products	Project is not a city park or golf course, application of pesticides/fertilizers do not apply.
Operations: Water and Waste Water	Storage areas not anticipated to require water use. Water use for office building area based on model defaults. Exterior landscaping negligible.
Construction: Architectural Coatings	Office interior coverage area based on model defaults. Remaining interior/exterior areas constructed with prefinished materials or materials that do not require painting.
Operations: Refrigerants	Unrefrigerated storage areas do not require refrigerants. Refrigerants for office and refrigerated storage based on model defaults.

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Nutwood Mini Storage Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Nutwood Mini Storage
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	15.6
Location	35.57850002755643, -120.70139135226397
County	San Luis Obispo
City	Unincorporated
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3309
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	49.6	1000sqft	1.14	49,585	0.00	—	—	Unrefrigerated
General Office Building	1.39	1000sqft	0.03	1,390	0.00	—	—	Office

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Other Asphalt Surfaces	1.24	Acre	1.24	0.00	0.00	—	—	Paving
Refrigerated Warehouse-No Rail	125	1000sqft	2.87	125,234	0.00	—	—	Refrigerated

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-4	Require Low-Flow Water Fixtures
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Unmit.	2.40	9.54	21.5	17.5	0.05	0.87	2.56	3.42	0.80	1.09	1.89	—	5,166	5,166	0.24	0.46	5.47	5,315
Mit.	1.08	5.67	14.3	19.3	0.06	0.32	2.69	2.82	0.29	1.10	1.23	—	5,733	5,733	0.26	0.46	5.47	5,884
% Reduced	55%	41%	34%	-10%	-10%	63%	-5%	18%	64%	-1%	35%	—	-11%	-11%	-10%	-1%	—	-11%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.92	1.62	13.1	16.3	0.03	0.56	0.59	1.15	0.52	0.15	0.66	—	3,515	3,515	0.15	0.14	0.10	3,559
Mit.	1.07	0.96	10.6	18.2	0.03	0.14	0.59	0.73	0.13	0.15	0.28	—	3,515	3,515	0.15	0.14	0.10	3,559
% Reduced	44%	41%	19%	-11%	—	76%	—	37%	75%	—	58%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.62	0.63	4.65	5.37	0.01	0.20	0.34	0.54	0.18	0.13	0.31	—	1,163	1,163	0.05	0.06	0.53	1,183
Mit.	0.31	0.36	3.56	5.94	0.01	0.05	0.35	0.39	0.05	0.13	0.17	—	1,203	1,203	0.05	0.06	0.53	1,224
% Reduced	50%	42%	23%	-11%	—	74%	-3%	27%	74%	-1%	46%	—	-4%	-4%	-3%	—	—	-3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.12	0.85	0.98	< 0.005	0.04	0.06	0.10	0.03	0.02	0.06	—	192	192	0.01	0.01	0.09	196
Mit.	0.06	0.07	0.65	1.08	< 0.005	0.01	0.06	0.07	0.01	0.02	0.03	—	199	199	0.01	0.01	0.09	203
% Reduced	50%	42%	23%	-11%	-4%	74%	-3%	27%	74%	-1%	46%	—	-4%	-4%	-3%	-1%	—	-3%

2.2. Construction Emissions by Year, Unmitigated

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

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

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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
2023	2.40	1.90	21.5	17.5	0.05	0.87	2.56	3.42	0.80	1.09	1.89	—	5,166	5,166	0.24	0.46	5.47	5,315
2024	1.84	9.54	12.4	16.1	0.03	0.51	0.59	1.10	0.47	0.15	0.61	—	3,517	3,517	0.15	0.14	3.75	3,565
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.92	1.62	13.1	16.3	0.03	0.56	0.59	1.15	0.52	0.15	0.66	—	3,515	3,515	0.15	0.14	0.10	3,559
2024	1.82	1.54	12.5	16.0	0.03	0.51	0.59	1.10	0.47	0.15	0.61	—	3,498	3,498	0.15	0.14	0.10	3,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.62	0.51	4.65	5.04	0.01	0.20	0.34	0.54	0.18	0.13	0.31	—	1,163	1,163	0.05	0.06	0.53	1,183
2024	0.59	0.63	4.08	5.37	0.01	0.17	0.17	0.34	0.16	0.04	0.20	—	1,110	1,110	0.05	0.04	0.46	1,123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.11	0.09	0.85	0.92	< 0.005	0.04	0.06	0.10	0.03	0.02	0.06	—	192	192	0.01	0.01	0.09	196
2024	0.11	0.12	0.74	0.98	< 0.005	0.03	0.03	0.06	0.03	0.01	0.04	—	184	184	0.01	0.01	0.08	186

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.08	0.96	14.3	19.3	0.06	0.27	2.69	2.82	0.25	1.10	1.23	—	5,733	5,733	0.26	0.46	5.47	5,884
2024	1.04	5.67	10.5	18.0	0.03	0.32	0.59	0.72	0.29	0.15	0.31	—	3,517	3,517	0.15	0.14	3.75	3,565
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.07	0.96	10.6	18.2	0.03	0.14	0.59	0.73	0.13	0.15	0.28	—	3,515	3,515	0.15	0.14	0.10	3,559

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2024	1.03	0.91	10.5	17.9	0.03	0.13	0.59	0.72	0.12	0.15	0.27	—	3,498	3,498	0.15	0.14	0.10	3,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.29	0.25	3.44	5.52	0.01	0.04	0.35	0.39	0.04	0.13	0.17	—	1,203	1,203	0.05	0.06	0.53	1,224
2024	0.31	0.36	3.56	5.94	0.01	0.05	0.17	0.22	0.05	0.04	0.09	—	1,110	1,110	0.05	0.04	0.46	1,123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.05	0.05	0.63	1.01	< 0.005	0.01	0.06	0.07	0.01	0.02	0.03	—	199	199	0.01	0.01	0.09	203
2024	0.06	0.07	0.65	1.08	< 0.005	0.01	0.03	0.04	0.01	0.01	0.02	—	184	184	0.01	0.01	0.08	186

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.04	5.68	0.49	10.9	0.01	0.03	0.35	0.38	0.03	0.06	0.09	89.7	3,059	3,148	9.34	0.25	3,338	6,793
Mit.	2.04	5.62	0.49	10.9	0.01	0.03	0.35	0.38	0.03	0.06	0.09	45.1	1,062	1,107	4.56	0.21	1,186	2,469
% Reduced	—	1%	—	—	—	—	—	—	—	—	—	50%	65%	65%	51%	16%	64%	64%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.68	4.42	0.45	3.27	0.01	0.02	0.35	0.37	0.02	0.06	0.08	89.7	3,001	3,091	9.35	0.08	3,338	6,685
Mit.	0.68	4.36	0.45	3.27	0.01	0.02	0.35	0.37	0.02	0.06	0.08	45.1	1,005	1,050	4.56	0.04	1,186	2,361
% Reduced	—	1%	—	—	—	—	—	—	—	—	—	50%	67%	66%	51%	50%	64%	65%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.90	5.55	0.50	10.2	0.01	0.03	0.35	0.38	0.03	0.06	0.09	89.7	3,034	3,124	9.35	0.23	3,338	6,764

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Mit.	1.90	5.49	0.50	10.2	0.01	0.03	0.35	0.38	0.03	0.06	0.09	45.1	1,037	1,082	4.56	0.19	1,186	2,440
% Reduced	—	1%	—	—	—	—	—	—	—	—	—	50%	66%	65%	51%	17%	64%	64%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.35	1.01	0.09	1.85	< 0.005	< 0.005	0.06	0.07	0.01	0.01	0.02	14.9	502	517	1.55	0.04	553	1,120
Mit.	0.35	1.00	0.09	1.85	< 0.005	< 0.005	0.06	0.07	0.01	0.01	0.02	7.46	172	179	0.75	0.03	196	404
% Reduced	—	1%	—	—	—	—	—	—	—	—	—	50%	66%	65%	51%	17%	64%	64%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.66	0.63	0.26	3.12	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	839	839	0.03	0.04	0.20	851
Area	1.36	5.04	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.17	—	82.4
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	2.04	5.68	0.49	10.9	0.01	0.03	0.35	0.38	0.03	0.06	0.09	89.7	3,059	3,148	9.34	0.25	3,338	6,793
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.66	0.63	0.29	3.13	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	813	813	0.04	0.04	0.01	826
Area	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79

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Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	0.68	4.42	0.45	3.27	0.01	0.02	0.35	0.37	0.02	0.06	0.08	89.7	3,001	3,091	9.35	0.08	3,338	6,685
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.65	0.62	0.29	3.09	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	817	817	0.04	0.04	0.09	830
Area	1.23	4.92	0.06	6.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.5	28.5	< 0.005	0.15	—	74.5
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	2,187	2,187	0.34	0.04	—	2,207
Water	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Waste	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	1.90	5.55	0.50	10.2	0.01	0.03	0.35	0.38	0.03	0.06	0.09	89.7	3,034	3,124	9.35	0.23	3,338	6,764
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.12	0.11	0.05	0.56	< 0.005	< 0.005	0.06	0.07	< 0.005	0.01	0.01	—	135	135	0.01	0.01	0.01	137
Area	0.22	0.90	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.03	—	12.3
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	362	362	0.06	0.01	—	365
Water	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46
Waste	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553
Total	0.35	1.01	0.09	1.85	< 0.005	< 0.005	0.06	0.07	0.01	0.01	0.02	14.9	502	517	1.55	0.04	553	1,120

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.66	0.63	0.26	3.12	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	839	839	0.03	0.04	0.20	851

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Area	1.36	4.98	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.17	—	82.4
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	2.04	5.62	0.49	10.9	0.01	0.03	0.35	0.38	0.03	0.06	0.09	45.1	1,062	1,107	4.56	0.21	1,186	2,469
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.66	0.63	0.29	3.13	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	813	813	0.04	0.04	0.01	826
Area	—	3.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	0.68	4.36	0.45	3.27	0.01	0.02	0.35	0.37	0.02	0.06	0.08	45.1	1,005	1,050	4.56	0.04	1,186	2,361
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.65	0.62	0.29	3.09	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	817	817	0.04	0.04	0.09	830
Area	1.23	4.86	0.06	6.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.5	28.5	< 0.005	0.15	—	74.5
Energy	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	1.90	5.49	0.50	10.2	0.01	0.03	0.35	0.38	0.03	0.06	0.09	45.1	1,037	1,082	4.56	0.19	1,186	2,440
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.12	0.11	0.05	0.56	< 0.005	< 0.005	0.06	0.07	< 0.005	0.01	0.01	—	135	135	0.01	0.01	0.01	137
Area	0.22	0.89	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.03	—	12.3
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

Exhibit A
Attachment 2

Water	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42
Waste	—	—	—	—	—	—	—	—	—	—	—	7.39	0.00	7.39	0.74	0.00	—	25.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196
Total	0.35	1.00	0.09	1.85	< 0.005	< 0.005	0.06	0.07	0.01	0.01	0.02	7.46	172	179	0.75	0.03	196	404

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.52	1.27	12.8	11.2	0.02	0.58	—	0.58	0.53	—	0.53	—	1,668	1,668	0.07	0.01	—	1,674
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.9	22.9	< 0.005	< 0.005	—	22.9

Exhibit A
Attachment 2

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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.78	3.78	< 0.005	< 0.005	—	3.80
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.6	31.6	< 0.005	< 0.005	0.15	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
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Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.22	5.62	9.75	0.02	0.06	—	0.06	0.06	—	0.06	—	1,810	1,810	0.07	0.01	—	1,816
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.08	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.8	24.8	< 0.005	< 0.005	—	24.9
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.10	4.10	< 0.005	< 0.005	—	4.12

Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—			
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.6	31.6	< 0.005	< 0.005	0.15	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.07	0.07	< 0.005	< 0.005	< 0.005	0.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2023) - Unmitigated

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	1.96	1.64	16.6	16.9	0.02	0.76	—	0.76	0.70	—	0.70	—	2,539	2,539	0.10	0.02	—	2,548
Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.9	20.9	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.46	3.46	< 0.005	< 0.005	—	3.47
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Worker	0.06	0.06	0.04	0.47	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	79.0	79.0	< 0.005	< 0.005	0.37	80.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.65	8.42	14.4	0.02	0.27	—	0.27	0.25	—	0.25	—	2,539	2,539	0.10	0.02	—	2,548

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Dust From Material Movement	—	—	—	—	—	—	1.70	1.70	—	0.88	0.88	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.9	20.9	< 0.005	< 0.005	—	20.9
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.46	3.46	< 0.005	< 0.005	—	3.47
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.47	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	79.0	79.0	< 0.005	< 0.005	0.37	80.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.14	1.79	17.4	15.9	0.02	0.82	—	0.82	0.76	—	0.76	—	2,377	2,377	0.10	0.02	—	2,385
Dust From Material Movement	—	—	—	—	—	—	1.85	1.85	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.15	0.12	1.19	1.09	< 0.005	0.06	—	0.06	0.05	—	0.05	—	163	163	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.13	0.13	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.0	27.0	< 0.005	< 0.005	—	27.0
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	63.2	63.2	< 0.005	< 0.005	0.30	64.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.05	4.01	1.30	0.03	0.05	0.17	0.22	0.05	0.06	0.11	—	2,726	2,726	0.14	0.44	5.18	2,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.18	4.18	< 0.005	< 0.005	0.01	4.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Hauling	0.01	< 0.005	0.28	0.09	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	187	187	0.01	0.03	0.15	196
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.9	30.9	< 0.005	< 0.005	0.03	32.5

3.6. Grading (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.39	10.2	17.7	0.03	0.08	—	0.08	0.08	—	0.08	—	2,944	2,944	0.12	0.02	—	2,954
Dust From Material Movement	—	—	—	—	—	—	1.98	1.98	—	0.91	0.91	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.70	1.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	202	202	0.01	< 0.005	—	202
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.06	0.06	—	—	—	—	—	—	—

Exhibit A
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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.13	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.4	33.4	< 0.005	< 0.005	—	33.5
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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.38	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	63.2	63.2	< 0.005	< 0.005	0.30	64.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.05	4.01	1.30	0.03	0.05	0.17	0.22	0.05	0.06	0.11	—	2,726	2,726	0.14	0.44	5.18	2,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.18	4.18	< 0.005	< 0.005	0.01	4.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.28	0.09	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	187	187	0.01	0.03	0.15	196
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.9	30.9	< 0.005	< 0.005	0.03	32.5

Exhibit A
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3.7. Building Construction (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.27	2.57	2.86	0.01	0.12	—	0.12	0.11	—	0.11	—	521	521	0.02	< 0.005	—	523
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.47	0.52	< 0.005	0.02	—	0.02	0.02	—	0.02	—	86.2	86.2	< 0.005	< 0.005	—	86.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Worker	0.36	0.34	0.22	2.77	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	467	467	0.03	0.02	2.19	476
Vendor	0.06	0.03	1.05	0.44	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	1.71	701
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.26	2.71	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	448	448	0.03	0.02	0.06	454
Vendor	0.06	0.03	1.08	0.45	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	0.04	699
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	97.9	97.9	0.01	< 0.005	0.20	99.6
Vendor	0.01	0.01	0.24	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	145	145	0.01	0.02	0.16	152
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.2	16.2	< 0.005	< 0.005	0.03	16.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	24.1	24.1	< 0.005	< 0.005	0.03	25.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2023) - Mitigated

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

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

Exhibit A
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Off-Road Equipment	0.66	0.59	9.30	15.0	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	0.59	9.30	15.0	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.13	2.02	3.26	0.01	0.03	—	0.03	0.03	—	0.03	—	521	521	0.02	< 0.005	—	523
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.37	0.60	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	86.2	86.2	< 0.005	< 0.005	—	86.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.34	0.22	2.77	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	467	467	0.03	0.02	2.19	476
Vendor	0.06	0.03	1.05	0.44	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	1.71	701
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.26	2.71	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	448	448	0.03	0.02	0.06	454

Vendor	0.06	0.03	1.08	0.45	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	670	670	0.02	0.10	0.04	699
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	97.9	97.9	0.01	< 0.005	0.20	99.6
Vendor	0.01	0.01	0.24	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	145	145	0.01	0.02	0.16	152
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.2	16.2	< 0.005	< 0.005	0.03	16.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	24.1	24.1	< 0.005	< 0.005	0.03	25.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.40	0.33	3.10	3.62	0.01	0.14	—	0.14	0.13	—	0.13	—	662	662	0.03	0.01	—	664
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.57	0.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	110	110	< 0.005	< 0.005	—	110
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	0.21	2.58	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	459	459	0.03	0.02	2.04	467
Vendor	0.06	0.03	1.00	0.40	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	660	660	0.02	0.10	1.71	691
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.23	2.52	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	440	440	0.03	0.02	0.05	446
Vendor	0.05	0.03	1.03	0.42	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	661	661	0.02	0.10	0.04	690
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	122	122	0.01	0.01	0.24	124
Vendor	0.02	0.01	0.28	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	182	182	0.01	0.03	0.20	191
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	20.2	20.2	< 0.005	< 0.005	0.04	20.6

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Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.58	9.26	15.0	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.58	9.26	15.0	0.02	0.12	—	0.12	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.16	2.55	4.14	0.01	0.03	—	0.03	0.03	—	0.03	—	662	662	0.03	0.01	—	664
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.47	0.76	< 0.005	0.01	—	0.01	0.01	—	0.01	—	110	110	< 0.005	< 0.005	—	110
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	0.21	2.58	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	459	459	0.03	0.02	2.04	467
Vendor	0.06	0.03	1.00	0.40	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	660	660	0.02	0.10	1.71	691
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.23	2.52	0.00	0.00	0.03	0.03	0.00	0.00	0.00	—	440	440	0.03	0.02	0.05	446
Vendor	0.05	0.03	1.03	0.42	< 0.005	0.01	0.04	0.04	0.01	0.01	0.02	—	661	661	0.02	0.10	0.04	690
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	122	122	0.01	0.01	0.24	124
Vendor	0.02	0.01	0.28	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	182	182	0.01	0.03	0.20	191
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	20.2	20.2	< 0.005	< 0.005	0.04	20.6
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2024) - Unmitigated

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

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

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Off-Road Equipment	1.01	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.32	0.41	< 0.005	0.02	—	0.02	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	—	62.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	93.2	93.2	0.01	< 0.005	0.41	94.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	8.58	10.6	0.01	0.32	—	0.32	0.29	—	0.29	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.35	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	—	62.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	[illegible]	[illegible]
Off-Road Equipment	< 0.005	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	93.2	93.2	0.01	< 0.005	0.41	94.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2024) - Unmitigated

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	9.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	91.8	91.8	0.01	< 0.005	0.41	93.5

Exhibit A
Attachment 2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.20	0.20	< 0.005	< 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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	5.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.52	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	91.8	91.8	0.01	< 0.005	0.41	93.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.23

Exhibit A
Attachment 2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.20	0.20	< 0.005	< 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	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	2.40	3.83	0.01	0.11	—	0.11	0.10	—	0.10	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	2.40	3.83	0.01	0.11	—	0.11	0.10	—	0.10	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.30	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.6	71.6	< 0.005	< 0.005	—	71.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Off-Road Equipment	0.01	0.01	0.05	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.9	11.9	< 0.005	< 0.005	—	11.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.1	31.1	< 0.005	< 0.005	0.14	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	29.8	29.8	< 0.005	< 0.005	< 0.005	30.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Trenching (2024) - Mitigated

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

Exhibit A

Attachment 2

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.36	4.06	0.01	0.01	—	0.01	0.01	—	0.01	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.36	4.06	0.01	0.01	—	0.01	0.01	—	0.01	—	581	581	0.02	< 0.005	—	583
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.29	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	71.6	71.6	< 0.005	< 0.005	—	71.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.9	11.9	< 0.005	< 0.005	—	11.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	31.1	31.1	< 0.005	< 0.005	0.14	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
Attachment 2

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	29.8	29.8	< 0.005	< 0.005	< 0.005	30.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.69	3.69	< 0.005	< 0.005	0.01	3.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

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

Exhibit A
Attachment 2

Unrefrigerated Warehou Rail	0.19	0.18	0.07	0.88	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	236	236	0.01	0.01	0.06	240
General Office Building	0.01	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.62	6.62	< 0.005	< 0.005	< 0.005	6.71
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.47	0.45	0.19	2.22	0.01	< 0.005	0.25	0.25	< 0.005	0.04	0.05	—	597	597	0.02	0.03	0.14	605
Total	0.66	0.63	0.26	3.12	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	839	839	0.03	0.04	0.20	851
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.19	0.18	0.08	0.88	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	229	229	0.01	0.01	< 0.005	232
General Office Building	0.01	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.42	6.42	< 0.005	< 0.005	< 0.005	6.51
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.47	0.45	0.21	2.23	0.01	< 0.005	0.25	0.25	< 0.005	0.04	0.05	—	578	578	0.03	0.03	< 0.005	587
Total	0.66	0.63	0.29	3.13	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	813	813	0.04	0.04	0.01	826
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A

Attachment 2

Unrefrigerated Warehouse-No Rail	0.03	0.03	0.01	0.16	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	38.1	38.1	< 0.005	< 0.005	< 0.005	38.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.07	1.07	< 0.005	< 0.005	< 0.005	1.08
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.08	0.08	0.04	0.40	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	96.2	96.2	< 0.005	< 0.005	0.01	97.6
Total	0.12	0.11	0.05	0.56	< 0.005	< 0.005	0.06	0.07	< 0.005	0.01	0.01	—	135	135	0.01	0.01	0.01	137

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.19	0.18	0.07	0.88	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	236	236	0.01	0.01	0.06	240
General Office Building	0.01	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.62	6.62	< 0.005	< 0.005	< 0.005	6.71
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
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Refrigerated	0.47	0.45	0.19	2.22	0.01	< 0.005	0.25	0.25	< 0.005	0.04	0.05	—	597	597	0.02	0.03	0.14	605
Total	0.66	0.63	0.26	3.12	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	839	839	0.03	0.04	0.20	851
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.19	0.18	0.08	0.88	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	229	229	0.01	0.01	< 0.005	232
General Office Building	0.01	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.42	6.42	< 0.005	< 0.005	< 0.005	6.51
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.47	0.45	0.21	2.23	0.01	< 0.005	0.25	0.25	< 0.005	0.04	0.05	—	578	578	0.03	0.03	< 0.005	587
Total	0.66	0.63	0.29	3.13	0.01	< 0.005	0.35	0.36	< 0.005	0.06	0.07	—	813	813	0.04	0.04	0.01	826
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.03	0.03	0.01	0.16	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	38.1	38.1	< 0.005	< 0.005	< 0.005	38.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.07	1.07	< 0.005	< 0.005	< 0.005	1.08
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Refrigerated	0.08	0.08	0.04	0.40	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	96.2	96.2	< 0.005	< 0.005	0.01	97.6
Total	0.12	0.11	0.05	0.56	< 0.005	< 0.005	0.06	0.07	< 0.005	0.01	0.01	—	135	135	0.01	0.01	0.01	137

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	294	294	0.05	0.01	—	297
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	—	16.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,686	1,686	0.27	0.03	—	1,703
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,996	1,996	0.32	0.04	—	2,016
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated Warehou Rail	—	—	—	—	—	—	—	—	—	—	—	—	294	294	0.05	0.01	—	297
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	—	16.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,686	1,686	0.27	0.03	—	1,703
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,996	1,996	0.32	0.04	—	2,016
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	48.6	48.6	0.01	< 0.005	—	49.1
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2.68	2.68	< 0.005	< 0.005	—	2.71
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	279	279	0.05	0.01	—	282
Total	—	—	—	—	—	—	—	—	—	—	—	—	331	331	0.05	0.01	—	334

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	[illegible]	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7

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General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.6	15.6	< 0.005	< 0.005	—	15.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.67	1.67	< 0.005	< 0.005	—	1.67
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.3
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.4	94.4	0.01	< 0.005	—	94.7
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	0.01	< 0.005	—	86.4
Total	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.6	15.6	< 0.005	< 0.005	—	15.7
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.67	1.67	< 0.005	< 0.005	—	1.67
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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Refrigerated Warehouse-No Rail	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.3	14.3	< 0.005	< 0.005	—	14.3
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.36	1.26	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.17	—	82.4
Total	1.36	5.04	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.17	—	82.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	3.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	[illegible]	[illegible]
Consumer Products	—	0.69	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.21	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.03	—	12.3
Total	0.22	0.90	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.03	—	12.3

4.3.1. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.36	1.26	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.17	—	82.4
Total	1.36	4.98	0.06	7.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.5	31.5	< 0.005	0.17	—	82.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A

Attachment 2

Consumer	—	3.49	—	—	—	—	—	—	—	—	—	—	—	—	—			
Architectural Coatings	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	3.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.21	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.03	—	12.3
Total	0.22	0.89	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.72	4.72	< 0.005	0.03	—	12.3

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

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

Exhibit A
Attachment 2

General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.47	0.75	1.22	0.05	< 0.005	—	2.79
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.08	0.12	0.20	0.01	< 0.005	—	0.46

4.4.1. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Exhibit A
Attachment 2

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.43	0.67	1.10	0.04	< 0.005	—	2.51
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Exhibit A
Attachment 2

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.07	0.11	0.18	0.01	< 0.005	—	0.42

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	25.1	0.00	25.1	2.51	0.00	—	87.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.70	0.00	0.70	0.07	0.00	—	2.44
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	63.4	0.00	63.4	6.34	0.00	—	222
Total	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	25.1	0.00	25.1	2.51	0.00	—	87.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.70	0.00	0.70	0.07	0.00	—	2.44
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	63.4	0.00	63.4	6.34	0.00	—	222
Total	—	—	—	—	—	—	—	—	—	—	—	89.3	0.00	89.3	8.92	0.00	—	312
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	4.16	0.00	4.16	0.42	0.00	—	14.6
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.12	0.00	0.12	0.01	0.00	—	0.40
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	10.5	0.00	10.5	1.05	0.00	—	36.7
Total	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7

4.5.1. Mitigated

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

Exhibit A
Attachment 2

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	43.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.22
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	31.7	0.00	31.7	3.17	0.00	—	111
Total	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	43.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.22
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Exhibit A
Attachment 2

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	31.7	0.00	31.7	3.17	0.00	[illegible]	111
Total	—	—	—	—	—	—	—	—	—	—	—	44.6	0.00	44.6	4.46	0.00	—	156
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	2.08	0.00	2.08	0.21	0.00	—	7.28
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.06	0.00	0.06	0.01	0.00	—	0.20
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.25	0.00	5.25	0.52	0.00	—	18.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.39	0.00	7.39	0.74	0.00	—	25.9

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

Exhibit A
Attachment 2

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,338	3,338
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

Exhibit A
Attachment 2

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	553	553

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exhibit A
Attachment 2

Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,186	1,186
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	196	196

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

Exhibit A

Attachment 2

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Exhibit A
Attachment 2

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

Exhibit A

Attachment 2

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

Exhibit A
Attachment 2

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Clearing	Site Preparation	7/1/2023	7/7/2023	5.00	5.00	—
Site Preparation	Site Preparation	7/8/2023	7/12/2023	5.00	3.00	—
Grading	Grading	7/13/2023	8/16/2023	5.00	25.0	—
Building Construction	Building Construction	9/12/2023	5/20/2024	5.00	180	—
Paving	Paving	7/31/2024	8/20/2024	5.00	15.0	—
Architectural Coating	Architectural Coating	8/29/2024	9/4/2024	5.00	5.00	—
Utilities	Trenching	9/27/2024	11/28/2024	5.00	45.0	—

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
Clearing	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	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

Exhibit A
Attachment 2

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Utilities	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Clearing	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Clearing	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	36.0	0.38
Clearing	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
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	1.00	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

Exhibit A
Attachment 2

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 3	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Interim	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Utilities	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	2.00	8.00	84.0	0.37
Clearing	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Clearing	—	—	—	—
Clearing	Worker	5.00	8.10	LDA,LDT1,LDT2
Clearing	Vendor	—	6.90	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT
Clearing	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	12.5	8.10	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—

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Grading	Worker	10.0	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	36.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.9	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	28.9	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.10	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utilities	—	—	—	—
Utilities	Worker	5.00	8.10	LDA,LDT1,LDT2
Utilities	Vendor	—	6.90	HHDT,MHDT
Utilities	Hauling	0.00	20.0	HHDT
Utilities	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Clearing	—	—	—	—
Clearing	Worker	5.00	8.10	LDA,LDT1,LDT2
Clearing	Vendor	—	6.90	HHDT,MHDT
Clearing	Hauling	0.00	20.0	HHDT
Clearing	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	12.5	8.10	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.90	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	36.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.9	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	28.9	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.10	LDA,LDT1,LDT2

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Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utilities	—	—	—	—
Utilities	Worker	5.00	8.10	LDA,LDT1,LDT2
Utilities	Vendor	—	6.90	HHDT,MHDT
Utilities	Hauling	0.00	20.0	HHDT
Utilities	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	2,085	0.00	3,241

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Clearing	—	—	2.50	0.00	—
Site Preparation	—	0.00	1.50	0.00	—
Grading	—	7,200	37.5	0.00	—
Paving	0.00	0.00	0.00	0.00	1.24

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5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%
Other Asphalt Surfaces	1.24	100%
Refrigerated Warehouse-No Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	71.8	71.8	71.8	26,193	362	362	362	132,100
General Office Building	2.01	2.01	2.01	734	10.1	10.1	10.1	3,703
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Exhibit A
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Refrigerated Warehouse-No Rail	181	181	181	66,155	914	914	914	333,638

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	71.8	71.8	71.8	26,193	362	362	362	132,100
General Office Building	2.01	2.01	2.01	734	10.1	10.1	10.1	3,703
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	181	181	181	66,155	914	914	914	333,638

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	264,314	88,105	3,241

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00

Summer Days	day/yr	330

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	330

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	525,405	204	0.0330	0.0040	294,690
General Office Building	29,011	204	0.0330	0.0040	31,397
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	3,017,727	204	0.0330	0.0040	268,996

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	0.00	204	0.0330	0.0040	294,690
General Office Building	< 0.005	204	0.0330	0.0040	31,397
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	< 0.005	204	0.0330	0.0040	268,996

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5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	0.00	0.00
General Office Building	247,050	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	0.00	0.00
General Office Building	222,715	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	46.6	0.00
General Office Building	1.29	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	118	0.00

5.13.2. Mitigated

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Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	23.3	0.00
General Office Building	0.65	0.00
Other Asphalt Surfaces	0.00	0.00
Refrigerated Warehouse-No Rail	58.9	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
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	0.00	7.50	7.50	7.50	25.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	0.00	7.50	7.50	7.50	25.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	—	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	2.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	User Defined	2,200	7.50	7.50	2.00	25.0

Exhibit A
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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

5.18.2. 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)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Based on schedule information provided by the project applicant.
Construction: Off-Road Equipment	Based on equipment usage provided by the project applicant. Model defaults applied for building construction and architectural coating phases.
Construction: Dust From Material Movement	Based on estimated 7200 cy to be exported. No fill material to be imported.
Operations: Vehicle Data	Based on trip-gen rates derived from the traffic analysis prepared for this project (1.447258 trips/KSF)
Operations: Consumer Products	Project is not a city park or golf course, application of pesticides/fertilizers do not apply.
Operations: Water and Waste Water	Storage areas not anticipated to require water use. Water use for office building area based on model defaults. Exterior landscaping negligible.
Construction: Architectural Coatings	Office interior coverage area based on model defaults. Remaining interior/exterior areas constructed with prefinished materials or materials that do not require painting.
Operations: Refrigerants	Unrefrigerated storage areas do not require refrigerants. Refrigerants for office and refrigerated storage based on model defaults.

Exhibit A
Attachment 2

BIOLOGICAL RESOURCES ASSESSMENT REPORT

NUTWOOD SELF-STORAGE DEVELOPMENT PROJECT
PASO ROBLES, CALIFORNIA

Project No. 2202-3051

Prepared for:

Doug Ayers
DRA Commercial
355 Bristol Street, Suite A
Santa Margarita, California 93453

Prepared by:

Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, California 93401

NOVEMBER 2022

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

Authenticity and Signature Page

Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, California 93401

Padre Associates, Inc. hereby certifies that all statements furnished in the following Biological Resources Assessment Report and all supporting information acquired for this biological assessment are true and correct to the best of our knowledge and belief. Further, we certify that the field survey associated with this report was performed by Padre and that the report accurately represents all information retained from the field visit.

Christina Santala	**Alyssa Berry**
Project Biologist	Senior Biologist

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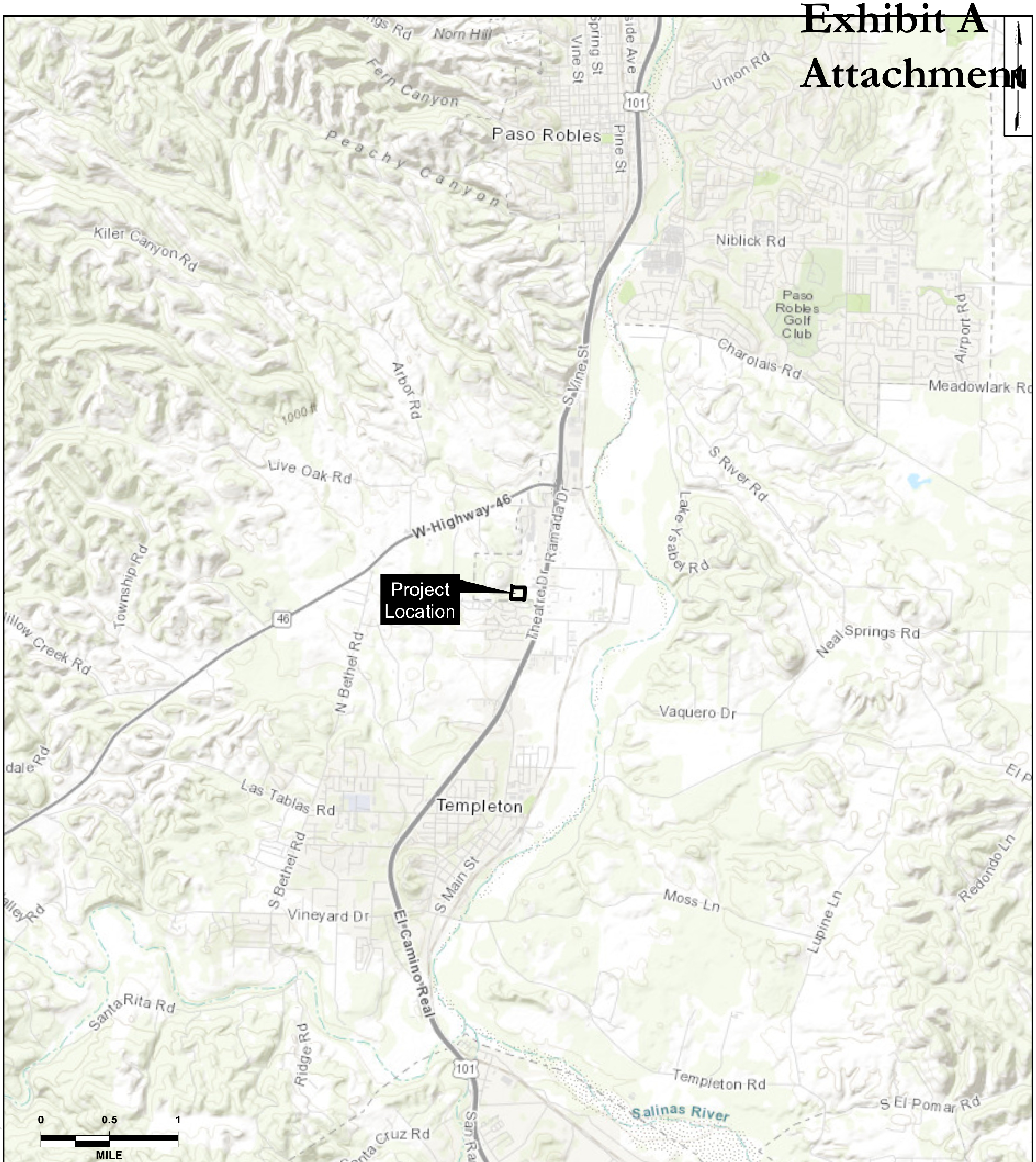
LIST OF FIGURES

APPENDICES

1.0 INTRODUCTION

Padre Associates, Inc. (Padre) has prepared this Biological Resources Assessment Report (Report) on behalf of Doug Ayers of DRA Commercial (Client) to document the results of a biological resources assessment completed in support of the environmental review process for the proposed Nutwood Self-Storage Development Project (Project) located at 65 Nutwood Circle, Paso Robles, San Luis Obispo County, California (Project Site) (Figure 1-1 – Project Location). This Report documents the results of a desktop review and field survey, and includes a discussion of existing biological resources, special-status biological resources that have the potential to occur within the proposed Project Site, potential Project impacts to these resources, and recommendations for impact avoidance and minimization measures.

Exhibit A
Attachment 2



LEGEND:

Project Location

MAP EXTENT:

Source: Esri Online Topo Basemap
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

Z:\GIS Projects\GIS Maps\Map Project\65 Nutwood Circle\Project Location.mxd 10/10/2022

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: NUTWOOD CIRCLE SELF-STORAGE DEVELOPMENT PROJECT SAN LUIS OBISPO COUNTY, CA		PROJECT LOCATION	FIGURE 1-1
PROJECT NUMBER: 2202-3051	DATE: November 2022		

2.0 REGULATORY FRAMEWORK

The regulatory framework identifies policies and plans administered by resource agencies pertaining to biological resources that are known to exist and/or have the potential to occur within the Project region.

2.1 FEDERAL REGULATIONS

2.1.1 Endangered Species Act of 1972.

The Federal Endangered Species Act (FESA), administered by the U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration, and the National Marine Fisheries Service (NMFS), provides protection to species listed as Threatened or Endangered, and critical habitat designated for the protection of such species. The FESA prohibits “take” of Threatened and Endangered species (including plants) except under certain circumstances and only with authorization from the USFWS through a permit under sections 4(d), 7, or 10(a) of the FESA. Under the FESA, take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

Critical Habitat is defined in Section 3(5)(A) of the FESA as: (1) specific areas within the geographical area occupied by the species at the time of listing, on which are found those physical or biological features that are essential to the conservation of the listed species and that may require special management considerations or protection; and (2) specific areas outside the geographical area occupied by the species at the time of listing that are essential for the conservation of a listed species.

The FESA also provides protection to those species proposed to be listed under FESA or critical habitats proposed to be designated for such species. In addition to the listed species, the federal government also maintains lists of species that are neither formally listed nor proposed but could potentially be listed in the future. These federal candidate species include taxa for which substantial information on biological vulnerability and potential threats exist and are maintained to support the appropriateness of proposing to list the taxa as an Endangered or Threatened species.

2.1.2 Migratory Bird Treaty Act

The USFWS also administers the Federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). Under the MBTA, it is unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR 10, including feathers or other parts of birds, nests, eggs or products, except as allowed by implementing regulations (50 CFR 21). In 2017, Solicitor of the Department of the Interior issued a legal opinion (M-37050 or M-Opinion) stating that “The Migratory Bird Treaty Act Does Not Prohibit Incidental Take” which in effect revoked take protections under the MBTA. On January 5, 2021, the USFWS published a final rule that defined the scope of the MBTA stating that incidental take of birds resulting from an activity is not prohibited when the underlying purpose of that activity is not to take birds. On May 6, 2021, the USFWS announced a proposed rule to revoke the January 7 final regulation that limited the scope of the MBTA, in an effort to reinstate federal MBTA protections. The proposed rule is pending as of June 2021.

In the interim, migratory birds are protected (for take) through AB 454 California Migratory Bird Protection Act (California Fish and Game Code 3513).

2.1.3 Waters of the United States

The United States Army Corps of Engineers (ACOE) is responsible for the issuance of permits for the placement of dredged or fill material into waters of the United States (U.S.) pursuant to Section 404 of the Clean Water Act (CWA) (33 USC 1344).

In non-tidal waters the lateral extent of Federal jurisdiction is determined by the ordinary high water mark (OHWM), which is defined as the: "…*line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."* (33 CFR 328[e]). Additional physical characteristics, including matted vegetation, sediment sorting, multiple observed flow events, water staining, and others, have also been used to determine the OHWM (U.S. Army Corps of Engineers, 2005).

Wetlands could also be regulated as waters of the U.S. if they were adjacent to jurisdictional waters (other than waters that are themselves wetlands). The ACOE regulation concerning wetlands adjacent to jurisdictional waters is defined at 33 CFR 328.4(c)(4):

Non-tidal Waters of the United States. The limits of jurisdiction in non-tidal waters:

- *In the absence of adjacent wetlands, the jurisdiction extends to the ordinary high water mark, or*
- *When adjacent wetlands are present, the jurisdiction extends beyond the ordinary high water mark to the limit of the adjacent wetlands (emphasis added)*

The term adjacent is defined at 33 CFR 328.3(C) as:

The term adjacent means bordering, contiguous, or neighboring. Wetlands separated from other waters of the United States by man-made dikes or barriers, natural river berms, beach dunes and the like are "adjacent wetlands".

2.1.4 Federal Wetlands

Wetlands are a special category of waters of the U.S., and are defined at 33 CFR 328.3(b) as: *"...those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."*

The ACOE utilizes the *Corps of Engineers Wetland Delineation Manual* (1987), herein referred to as *1987 ACOE Manual*, to identify wetlands subject to regulatory jurisdiction (jurisdictional wetlands) under the CWA. In central and southern California, Nevada, Arizona, and the other arid regions of the western U.S. the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)* prepared by the ACOE's Engineer Research and Development Center (2008) is used to delineate jurisdictional wetlands.

The ACOE identifies jurisdictional wetlands using a three-parameter definition using vegetation, soil, and hydrological characteristics. Excluding unusual conditions (atypical conditions or disturbed sites), all three parameters must be present for a site to be considered a jurisdictional wetland.

2.2 STATE REGULATIONS

2.2.1 California Fish and Game Code.

The California Department of Fish and Wildlife (CDFW) administers a number of laws and programs designed to protect plants, fish, and wildlife resources. Principal of these is the California Endangered Species Act of 1984 (CESA - Fish and Game Code Section 2050) that regulates the listing and take of State Endangered and Threatened species. CDFW also maintains lists of Candidate-Endangered species and Candidate-Threatened species. California candidate species are afforded the same level of protection as listed species. CDFW manages the California Native Plant Protection Act of 1977 (Fish and Game Code Section 1900, *et seq*.), which was enacted to identify, designate, and protect rare plants. The California Native Plant Society (CNPS) operates under a Memorandum of Understanding (MOU) with the CDFW which outlines broad cooperation in rare plant assessment and protection and formalizes cooperative ventures such as data sharing and production of complementary information sources for rare plants.

2.2.2 Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (CA Water Code §§ 13000-13999.10) mandates that waters of the State of California shall be protected. Current policy in California is that activities that may affect waters of the State shall be regulated to attain the highest quality. Waters of the State include any surface water or groundwater, including saline waters, within the boundaries of the State. The Porter-Cologne Act establishes that the State assumes responsibility for implementing portions of the Federal CWA, rather than operating separate State and Federal water pollution control programs in California. Consequently, the State is involved in activities such as setting water quality standards, issuing discharge permits, and operating grant programs. Pursuant to Section 401 of the CWA, the ACOE cannot issue a Federal CWA permit until the State of California first issues a Water Quality Certification to ensure that a project will comply with State water quality standards. The CWA's 401 certification requirement applies to many types of permits and is an important tool for the State to control projects that might degrade State waters. In Solano County, the authority to issue water quality certifications is vested with the San Francisco Bay Regional Water Quality Control Board (RWQCB).

In 2019, the State Water Resources Control Board adopted the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material (Procedures), for inclusion in the Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California. The Procedures consist of four major elements: 1) a wetland definition; 2) wetland delineation procedures; 3) a wetland jurisdictional framework; and 4) procedures for the submittal, review and approval of applications for Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities. The Procedures took effect in May 2020.

2.2.2.1 Waters of the State

State Water Code defines Waters of the State broadly to include any surface water or groundwater including saline waters, within the boundaries of the State. These include:

- Natural wetlands
- Wetlands created by modification of a water of the State
- Wetlands that meet definition of waters of the U.S.
- Artificial wetlands that meet the following criteria:
  - Agency approved mitigation projects
  - Specifically identified in a water quality control plan as a wetland or other water of the State
  - Resulting from historic human activity, not subject to ongoing operation and maintenance, and has become a relatively permanent part of the natural landscape
  - Greater than or equal to one acre in size, unless constructed for one of a variety of industrial or land management purposes (i.e., the following artificial wetlands are not waters of the state unless they also satisfy the criteria set forth above):
    1. Industrial or municipal wastewater treatment or disposal
    2. Settling of sediment
    3. Detention, retention, infiltration, or treatment of stormwater runoff and other pollutants or runoff subject to regulation under a municipal, construction, or industrial stormwater permitting program
    4. Treatment of surface waters
    5. Agricultural crop irrigation or stock watering
    6. Fire suppression
    7. Industrial processing or cooling
    8. Active surface mining – even if the site is managed for interim wetlands functions and values
    9. Log storage
    10. Treatment, storage, or distribution of recycled water
    11. Maximizing groundwater recharge (this does not include wetlands that have incidental groundwater recharge benefits)
    12. Fields flooded for rice growing.

2.2.2.2 State Wetland Policy

A State wetland is defined in the new Procedures as an aquatic feature that "…*under normal circumstances has continuous or recurrent saturation of the upper substrate caused by groundwater, shallow surface water, or both; duration of saturation sufficient to cause anaerobic conditions in the upper substrate; and, vegetation that is dominated by hydrophytes or lacks vegetation".* If an aquatic feature meets the definition of a State wetland it may be considered a water of the State.

2.3 LOCAL REGULATIONS

San Luis Obispo County (County) incorporates all USFWS, CDFW, Regional Water Quality Control Board (RWQCB), and U.S. Army Corps of Engineers (ACOE) standards when assessing project impacts to vegetation, wildlife, and wetland habitats, as well as the California Environmental Quality Act (CEQA) evaluation process, when applicable. The County has developed a framework of land use policies and recommendations intended to reduce impacts to sensitive biological resources.

Oak trees within the Paso Robles City limits are protected under the El Paso de Robles Code of Ordinances, Title 10 – Vegetation, Chapter 10.01 – Oak Tree Preservation. Note that the ordinance states that removal of oak trees of less than six inches Diameter at Breast Height (DBH) does not require a permit from the City of Paso Robles. Oak tree removal and impact replacement planting ratios and other mitigation strategies for single tree removal may be established following City review of this Project.

3.0 METHODS

Methods to collect biological resources information included a desktop review and field survey of the Biological Study Area (BSA), which encompassed the entire Project Site.

3.1 DESKTOP REVIEW

A query of the CDFW California Natural Diversity Data Base (CNDDB) was conducted to identify documented occurrences of special-status plant and wildlife species, and sensitive habitats within the vicinity of the BSA. The CNDDB is a continually refined and updated computerized inventory of rare animals, plants, and natural community location information in California, including species that are listed as federally and/or State endangered/threatened. All wildlife taxa listed with the CNDDB are considered "special animals" in which the CDFW is interested in tracking, regardless of their legal protection status.

The Project Site is located within the Templeton 7.5-minute United States Geological Survey (USGS) quadrangle, and the CNDDB search was focused on this and eight adjacent quadrangles within approximately ten miles of the BSA, including Paso Robles, Estrella, Creston, Santa Margarita, Atascadero, Morro Bay North, York Mountain, and Adelaida. The USFWS Critical Habitat database was also investigated to identify critical habitat for federally listed species within the BSA or surrounding region. In addition, the USFWS National Wetlands Inventory (NWI) was accessed to identify previously documented wetlands within the BSA or surrounding area.

3.2 FIELD SURVEYS

On September 30, 2022, Padre Biologist Christina Santala completed a field survey within the BSA focused on the existing biological resources, presence/absence of special-status plant and wildlife species and habitats, as well as the suitability of habitat to support these species within the BSA.

Field survey methods consisted of walking paths of opportunity throughout the BSA and recording wildlife species observed by visual observation using binoculars, indirect signs (e.g., tracks, scat, skeletal remains, and burrows), and/or auditory cues (i.e., calls and songs). Field notes on botanical resources and vegetation communities/habitats were also recorded. Field surveys were conducted outside of the typical blooming period for most special-status plant species know to occur in the proposed Project region, therefore, a follow-up survey will be scheduled for rare plants.

Vegetation within the BSA was divided and classified into vegetation types based on *A Manual of California Vegetation, Second Edition* (MCV2) (Sawyer, et. al., 2009), or described as site-specific vegetation and/or land use cover types not treated in the MCV2 (i.e., ruderal). All identifiable plant species observed within the BSA were documented. Plant specimens that were not positively identified in the field were further examined using appropriate botanical keys, including *The Jepson Manual Vascular Plants of California* (Baldwin et. al., 2012).

4.0 FINDINGS

The following discussion of biological resources includes those that were observed within the BSA, those identified in the desktop review, and resources that have the potential to occur based on the presence of suitable habitat. Supporting documentation includes Figure 4-1 – Biological Resources Assessment Results, Figure 4-2 – Regional Special-Status Biological Resources, Appendix A – Site Photographs, Appendix B – Vascular Plant List, Appendix C – Wildlife List, and Appendix D – CNDDB Results.

4.1 ENVIRONMENTAL SETTING

The Project Site is located approximately 800 feet west of Highway 101 in the City of Paso Robles, San Luis Obispo County, California. The Project Site is a vacant lot surrounded by a paved road, residential and commercial development, with areas of previous disturbance (e.g., tilling, stockpiling, grading, etc.). The topography of the area is level to minimally sloping and is situated on the eastern edge of the Santa Lucia Range.

4.2 BIOLOGICAL RESOURCES

4.2.1 Botanical

A list of plant species identified in the BSA during the September 2022 field survey is provided in Appendix B – Vascular Plant List. Vegetation communities documented to occur within the Project Site are described in the following paragraphs.

Wild oats and annual brome grassland (*Avena* spp. – *Bromus* spp. Herbaceous Semi-Natural Alliance). The Wild oats and annual brome grassland alliance occurs in all topographic settings in foothills, waste places, rangelands, and openings in woodlands. This alliance is characterized by presence of slender wild oats (*Avena barbata*), wild oats (*Avena fatua*), false brome (*Brachypodium distachyon*), rattlesnake grass (*Briza maxima*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*) and/or foxtail barley (*Hordeum murinum*) as dominant or co-dominant with other non-natives in the herbaceous layer; cover is open to continuous (Sawyer et. al., 2009). As observed during the field survey, this alliance occurred throughout the BSA. Dominant to co-dominant species included wild oats, yellow star thistle (*Centaurea solstitialis*), with sparse to moderate occurrences of common fiddleneck (*Amsinckia intermedia*), coyote brush (*Baccharis pilularis*), and black mustard (*Brassica nigra*). There were six mature valley oak (*Quercus lobata*) trees and one small (less than six inches DBH) coast live oak (*Quercus agrifolia*) scattered throughout this vegetation alliance within the BSA. This alliance is not considered sensitive by the CDFW, but the oak trees greater than six inches DBH are protected by the El Paso de Robles Code of Ordinances, Title 10 – Vegetation, Chapter 10.01 – Oak Tree Preservation.

Developed. Within this Report, Developed is a term that describes a land surface that has been modified for commercial, residential, industrial, or infrastructure use such as buildings, parking lots, and paved roads. As observed during the September 2022 field survey, Developed area within the BSA consisted of a paved road (Nutwood Circle).

Exhibit A
Attachment 2

LEGEND:

- Coast live oak (<6" DBH)
- Coast live oak (>6" DBH)
- Ornamental
- Valley Oak (>6" DBH)
- Culvert
- To Be Removed
- Will Remain
- Man Made Basin
- Wild Oats and Annual Brome Grassland
- Building
- Drive
- Landscape
- Project Footprint

MAP EXTENT:

0 40 80
FEET

Source: Esri Online Imagery Basemap, County of San Luis Obispo
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: DBH= Diamater at Breast Height
This map was created for informational and display purposes only.

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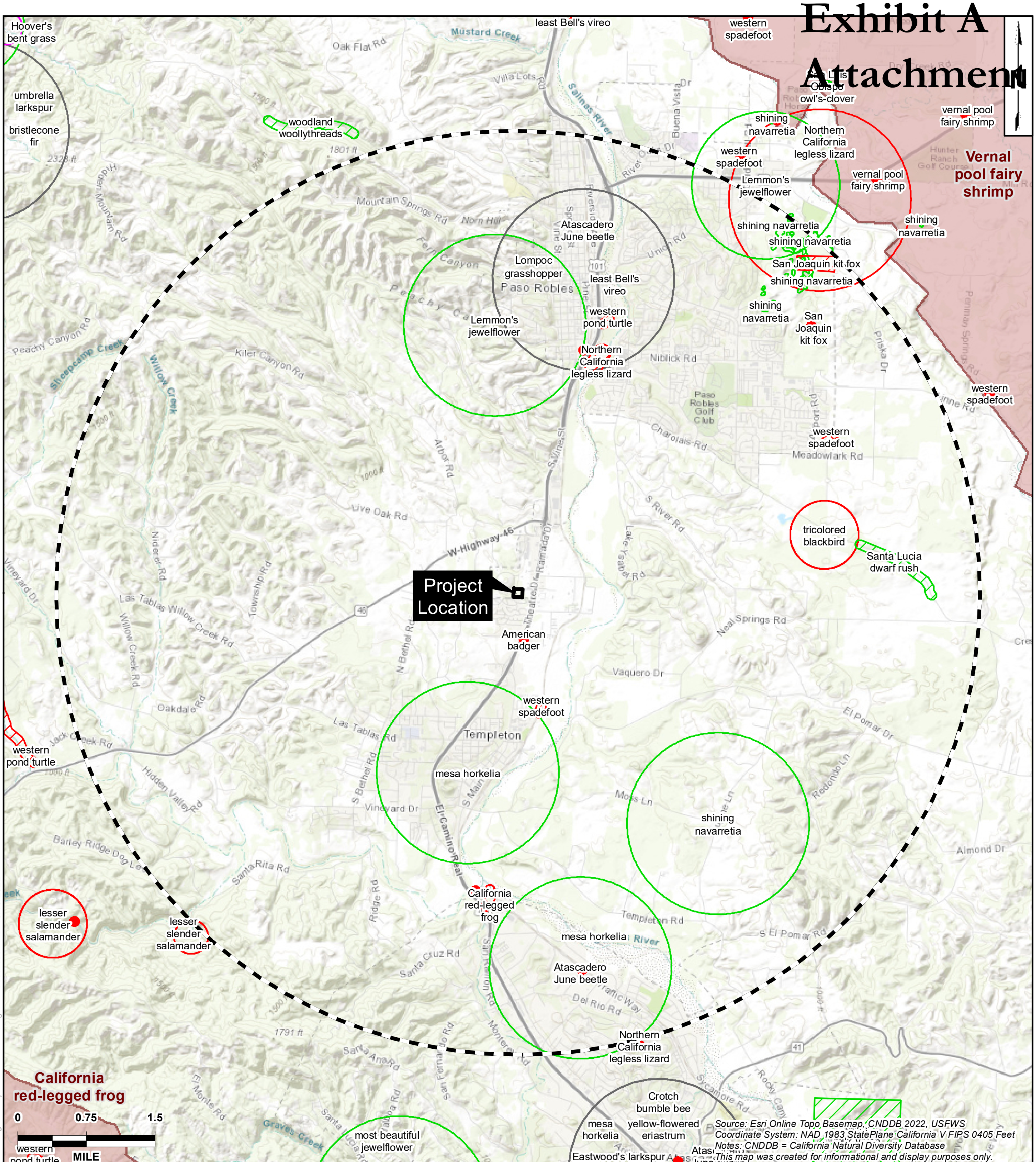
PROJECT NAME: NUTWOOD CIRCLE COMMERCIAL DEVELOPEMENT, 65 NUTWOOD CL SAN LUIS OBISPO COUNTY, CA	
PROJECT NUMBER: 2202-3051	DATE: November 2022

BIOLOGICAL RESOURCES ASSESSMENT RESULTS MAP

FIGURE 4-1

Exhibit A
Attachment 2



LEGEND:

- Project Location
- Project Buffer (5 miles)
- USFWS Critical Habitat

CNDDB Occurrences

- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (circular)
- Multiple (circular)

padre associates, inc. ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS	PROJECT NAME: NUTWOOD CIRCLE SELF-STORAGE DEVELOPMENT PROJECT SAN LUIS OBISPO COUNTY, CA	REGIONAL SPECIAL-STATUS BIOLOGICAL RESOURCES	FIGURE 4-2
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4.2.2 Wildlife

Wildlife was identified during the survey through indirect sign and direct observations of individuals. Species observed and detected included western fence lizard (*Sceloporus occidentalis*), California scrub jay (*Aphelocoma californica*), acorn woodpecker (*Melanerpes formicivorus*), house finch (*Haemorhous mexicanus*), and Botta's pocket gopher (*Thomomys bottae*). A complete list of observed wildlife species can be found in Appendix C – Wildlife Species Observed within the BSA.

4.2.3 Aquatic Resources

Based on the NWI search results, no aquatic resources were recorded within the Project Site, but several features were recorded within one mile of the BSA including a Riverine unnamed drainage approximately 0.07 miles south, the Salinas River approximately 0.8 miles east, a Freshwater Emergent Wetland approximately 0.3 miles northwest, and two Freshwater Ponds approximately 0.4 miles west of the BSA (USFWS, 2022b). Further, review of historical imagery did not indicate presence of a stream, creek, or drainage in the immediate vicinity of the Project Site.

Based on the September 2022 field survey, a drainage basin was observed within the BSA. This man-made basin was constructed between 1994 and 2003 (Google Earth [n.d.]) and appeared to function as a detention basin to collect water run-off from a street drain on Nutwood Circle, as evidenced by a culvert leading into the basin. The approximately 0.47-acre basin was dry, shallow (approximately three feet deep), and contained vegetation similar to the surrounding mowed grassland including yellow star thistle and annual grasses. Based on the desktop review of the NWI, historical imagery, and Federal and State waters and wetland regulations, this feature is not considered to be a jurisdictional aquatic resource and as such, no further assessment of this feature is necessary.

4.2.4 Oak Trees

Six mature valley oak trees ranging in size from approximately 55 inches to 66 inches DBH and two coast live oak trees (less than six inches DBH and 16 inches DBH) were observed within the BSA. Each of the valley oaks had a tree tag attached to the trunk, apparently as part of a previous survey within the property. See Figure 4-1 for locations of the oak trees.

4.3 SPECIAL-STATUS BIOLOGICAL RESOURCES

Results of the nine-quadrangle (approximately ten miles surrounding the Project Site) CNDDB query for regional occurrences of special-status plant and wildlife species, and sensitive vegetation communities can be found in Appendix D (CDFW, 2022a). This Report focuses on the special-status plants and wildlife biological resources within five miles of the BSA (Project region) that have a greater potential to occur within the Project Site based on proximity of documented occurrences. Figure 4-2 depicts CNDDB occurrences and USFWS Critical Habitat within five miles of the Project Site.

4.3.1 Special-Status Habitats

No USFWS-Designated Critical Habitat overlaps the BSA. The nearest occurrence is vernal pool fairy shrimp (*Branchinecta lynchi*) USFWS-Designated Critical Habitat approximately 5.4 miles northeast of the BSA (USFWS, 2022a).

4.3.2 Special-Status Botanical

Special-status plants are either listed as Endangered or Threatened under FESA or CESA, considered Rare under the California Native Plant Protection Act, or considered rare (but not legally listed) by resources agencies, professional organizations, and the scientific community under the following categories:

1. Plants listed or proposed for listing as Threatened or Endangered under the Federal Endangered Species Act (50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species,).
2. Plants that are candidates for possible future listing as Threatened or Endangered under the Federal Endangered Species Act (Federal Register May 3, 2022).
3. Plants that meet the definitions of rare or endangered species under the CEQA (State CEQA Guidelines, Section 15380).
4. Plants considered by the CNPS to be "Rare, Threatened, or Endangered" in California (Ranks 1B and 2 in CNPS, 2022).
5. Plants listed by CNPS as plants about which we need more information and plants of limited distribution (Ranks 3 and 4 in CNPS, 2022).
6. Plants listed or proposed for listing by the State of California as Threatened or Endangered under the California Endangered Species Act (14 CCR 670.5).
7. Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq.).
8. Plants considered sensitive by other Federal agencies (i.e., U.S. Forest Service, Bureau of Land Management), state and local agencies or jurisdictions.
9. Plants considered sensitive or unique by the scientific community or occurring at the limits of their natural range (State CEQA Guidelines).

Based on the CNDDB query completed as part of the desktop review, there were 36 special-status plant species documented within approximately ten miles of the BSA (Appendix D). Of these species, one species, Lemmon's jewelflower (*Caulanthus lemmonii*), has a greater potential to occur within the Project Site based on proximity of documented occurrences (less than five miles) and presence of generally suitable habitat (grassland) within the BSA.

No special-status plant species were observed during the September 2022 field survey. Note that the survey was conducted outside of the blooming period for Lemmon’s jewelflower (March through May). However, Based on the field survey observations and habitat conditions including dominance of disturbance-adapted plant species and past and on-going mowing, no Lemon’s jewelflower or other potentially occurring special-status plant species are likely to occur within the Project Site.

4.3.3 Special-Status Wildlife

Special-status wildlife species are either listed as Endangered or Threatened under FESA or CESA, or considered rare (but not formally listed) by resources agencies, professional organizations, and the scientific community under the following categories:

- Animals listed or proposed for listing as Threatened or Endangered under the Federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species).
- Animals that are candidates for possible future listing as Threatened or Endangered under the Federal Endangered Species Act (Federal Register May 3, 2022).
- Animals that meet the definitions of rare or endangered species under the CEQA (*State CEQA Guidelines*, Section 15380)
- Animal considered Species of Special Concern (SSC) by CDFW (Checklist of the American Ornithologists' Union, 2022 for birds; American Society of Mammologists, 2022 for mammals; Fricke, R., Eschmeyer, W. N. & R. van der Laan (eds), 2022 for fish; and Center for North American Herpetology, 2022 for amphibians and reptiles).
- Animals listed or proposed for listing by the State of California as Threatened and Endangered under the California Endangered Species Act (14 CCR 670.5).
- Animal species that are fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).
- Animal species protected under the Marine Mammal Protection Act (as amended in 1994).
- Birds of Conservation Concern. Migratory and nonmigratory bird species (beyond those already designated as federally Threatened or Endangered) that represent the USFWS highest conservation priorities in effort to draw attention to species in need of conservation action (Shuford and Gardali, 2008).
- Birds on the CDFW Watch List include "Taxa to Watch" (Shuford and Gardali, 2008) 1) not on the current Special Concern list but were on previous lists and they have not been state listed under CESA; 2) were previously state or federally listed and now are on neither list; or 3) are on the list of "Fully Protected" species.

Based on the CNDDB query completed as part of the desktop review, there were 45 special-status wildlife species documented within approximately ten miles of the BSA. Of those 45, there are three special-status wildlife species with the potential to occur within the Project Site based on suitable habitat and regionally (less than five miles) documented occurrences. These species include Northern California legless lizard (*Anniella pulchra*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis mutica*).

No special-status wildlife species were observed during the September 2022 field survey. However, the Project Site may provide suitable habitat to support the special-status wildlife species listed above. The following sections provide an overview of the general habitat requirements for these species and further detail on the potential for each of these species to occur in the Project Site.

4.3.3.1 Reptiles

Northern legless lizard is a predominantly subterranean lizard that occupies moist, warm, and loose soils with vegetative cover (Stebbins, 2003). It has the potential to utilize areas of the Project Site that have dense leaf litter. Refer to Section 6.0 for recommended mitigation measures for protection of Northern legless lizard during Project activities.

4.3.3.2 Mammals

American badger is a CDFW Species of Special Concern and San Joaquin kit fox is listed as Federally Endangered and State Threatened. The annual grassland habitat, and presence of small mammal (ground squirrel) burrows indicate that general conditions within the Project Site are suitable for both species. No large burrows or sign (i.e., scat, tracks, prey remains, etc.) were identified during the September 2022 survey. Further, the Project Site is situated adjacent to Highway 101 and is surrounded by residential and commercial development that creates significant dispersal barriers for these species. However, because there are documented occurrences within five miles, and generally suitable grassland habitat is, there is a low potential for American badger and San Joaquin kit fox to occur within the Project Site. Refer to Section 6.0 for recommended mitigation measures for protection of these species during Project activities.

4.3.3.3 Nesting Birds

No nesting bird activity was observed within the BSA during the September 2022 field survey; however, trees and vegetation present within or adjacent to the Project Site provide suitable nesting habitat for a variety of bird species. Nesting birds and their nests/eggs are protected under the federal Migratory Bird Treaty Act of 1918 and California Fish and Game Code. Nesting bird season generally occurs between February 1 and August 31. Refer to Section 6.0 for recommended mitigation measures for protection of nesting birds during Project activities.

5.0 POTENTIAL IMPACTS

The proposed Project would include development of most of the Project Site. Based on the proposed Project footprint and Project site plans, one mature valley oak (greater than six inches DBH) will be removed due to Project implementation. There is a low potential for special-status wildlife species (Northern California legless lizard, American badger, and San Joaquin kit fox) to occur within the Project site and if present, potential impacts would be construction-related including removal, mortality, or injury from equipment operations, vehicle traffic, and loss of habitat. Project-related noise also has the potential to negatively affect nesting bird activity within or adjacent to the Project Site. Refer to Section 6.0 for recommended mitigation measures to avoid and/or minimize impacts to special-status biological resources.

6.0 RECOMMENDED MITIGATION MEASURES

Implementation of the following avoidance and minimization measures are recommended to protect sensitive biological resources to the greatest extent feasible during proposed Project activities:

1. Work Timing. All work activities shall be completed during daylight hours (between sunrise and sunset) and outside of rain events;
2. Work Limits. The Project impact area shall be clearly marked or delineated with stakes, flagging, tape, or signage prior to work. Areas outside of work limits shall be considered environmentally sensitive and shall not be disturbed;
3. Vehicles and Equipment. All equipment and vehicles shall be checked and maintained daily to prevent spills of fuel, oil, and other hazardous materials. A designated staging area shall be established for vehicle/equipment parking and storage of fuel, lubricants, and solvents. All fueling and maintenance activities shall take place in the staging area;
4. Pre-Activity Nesting Bird Survey. If vegetation removal (i.e., tree trimming/removal activities) is scheduled between February 1 and August 31 (general nesting bird season), nesting bird surveys shall be completed by a qualified biologist within 48 hours prior to start of work. If any active nests are discovered within or adjacent to work limits, an appropriate buffer (i.e., 500 feet for raptors and 250 feet for other birds, or at the discretion of a qualified biologist based on biological or ecological reasons) shall be established to protect the nest until a qualified biologist has determined that the nest is no longer active and/or the young have fledged;
5. Pre-Activity Special-Status Species Survey. Within 30 days of the start of construction, a qualified biologist shall conduct a pre-activity survey of the Project Site for signs of San Joaquin kit fox and American badger, including tracks, scat, or suitable burrows (burrows four inches or greater in diameter). Potential dens shall be tracked for a minimum of four nights with motion-activated cameras to determine if the burrow is actively being used by San Joaquin kit fox or badger. All potential dens shall be avoided by a minimum of 50 feet until they have been determined to be inactive. In the event San Joaquin kit fox is identified within the Project Site, the USFWS, CDFW, and all other appropriate agencies/government entities shall be contacted for further consultation.

   In conjunction with the badger and kit fox survey, the qualified biologist will conduct a survey for Northern legless lizard. Hand search methods, including raking, will be used during the survey in areas where legless lizards are expected to be found (e.g., sandy/loose soils, under shrubs/leaf litter, other vegetation, or debris). If observed, the qualified biologist will relocate the lizard to nearby suitable habitat. The qualified biologist will prepare a completion letter-report to document the pre-activity survey results.

6. Follow-Up Special-Status Spring Botanical Survey. Although the survey results indicated that special-status plant species are not likely to occur within the Project Site, the survey was conducted in October outside of the typical blooming period for potentially occurring special-status plant species. As such, the City of Paso Robles may require a follow-up survey be conducted in the spring months and if so, a follow-up spring botanical survey will be scheduled between March and May before Project ground disturbance. The results will be submitted in a letter-report for the Client to be submitted to the City. If special-status plants are observed during the spring botanical survey, plants/populations shall be mapped and incorporated into Project plans. Special-status plants shall be avoided, if feasible. If impacts are unavoidable, the plants may be salvaged, transplanted, or seed collected for planting and/or seeding elsewhere within the Project Site. The spring survey may be completed in conjunction with the pre-activity special-status wildlife survey if feasible.

7. Oak Tree Removal. One oak tree (valley oak greater than six inches DBH) is expected to be removed due to Project implementation. The City of Paso Robles requires mitigation for impacts to oak trees that measure six inches or greater DBH. Mitigation may require preparation of an oak tree protection and replacement plan that would provide guidance for onsite and/or offsite oak tree replacement planting.

7.0 REFERENCES

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Exhibit A
Attachment 2

APPENDIX A

Site Photographs

Exhibit A
Attachment 2

Photo 1. Representative view of grassland habitat and mature valley oak within the BSA (aspect southwest; 9/30/22).

Photo 2. Additional view of site conditions within the BSA (aspect east; 9/30/22).

Exhibit A
Attachment 2

Photo 3. View of western boundary of the BSA with level to minimally sloping topography (aspect north; 9/30/22).

Photo 4. View from Nutwood Circle; drain leading to culvert pipe to direct flow into shallow man-made basin within the BSA (aspect southeast; 9/30/22).

Exhibit A
Attachment 2

APPENDIX B

Vascular Plant List

Exhibit A
Attachment 2

List of Plant Species Observed within the BSA
65 Nutwood Circle, Paso Robles, California

FAMILY	Scientific Name	Common Name	Habit	Wetland Indicator Status	Native Status	Cal-IPC Rating	Listing Status
ASTERACEAE	*Baccharis pilularis*	Coyote brush	S	-	N		
	Centaurea solstitialis	Yellow star thistle	AH	-		High	
	Heterotheca grandiflora	Telegraph weed	AH	-			
	Deinandra pentactis	Salinas River tarweed	AH	-	N		
	Pseudognaphalium californicum	Green everlasting	A/PH	-	N		
BORAGINACEAE	*Amsinckia intermedia*	Common fiddleneck	AH	-	N		
BRASSICACEAE	*Brassica nigra*	Black mustard	AH	-		Moderate	
FABACEAE	*Acmispon americanus*	Spanish lotus	AH	-	N		
	Vicia benghalensis	Mediterranean vetch	AH/V	-			
FAGACEAE	*Quercus agrifolia*	Coast live oak	T	-	N		
	Quercus lobata	Valley oak	T	FACU	N		
PAPAVERACEAE	*Eschscholzia californica*	California poppy	AH	-	N		
POACEAE	*Avena barbata*	Slender wild oats	AG	-		Moderate	
	Bromus diandrus	Ripgut grass	AG	-		Moderate	

Notes:
Scientific nomenclature follows Baldwin (2012).
N - Native species

Habit definitions:
AG - Annual grass.
AH - Annual herb.
F - Fern
PG - Perennial grass.
PH - Perennial herb.
PV - Perennial vine.
S - Shrub
T - Tree

Wetland indicator status (Lichvar and Kartesz, 2016):
OBL (Obligate Wetland Plants) - Almost always occur in wetlands.
FACW (Facultative Wetland Plants) - Usually occur in wetland, but may occur in non-wetlands.
FAC (Facultative Wetland Plants) - Occur in wetlands and non-wetlands.
FACU (Facultative Upland Plants) - Usually occur in non-wetlands, but may occur in wetlands.
UPL (Upland Plants) - Almost always occur in non-wetlands.

Cal-IPC (California Invasive Plant Council) Ratings:
High - These species have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure. Most are widely distributed ecologically.
Moderate - These species have substantial and apparent-but generally not severe-ecological impacts on physical processes, plant and animal communities, and vegetation
Limited - These species are invasive but their ecological impacts are minor on a statewide level or there was not enough information to justify a higher score.

Exhibit A
Attachment 2

APPENDIX C

Wildlife Observed with the BSA

Wildlife Species Observed within the BSA
65 Nutwood Circle, Paso Robles, California

Exhibit A
Attachment 2

Common Name	Scientific Name	Residence Status	Protected Status	Habitat
Reptiles				
Western fence lizard	*Sceloporus occidentalis*	R	--	G, D, P, S, M
Birds				
Acorn woodpecker	*Melanerpes formicivorus*	R	M	P
California scrub-jay	*Aphelocoma californica*	R	M	R, G, P
House finch	*Haemorhous mexicanus*	R	M	P, D, M
Mourning dove	*Zenaida macroura*	R	M	P, D, M
Red-tailed hawk	*Buteo jamaicensis*	R	M	G, P, M
Western blue bird	*Sialia mexicana*	R	M	P
Mammals				
Botta's pocket gopher	*Thomomys bottae*	R	--	R, G, P
California ground squirrel	*Otospermophilus beecheyi*	R	--	G, M, P

Notes:
Fauna observed by visualizations, indirect signs (tracks, scat, skeletal remains, burros, etc.), and/or auditory cues.

Residence Status
R - Permanent resident
W - Winter resident
B - Summer resident

Protected Status
FE - Federal
FT - Federal threatened species
FC - Federal candidate species
M - Migratory Bird Treaty Act
SE - State endangered species
ST - State threatened species
CS - Candidate species for CESA
CSC - California Species of Special Concern
CFP - California Fully Protected Species
BCC - Bird of Conservation Concern (USFWS)

Typical Habitat
A - Aquatic
D - Developed areas
G - Grassland
M - Multiple habitats
P - Woodland
R - Riparian
W - Wetland
C - Coastal lagoons, shores, oceans
O - Rock outcrops
S - Scrub

Exhibit A
Attachment 2

APPENDIX D

CNDDB Results

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Templeton (3512056) OR Paso Robles (3512066) OR Estrella (3512065) OR Creston (3512055) OR Santa Margarita (3512045) OR Atascadero (3512046) OR Morro Bay North (3512047) OR York Mountain (3512057) OR Adelaida (3512067))
 AND Taxonomic Group IS (Dune OR Scrub OR Herbaceous OR Marsh OR Riparian OR Woodland OR Forest OR Alpine OR Inland Waters OR Marine OR Estuarine OR Riverine OR Palustrine OR Fish OR Amphibians OR Reptiles OR Birds OR Mammals OR Mollusks OR Arachnids OR Crustaceans OR Insects OR Ferns OR Gymnosperms OR Monocots OR Dicots OR Lichens OR Bryophytes OR Fungi)

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks A	B	C	D	X	U	Population Status Historic > 20 yr	Recent <= 20 yr	Presence Extant	Poss. Extirp.	Extirp.
Abies bracteata bristlecone fir	G2G3 S2S3	None None	Rare Plant Rank - 1B.3 IUCN_NT-Near Threatened SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden USFS_S-Sensitive		80 S:1	0	0	0	0	0	1	1	0	1	0	0
Agelaius tricolor tricolored blackbird	G1G2 S1S2	None Threatened	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	684 1,036	955 S:3	0	0	0	0	0	3	1	2	3	0	0
Agrostis hooveri Hoover's bent grass	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	1,000 1,000	31 S:1	0	0	0	0	0	1	1	0	1	0	0
Ammodramus savannarum grasshopper sparrow	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	984 984	27 S:1	0	0	1	0	0	0	0	1	1	0	0
Anniella pulchra Northern California legless lizard	G3 S3	None None	CDFW_SSC-Species of Special Concern USFS_S-Sensitive	80 1,263	383 S:10	0	1	0	0	0	9	9	1	10	0	0
Antirrhinum ovatum oval-leaved snapdragon	G3 S3	None None	Rare Plant Rank - 4.2	720 720	16 S:1	0	0	0	0	0	1	1	0	1	0	0

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks A	B	C	D	X	U	Population Status Historic > 20 yr	Recent <= 20 yr	Presence Extant	Poss. Extirp.	Extirp.
Antrozous pallidus pallid bat	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	175 1,050	420 S:2	0	1	0	0	0	1	2	0	2	0	0
Aquila chrysaetos golden eagle	G5 S3	None None	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected CDFW_WL-Watch List IUCN_LC-Least Concern	720 1,340	325 S:2	1	1	0	0	0	0	1	1	2	0	0
Arctostaphylos luciana Santa Lucia manzanita	G2 S2	None None	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_UCSC-UC Santa Cruz USFS_S-Sensitive	2,700 2,700	10 S:1	0	0	0	0	0	1	1	0	1	0	0
Arctostaphylos pilosula Santa Margarita manzanita	G2? S2?	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	955 1,400	58 S:4	1	0	0	0	0	3	2	2	4	0	0
Ardea herodias great blue heron	G5 S4	None None	CDF_S-Sensitive IUCN_LC-Least Concern	996 996	156 S:1	0	0	0	0	0	1	0	1	1	0	0
Astragalus didymocarpus var. milesianus Miles' milk-vetch	G5T2 S2	None None	Rare Plant Rank - 1B.2	1,250 1,250	16 S:3	0	0	0	0	0	3	3	0	3	0	0
Atractelmis wawona Wawona riffle beetle	G3 S1S2	None None		231 231	80 S:1	0	0	0	0	0	1	1	0	1	0	0
Batrachoseps minor lesser slender salamander	G1 S1	None None	CDFW_SSC-Species of Special Concern IUCN_DD-Data Deficient USFS_S-Sensitive	895 1,376	8 S:7	0	0	0	0	0	7	1	6	7	0	0
Bombus caliginosus obscure bumble bee	G2G3 S1S2	None None	IUCN_VU-Vulnerable	1,200 1,200	181 S:1	0	0	0	0	0	1	1	0	1	0	0

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks A	B	C	D	X	U	Population Status Historic > 20 yr	Recent <= 20 yr	Presence Extant	Poss. Extirp.	Extirp.
Bombus crotchii Crotch bumble bee	G2 S1S2	None None	IUCN_EN-Endangered	900 1,300	437 S:3	0	0	0	0	0	3	3	0	3	0	0
Branchinecta lynchi vernal pool fairy shrimp	G3 S3	Threatened None	IUCN_VU-Vulnerable	725 1,125	796 S:6	0	2	3	1	0	0	4	2	6	0	0
Buteo regalis ferruginous hawk	G4 S3S4	None None	CDFW_WL-Watch List IUCN_LC-Least Concern	995 995	107 S:1	0	1	0	0	0	0	0	1	1	0	0
Calochortus obispoensis San Luis mariposa-lily	G2 S2	None None	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	1,300 1,700	46 S:3	0	1	0	0	0	2	0	3	3	0	0
Calochortus simulans La Panza mariposa-lily	G2 S2	None None	Rare Plant Rank - 1B.3 SB_CRES-San Diego Zoo CRES Native Gene Seed Bank SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	1,000 1,600	109 S:14	0	5	2	3	0	4	4	10	14	0	0
Calycadenia villosa dwarf calycadenia	G3 S3	None None	Rare Plant Rank - 1B.1 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	984 1,130	59 S:4	0	2	0	0	0	2	4	0	4	0	0
Camissoniopsis hardhamiae Hardham's evening-primrose	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	1,100 1,600	22 S:7	3	3	0	0	0	1	6	1	7	0	0
Carex obispoensis San Luis Obispo sedge	G3? S3?	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	1,600 2,500	29 S:3	1	0	0	0	0	2	2	1	3	0	0
Castilleja densiflora var. obispoensis San Luis Obispo owl's-clover	G5T2 S2	None None	Rare Plant Rank - 1B.2	75 1,580	69 S:7	0	1	2	0	0	4	3	4	7	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Exhibit A
Attachment 2

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks A	B	C	D	X	U	Population Status Historic > 20 yr	Recent <= 20 yr	Presence Extant	Poss. Extirp.	Extirp.
Caulanthus lemmonii Lemmon's jewelflower	G3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	1,000 1,000	91 S:4	0	0	0	0	0	4	4	0	4	0	0
Charadrius nivosus nivosus western snowy plover	G3T3 S2	Threatened None	CDFW_SSC-Species of Special Concern NABCI_RWL-Red Watch List	10 10	138 S:2	0	1	1	0	0	0	0	2	2	0	0
Chorizanthe breweri Brewer's spineflower	G3 S3	None None	Rare Plant Rank - 1B.3 BLM_S-Sensitive USFS_S-Sensitive	1,000 2,500	45 S:7	2	0	0	0	0	5	4	3	7	0	0
Chorizanthe rectispina straight-awned spineflower	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	1,000 1,900	24 S:11	2	1	1	0	0	7	7	4	11	0	0
Cicindela hirticollis gravida sandy beach tiger beetle	G5T2 S2	None None		10 10	34 S:2	0	0	0	0	1	1	2	0	1	0	1
Cirsium fontinale var. obispoense Chorro Creek bog thistle	G2T2 S2	Endangered Endangered	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_SBBG-Santa Barbara Botanic Garden	1,000 1,000	22 S:1	0	0	0	0	0	1	1	0	1	0	0
Cirsium occidentale var. lucianum Cuesta Ridge thistle	G3G4T2 S2	None None	Rare Plant Rank - 1B.2		9 S:1	0	0	0	0	0	1	1	0	1	0	0
Coelus globosus globose dune beetle	G1G2 S1S2	None None	IUCN_VU-Vulnerable	10 10	50 S:2	0	0	0	0	1	1	1	1	1	1	0
Corynorhinus townsendii Townsend's big-eared bat	G4 S2	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	1,000 1,000	635 S:1	0	0	1	0	0	0	0	1	1	0	0
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	G4T1T2 S2	Candidate None	IUCN_EN-Endangered USFS_S-Sensitive	15 40	383 S:2	0	1	1	0	0	0	1	1	2	0	0
Delphinium parryi ssp. blochmaniae dune larkspur	G4T2 S2	None None	Rare Plant Rank - 1B.2		27 S:1	0	0	0	0	0	1	1	0	1	0	0

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Delphinium parryi ssp. eastwoodiae Eastwood's larkspur	G4T2 S2	None None	Rare Plant Rank - 1B.2	900 900	15 S:2	0	0	0	0	0	2	2	0	2	0	0
Delphinium umbraculorum umbrella larkspur	G3 S3	None None	Rare Plant Rank - 1B.3 BLM_S-Sensitive USFS_S-Sensitive		95 S:3	0	0	0	0	0	3	3	0	3	0	0
Dudleya abramsii ssp. bettinae Betty's dudleya	G4T2 S2	None None	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	170 820	14 S:7	0	3	1	1	0	2	4	3	7	0	0
Dudleya abramsii ssp. murina mouse-gray dudleya	G4T2 S2	None None	Rare Plant Rank - 1B.3 BLM_S-Sensitive SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	330 1,600	36 S:3	0	0	0	0	0	3	1	2	3	0	0
Dudleya blochmaniae ssp. blochmaniae Blochman's dudleya	G3T2 S2	None None	Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	30 562	81 S:8	0	1	0	0	0	7	3	5	8	0	0
Elanus leucurus white-tailed kite	G5 S3S4	None None	BLM_S-Sensitive CDFW_FP-Fully Protected IUCN_LC-Least Concern	1,165 1,240	184 S:2	0	2	0	0	0	0	1	1	2	0	0
Emys marmorata western pond turtle	G3G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	10 1,464	1404 S:27	2	14	4	0	0	7	15	12	27	0	0
Eriastrum luteum yellow-flowered eriastrum	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	860 1,900	34 S:12	3	1	1	0	0	7	6	6	12	0	0
Erigeron blochmaniae Blochman's leafy daisy	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden	15 15	36 S:1	0	0	1	0	0	0	0	1	1	0	0
Eucyclogobius newberryi tidewater goby	G3 S3	Endangered None	AFS_EN-Endangered IUCN_NT-Near Threatened	20 20	127 S:1	0	0	0	0	0	1	1	0	1	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks A	B	C	D	X	U	Population Status Historic > 20 yr	Recent <= 20 yr	Presence Extant	Poss. Extirp.	Extirp.
Extriplex joaquinana San Joaquin spearscale	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden		127 S:1	0	0	0	0	0	1	1	0	1	0	0
Fritillaria ojaiensis Ojai fritillary	G3 S3	None None	Rare Plant Rank - 1B.2 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	1,200 1,200	49 S:1	0	0	0	0	0	1	1	0	1	0	0
Helminthoglypta walkeriana Morro shoulderband	G1 S1S2	Threatened None	IUCN_CR-Critically Endangered	10 10	14 S:1	0	1	0	0	0	0	1	0	1	0	0
Horkelia cuneata var. puberula mesa horkelia	G4T1 S1	None None	Rare Plant Rank - 1B.1 USFS_S-Sensitive	820 875	103 S:3	0	0	0	0	0	3	3	0	3	0	0
Horkelia cuneata var. sericea Kellogg's horkelia	G4T1? S1?	None None	Rare Plant Rank - 1B.1 SB_UCSC-UC Santa Cruz USFS_S-Sensitive	600 1,140	58 S:3	0	0	0	0	0	3	3	0	3	0	0
Icaricia icarioides moroensis Morro Bay blue butterfly	G5T2 S2	None None		25 80	12 S:2	0	0	0	0	0	2	2	0	2	0	0
Juncus luciensis Santa Lucia dwarf rush	G3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	984 984	37 S:3	0	0	0	0	0	3	3	0	3	0	0
Layia jonesii Jones' layia	G2 S2	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive	200 522	25 S:8	0	0	0	0	0	8	3	5	8	0	0
Lepidium jaredii ssp. jaredii Jared's pepper-grass	G2G3T1T2 S1S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden		12 S:1	0	0	0	0	0	1	1	0	1	0	0
Linderiella occidentalis California linderiella	G2G3 S2S3	None None	IUCN_NT-Near Threatened	968 1,076	508 S:5	0	4	0	0	0	1	0	5	5	0	0

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks A	B	C	D	X	U	Population Status Historic > 20 yr	Recent <= 20 yr	Presence Extant	Poss. Extirp.	Extirp.
Malacothamnus palmeri var. palmeri Santa Lucia bush-mallow	G3T2Q S2	None None	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	850 1,000	10 S:2	0	0	0	0	0	2	2	0	2	0	0
Meconella oregana Oregon meconella	G2G3 S2	None None	Rare Plant Rank - 1B.1	1,200 1,200	9 S:1	0	0	0	0	0	1	1	0	1	0	0
Monardella palmeri Palmer's monardella	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	1,600 1,600	24 S:2	0	0	0	0	0	2	2	0	2	0	0
Monolopia gracilens woodland woollythreads	G3 S3	None None	Rare Plant Rank - 1B.2		68 S:1	0	0	0	0	0	1	1	0	1	0	0
Navarretia fossalis spreading navarretia	G2 S2	Threatened None	Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_CRES-San Diego Zoo CRES Native Gene Seed Bank	1,100 1,100	82 S:1	0	0	0	0	0	1	1	0	1	0	0
Navarretia nigelliformis ssp. radians shining navarretia	G4T2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive	700 1,571	102 S:12	0	0	5	0	0	7	6	6	12	0	0
Neotoma macrotis luciana Monterey dusky-footed woodrat	G5T3 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern	988 1,700	8 S:3	2	0	0	0	0	1	3	0	3	0	0
Northern Interior Cypress Forest Northern Interior Cypress Forest	G2 S2.2	None None		2,400 2,400	22 S:1	0	0	0	0	0	1	1	0	1	0	0
Oncorhynchus mykiss irideus pop. 9 steelhead - south-central California coast DPS	G5T2Q S2	Threatened None	AFS_TH-Threatened	200 400	41 S:3	0	1	0	0	0	2	3	0	3	0	0
Perognathus inornatus psammophilus Salinas pocket mouse	G2G3T2? S1	None None	CDFW_SSC-Species of Special Concern	1,220 1,225	9 S:3	2	0	0	0	0	1	3	0	3	0	0

Exhibit A
Attachment 2

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Phrynosoma blainvillii coast horned lizard	G3G4 S3S4	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	25 25	784 S:1	0	1	0	0	0	0	1	0	1	0	0
Plagiobothrys uncinatus hooked popcornflower	G2 S2	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive	1,780 1,780	14 S:1	0	0	0	0	0	1	1	0	1	0	0
Polyphylla nubila Atascadero June beetle	G1 S1	None None		800 900	4 S:3	0	0	0	0	0	3	3	0	3	0	0
Progne subis purple martin	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	915 915	71 S:1	0	1	0	0	0	0	0	1	1	0	0
Pyrgulopsis taylori San Luis Obispo pyrg	G1 S1	None None		880 880	5 S:1	0	0	0	0	0	1	1	0	1	0	0
Rana boylii pop. 6 foothill yellow-legged frog - south coast DPS	G3T1 S1	Proposed Endangered Endangered	BLM_S-Sensitive USFS_S-Sensitive	1,010 1,010	79 S:1	0	0	0	0	1	0	1	0	0	0	1
Rana draytonii California red-legged frog	G2G3 S2S3	Threatened None	CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable	10 1,684	1671 S:21	4	10	1	3	1	2	11	10	20	1	0
Senecio aphanactis chaparral ragwort	G3 S2	None None	Rare Plant Rank - 2B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_CRES-San Diego Zoo CRES Native Gene Seed Bank	536 536	98 S:1	0	0	0	0	0	1	0	1	1	0	0
Sidalcea hickmanii ssp. anomala Cuesta Pass checkerbloom	G3T1 S1	None Rare	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	2,500 2,500	4 S:1	1	0	0	0	0	0	0	1	1	0	0

Exhibit A
Attachment 2

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks A	B	C	D	X	U	Population Status Historic > 20 yr	Recent <= 20 yr	Presence Extant	Poss. Extirp.	Extirp.
Spea hammondii western spadefoot	G2G3 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened	764 1,591	1425 S:21	2	4	9	2	0	4	9	12	21	0	0
Streptanthus albidus ssp. peramoenus most beautiful jewelflower	G2T2 S2	None None	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_UCBG-UC Botanical Garden at Berkeley USFS_S-Sensitive		103 S:2	0	0	0	0	0	2	2	0	2	0	0
Suaeda californica California seablite	G1 S1	Endangered None	Rare Plant Rank - 1B.1		18 S:1	0	0	0	1	0	0	0	1	1	0	0
Taricha torosa Coast Range newt	G4 S4	None None	CDFW_SSC-Species of Special Concern	965 1,700	88 S:9	1	3	0	1	0	4	3	6	9	0	0
Taxidea taxus American badger	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	670 1,055	594 S:16	14	2	0	0	0	0	14	2	16	0	0
Trimerotropis occulens Lompoc grasshopper	G1G2 S1S2	None None	IUCN_EN-Endangered	900 900	8 S:1	0	0	0	0	1	0	1	0	0	1	0
Valley Oak Woodland Valley Oak Woodland	G3 S2.1	None None		1,060 2,000	91 S:6	0	0	0	0	0	6	6	0	6	0	0
Vireo bellii pusillus least Bell's vireo	G5T2 S2	Endangered Endangered	NABCI_YWL-Yellow Watch List	660 710	504 S:2	1	0	0	0	0	1	1	1	2	0	0
Vulpes macrotis mutica San Joaquin kit fox	G4T2 S2	Endangered Threatened		658 1,049	1020 S:17	2	0	0	1	0	14	16	1	17	0	0

Exhibit A
Attachment 2

CULTURAL RESOURCES INVENTORY SURVEY AT 65 NUTWOOD CIRCLE, PASO ROBLES, SAN LUIS OBISPO COUNTY, CALIFORNIA

[APN: 009-851-023]

Prepared for:

DRA Commercial, LLC
355 Bristol Street, Suite A
Costa Mesa, CA 92626

Prepared by:

Nancy Farrell
Cultural Resource Management Services
829 Paso Robles Street
Paso Robles, California 93446

Templeton 7.5' Quadrangle

December, 2022

CRMS
CULTURAL RESOURCE MANAGEMENT SERVICES

CR MS Project No. 56-2039

Exhibit A
Attachment 2

INTRODUCTION

At the request of Doug Ayers,, Cultural Resource Management Services (CRMS) has conducted a literature and records search and intensive archaeological survey of a 5 ± acre parcel at 65 Nutwood Circle, Paso Robles. This will be a commercial storage facility. The purpose of this investigation is to identify any cultural resources present on the parcel that may be affected by the proposed construction. This work was completed in order to comply with the requirements of the California Environmental Quality Act (CEQA) and the County of San Luis Obispo (Figure 1, 2, and 3).

CEQA requires lead agencies to evaluate proposed projects for their potential to impact archaeological resources (Public Resources Code Section 21082, 21083.2, and 21084.1, and California Code of Regulations 15064.5). According to the CEQA Guidelines, "historical resources" include buildings, structures, objects, districts, or sites that may possess prehistoric or historical archaeological, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant effect on important cultural resources, then alternative plans or mitigation measures need to be developed. were conducted to identify and evaluate any significant prehistoric or historic cultural resources that might be impacted by the proposed construction (Exhibit A).

In addition, as part of an early participation notice, letters were sent to Native American tribes, organizations and individuals. The list of recipients was provided by the Native American Heritage Commission (NAHC), and is comprised of those groups and individuals thought to have a cultural interest in this area, notifying them of the proposed project, inviting them to consult, and requesting information or concerns regarding the proposed project. A Sacred Lands Search was conducted at the Native American Heritage Commission (NAHC). Concurrent with that search, Native Americans and Native American groups cited by the NAHC were contacted. There was one responses to the letters written, noted specifically in Exhibit B.

Exhibit A
Attachment 2

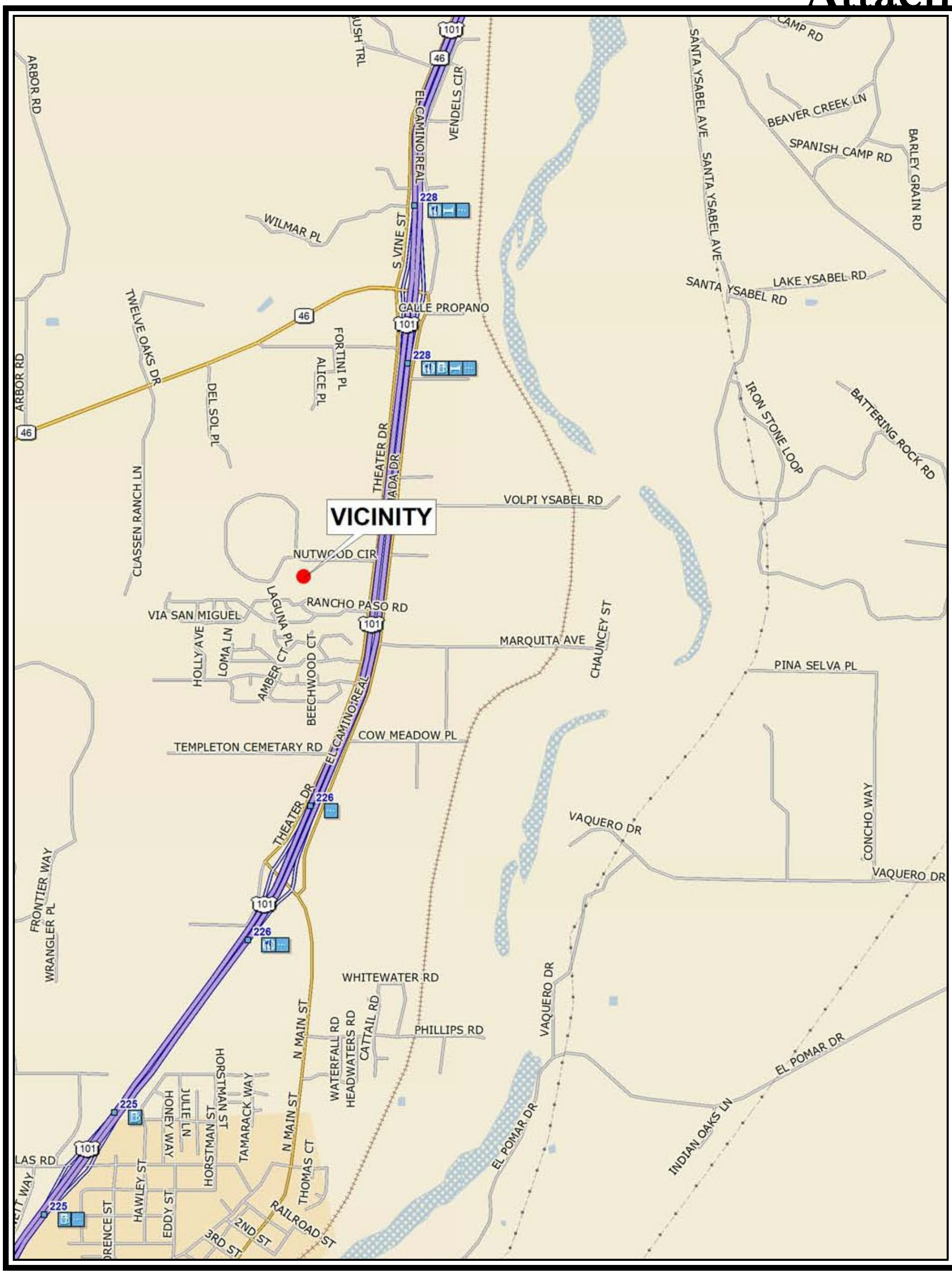

Figure 1: Vicinity Map (No Scale)

Exhibit A
Attachment 2

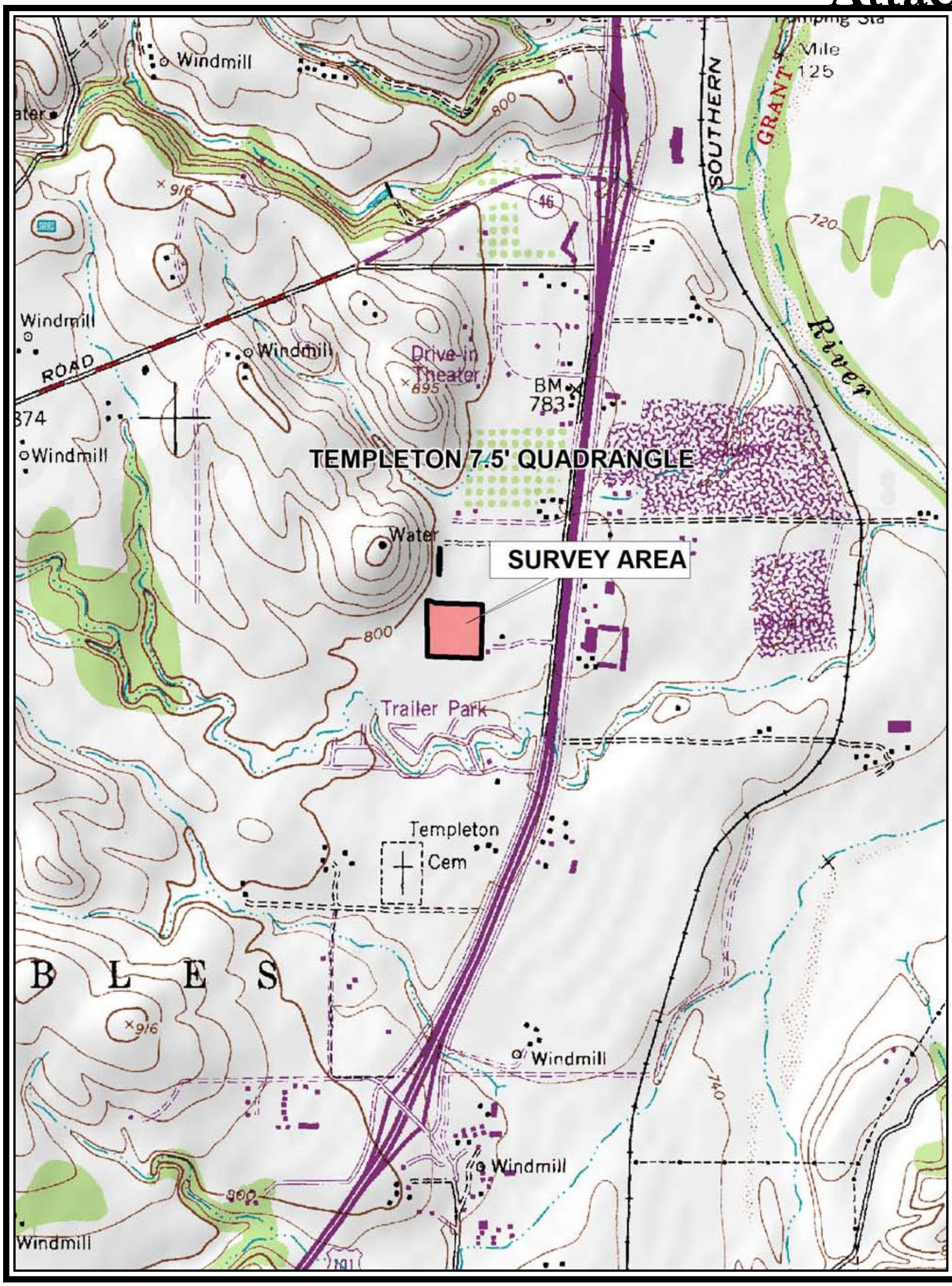

Figure 2: Portion of USGS 7.5' Quadrangle-Templeton, CA

Exhibit A
Attachment 2

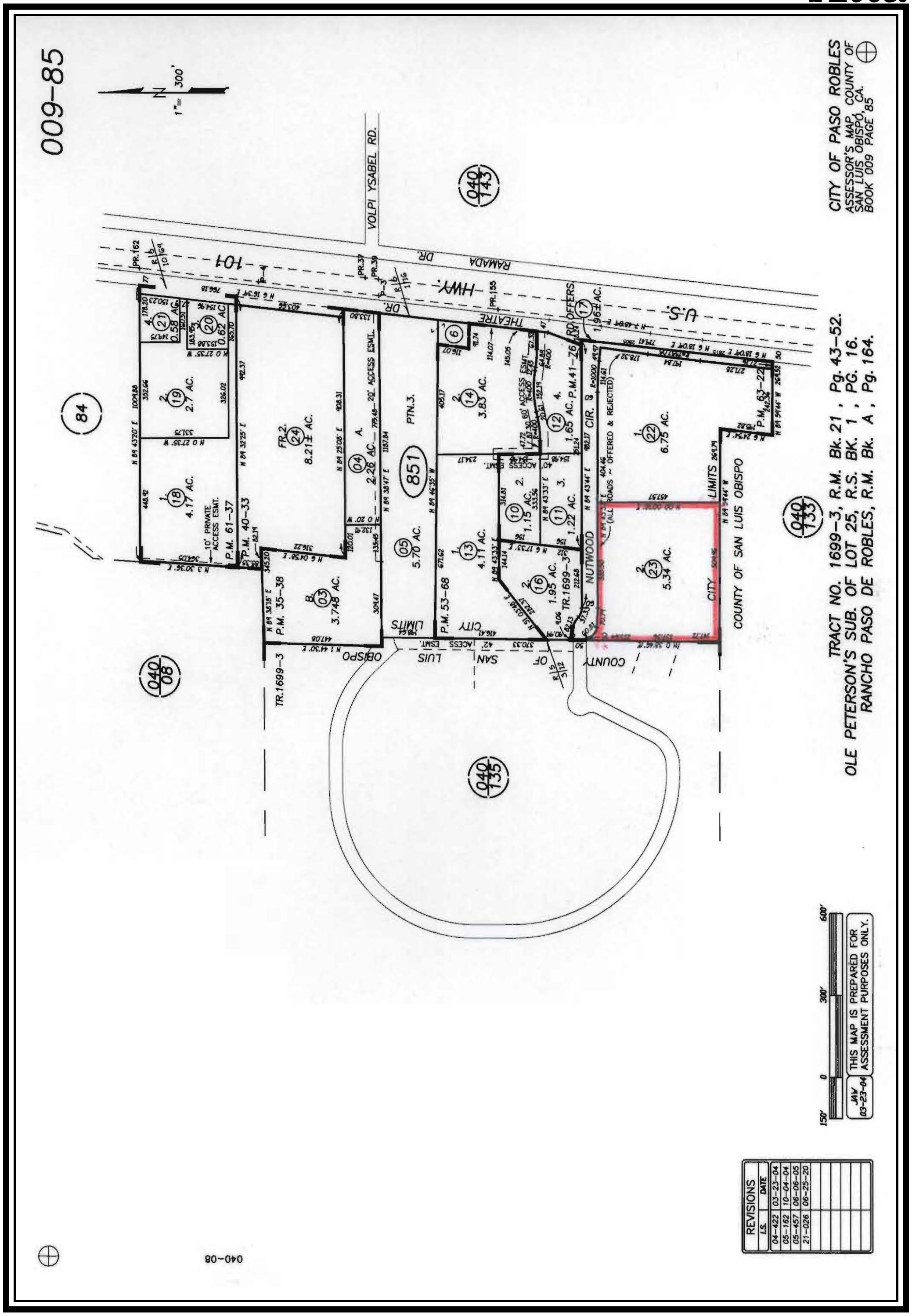

Figure 3: Assessor's Parcel Map-Parcel Shown In Red Outline

ENVIRONMENTAL CONTEXT

The project area consists of a gently sloping ± 7 acre property at the southern corporate limit of of the City of El Paso de Robles, California, west of Highway 101 (Figure 1) at an elevation of 800 feet ASL. Paso Robles lies on a terrace above the western bank of the Salinas River that grades into the hilly flanks of the Santa Lucia Range.

Climate

The weather pattern is characterized by hot, dry summers and cool, moist winters. Every several years, extreme frosts occur during winter months, but generally the area experiences 300 to 325 frost-free days per year.

Geology and Pedology

The Paso Robles area presents a complex geologic picture, underlain by the 4.3 million year old Paso Robles Formation. Sandstones, siltstone, diatomite and conglomerates are characteristic rocks. Beds of fossil pecten and oyster shells from the 5-7 million year old Santa Margarita Formation are also present in some locations (Chipping 1987:VIII-7). The grey-brown soil of the project area is Lockwood shaly loam (Lindsey 1983: 45), deep well-drained soils that formed in material weathered from sedimentary rocks.

Water Sources

Annual rainfall ranges from 12 to 20 inches. Today, the Salinas River, a mile to the east, flows at the surface only during seasons of heavy rainfall, but the river flow was more abundant and regular during the time of prehistoric human occupation of the area. The surface flow has been reduced to a minimum in recent years by the many municipal and private wells which draw water from the river for residential and agricultural use, as well as the construction of the Santa Margarita Dam in the early 1940s. There are natural springs in the area, both warm sulphur springs and fresh water (Chapman *et al.* 1980: 15).

Vegetation

The regional vegetation is melange of oak savanna, oak woodland and chaparral plant communities with a riparian component. Commonly occurring species are: Valley oak (*Quercus lobata*), interior live oak (*Quercus wizlizenii*), chamise (*Adenostoma fasciculatum*), California lilac (*Ceanothus spp*.) and coyote brush (*Baccharis pilularis*). Along the creeks is a riparian community where western sycamore (*Platanus racemosa*), willow (*Salix sp*.), cottonwood (*Populus fremontii*), White alder (*Alnus Rhombifolia*), Poison oak (*Toxicodendron diversilobum*), Blackberry (*Rubus ursinus*), Poison hemlock (*Conium maculatum*), and elderberry (*Sambucus mexicana*) are common. On the project property, vegetation now consists primarily of a few specimens of valley oak and a variety of forbs such as mustard (*Brassica spp*.) and milkweed (*Asclepias californica*) and grasses.

Fauna

Fauna commonly occurring in the surrounding area include black-tailed deer (*Odocoileus hemionus columbianus*), coyote (*Canis latrans*), black-tailed jackrabbit (*Lepus californicus*), cottontail rabbit (*Sylvilagus* spp.), black bear (*Ursus americanus*) and historically, grizzly bear (*Ursus horribilis*) and tule elk (*Cervus elaphus nannoides*). A number of ground squirrels (*Spermophilus* spp.), the western gray squirrel (*Sciurus griseus*), gophers (*Thomomys* spp.), mice (*Microtus* spp. and *Peromyscus* spp.), and a variety of reptiles and amphibians are also present.

Common birds in the area include red-tailed hawk (*Buteo jamaicensis*), California scrub jay (*Aphelocoma coerulescens*), mourning dove (*Zenaida macroura*), western meadowlark (*Sturnella neglecta*), mockingbird (*Mimus polyglottos*) and turkey vulture (*Cathartes aura*), acorn woodpecker (*Melanerpes formicuvorus*), and valley quail (*Lophortyx californicus*).

CULTURAL BACKGROUND

Archaeological Background

Archaeological evidence indicates that the San Luis Obispo County region was occupied as early as 8000-9000 years ago, as indicated by radiocarbon dates from excavations at Diablo Canyon (Greenwood 1972), Edna Valley (Fitzgerald 2000), Cambria (Gibson 1979) and Paso Robles (Stevens *et al.* 2004). The cultural history of this region has until recently been placed within the sequence that has been defined for the Santa Barbara region, where far more archaeological investigations had taken place.

The first regional chronology was proposed by D.B. Rogers (1929) and was based on his excavation of coastal sites around Santa Barbara. This three-part sequence of Early Oak Grove or Millingstone Culture, Intermediate or Hunting People and a late Canaliño Culture is still considered generally valid in terms of broad cultural patterns (Fitzgerald and Jones 1998).

Researchers on the Central Coast have continued to refine the chronological framework and several alternative schemes have been proposed, primarily based on sites in the Central Valley, Central Coast and Channel Islands (*cf.* Moratto 1984: 125; King 1990; Erlandson and Jones, 2002; Jones *et al.* 2007). The following chronology for the San Luis Obispo area builds on this work and incorporates extensive investigations carried out on the Pecho Coast, south of San Luis Obispo (Jones and Codding 2019). All dates are radiocarbon calibrated dates:

Paleoindian	*10,000 BCE - 8350 BCE*
Millingstone/ Lower Archaic	*8350 BCE - 3500 BCE*
Early	*3500 BCE - 600 BCE*
Middle	*600 BCE - 1000 CE*
Middle/Late Transition	*1000 CE- 1230 CE*
Late	*1230 CE - 1769 CE*
Mission Period	*1769 CE - 1830 CE*

These periods are based upon shifts in technology that relate to the type and variety of foods consumed, methods of procurement, and social structure. The earliest periods were a time of hunting and gathering, with an emphasis on seed collecting and processing. The tool kit for these periods shows an emphasis on milling equipment and crude cores yielding flaked stone tools. An increased reliance on fishing (evidenced by fishhooks), and on acorns as a dietary staple (mortars and pestles), was indicated later by the addition of new tools.

Paleoindian (10,000 BCE - 8350 BCE)

Excavations on the northern Channel Islands have yielded radiocarbon dates as early as 12,500 years ago (Erlandson and Braje 2011). There is still very limited information for the Paleoindian period in the Central Coast mainland region.

Millingstone Period (8350 BCE – 3500 BCE)

More substantive archaeological evidence exists for the Millingstone Period, as evidenced by radiocarbon dates from excavations conducted at Diablo Canyon (Greenwood 1972), Cambria (Gibson 1979) Edna Valley (Fitzgerald *et. al* 1998) and Paso Robles (Stevens *et.al* 2004). It was during this period that permanent settlements with associated cemeteries were established. This basic adaptation persisted until about 3500 BC and was characterized by milling slabs, manos (handstones), rather crude cobble tools and a high density of marine shellfish remains on the coast. Collection of seeds appears to have been important for diet.

Early Period (3500 BCE – 600 BCE)

Along the coast and in interior areas, the Early period is marked by the appearance of mortars and pestles and contracting-stemmed projectile points (Jones 1993). Other artifacts found with Early period occupations are also found in Millingstone period sites, including Olivella (*Callianax biplicata*) class L beads, large side-notched projectile points, and milling slabs and handstones. Large projectile points and stone knives are indicative of hunting activity. Milling implements consisting of manos and metates were evidence of the processing of seeds, and possibly vegetable foods, dried meats, and fish. Greater numbers of sites are known from the Early period, possibly signaling a population increase. The end of this period is marked by changes in technology with the decrease of manos and metates, a shift in the settlement pattern, and alterations in ornamental style.

Middle Period (600 BCE – 1000 CE)

Mortars and pestles become larger and more common during this period and small seeds become less important as a staple. Exotic products are adopted. This period heralds the advent of social and political alliances and economic networks to regulate food supplies and their distribution in order to alleviate conditions resulting from regional fluctuations in the harvest. Some villages grew larger and less defensive in nature as populations were integrated into larger political units. The end of this period is marked by dramatic changes in economic, social, and political conditions, evidenced by new habitation sites and larger coastal fishing communities.

The Middle period is well represented at recorded sites along the central coast and increasingly in interior regions as well. The types of artifacts found in Middle period occupations are similar to those from the Early period although a larger number of bone implements and bead types are known and projectile points tend to be contracting-stemmed types instead of side-notched and square-stemmed (Olsen and Payen 1969; Bennyhoff and Hughes 1987; Jones and Waugh 1995). Excavations at Fort Hunter-Liggett have shown that Middle period occupations in that area resemble those found along the coast (Jones and Haney 1997).

Middle/Late Transition Period (1000 CE – 1230 CE)

Around 1,000 AD a 300-year period of warmer temperatures and drier climate, the Medieval Climatic Anomaly, caused adverse environmental conditions, particularly intermittent droughts (Raab and Larson 1997). During the Late Period, terrestrial resource production is thought to have decreased significantly, while adaptive responses involving technology and social complexity evolved. Characteristic artifacts include curved shell fishhooks, mortars with attached basket hopper, contracting-stemmed and double side-notched projectile points. The bow and arrow was introduced.

Late Period (1230 CE - 1769 CE)

This period is marked by a more mobile, dispersed settlement pattern than earlier periods (Jones *et al.* 2015: 15), an increasing dependence on acorns and other storable commodities, and a general diversification of the marine and terrestrial foods consumed. Late period assemblages from the interior south coast ranges are distinguished by a suite of new bead types, small side-notched and triangular arrow points, and hopper mortars as well as many artifact types found in earlier periods (Olsen and Payen 1969). At Fort Hunter Liggett, Late period occupations also included small arrow points, new bead types, as well as bedrock mortars and unshaped pestles (Jones 2000; Haney *et al.* 2002). The Late period assemblages from a wide area of the central coast and interior regions appear superficially similar, but this was probably a time of continued cultural differentiation due to higher population densities.

Mission Period (1769 CE - 1830 CE)

Glass trade beads, square nails and bottle glass begin to appear in the archaeological matrix (Meighan 1979; Moratto 1984: 273).

Ethnographic Overview

At the time of European contact, the Paso Robles region was primarily occupied by a branch of the northern-most Chumash, the Obispeño (Kroeber 1925). This group inhabited coastal and inland areas between Malibu and the vicinity of San Simeon (Kroeber 1925; Gibson 1983). Also present in the region historically were the Migueleño Salinan (Greenwood 1978). The Salinan were bordered by the Esselen and Costanoan to the north, Yokuts to the east and the Chumash to the south. Examination of mission records reveals that members of the Salinan Nation inter-married into the northern portion of San Luis Obispo County, including the Paso Robles area. The exact boundary of these two groups has not been well established and is the subject of continuing research on the part of ethno-historians, archaeologists, and some Salinan and Chumash descendants.

The economies of the Salinan and the Chumash, as observed at the time of European contact, were based upon an annual cycle of gathering and hunting (Geiger and Meighan 1976). Vegetal foods, especially acorns, provided the bulk of the diet. Acorns were stored in large willow-twig granaries until needed, then ground in a stone mortar. The tannic acid present in the acorn meal was leached out with water, and the result was cooked into a gruel. Other important plant foods included wild grass and other hard seeds, roots and corms, and various fruits and berries. Major animal foods included an assortment of terrestrial mammals, marine and freshwater fish, shellfish, birds, as well as reptiles and insects. It is unclear to what extent people living inland ventured to the coast and vice versa, but it is likely that people were mobile enough to take advantage of plant and animal foods when and where they occurred. Diets would have varied from season to season, and from year to year, depending on what was available and accessible.

Stone, bone, wood, plant fibers and shell all provided materials for the production of tools. Hunting of animals and birds was accomplished with snares, traps, spears, darts, and the during the Late Period, bow and arrow. Stone work included projectile points, knives, scrapers, choppers and awls. Pecked and ground stone objects included bowl mortars, pestles, metates, basket mortars, stone bowls, notched pebble net sinkers, and steatite arrow shaft straighteners. Ornaments were made of steatite and serpentine. Bone and shell tools were also manufactured; especially bone awls and C-shaped fishhooks. Shell beads of mussel and abalone were the basis of the Salinan "currency", with value being assigned based on the color or the shell (Hester 1978: 502).

Historic Overview

European contact in the San Luis Obispo County region may have begun as early as 1587 with the visit of Pedro de Unamuno to Morro Bay, although some scholars have questioned this based on the ambiguity of Unamuno's descriptions (Mathes 1968). A visit in 1595 by Sebastian Rodriguez Cermeño is better documented (Wagner 1924). The earliest well-documented descriptions come from accounts by members of Gaspar de Portola's land expedition, which passed through the region in 1769 (Squibb 1984). No large villages, such as those seen along the Santa Barbara channel, were reported by early travelers in the San Luis Obispo region.

Permanent Spanish settlement of the region began with the founding of Mission San Antonia de Padua (near King City) in 1771 and San Luis Obispo de Tolosa (in San Luis Obispo) in 1772. Twenty-five years later, Mission San Miguel Archangel was founded in the heart of southern Salinan territory. The mission properties of San Miguel mission were extensive and included an outlying rancho station, Las Gallinas, near present day Paso Robles (Ohles 1997).

As elsewhere, induction into the mission system had a devastating effect on the local inhabitants, requiring them to live and work at the mission and to a great extent abandon their former lifeways. The inadvertent introduction of European diseases, the consequent high mortality rate, and the pressure of overwhelming social change decimated the population. By 1805, most native villages had been abandoned, and the populace had either fled or moved into the mission system (Gibson 1983). The natives who had survived the Spanish colonization period, went on to build and staff the rancheros of the Mexican and American periods which followed. By the beginning of the 20th Century, the Chumash and Salinan had been integrated into American society (Gibson 1983; King 1984, 1990).

In 1822, Mexico attained independence of Spain and California became a Mexican territory. The Secularization Act, passed by the Mexican congress in 1833, provided for the immediate break-up of the missions and the transfer of mission lands to settlers and Indians. Work toward this end began in 1834 under Governor Figueroa.

Grants were made to individuals by the governor on the recommendation of the local *alcalde* of the Mission (Shumway 2007). During the years from 1840 to 1846, a series of land grants were made from the lands of Mission San Miguel by the governors of Mexican California. Most of these were used for grazing huge cattle herds. Even after the acquisition of California by the United States the ranchos continued to thrive until the drought of 1863 - 1864. This drought was ruinous to many of the ranchos. Tens of thousands of acres changes hands as lands sold for less than their assessed value (Angel 1883; Morrison & Haydon 1917). The new owners were most often North Americans who arrived on the heels of the drought as land prices plummeted.

The project area was a portion of the 26,000 acre rancho El Paso de los Robles, granted May 12, 1844 to Pedro Navarez by Mexican Governor Manuel Micheltorena. In 1848 the Treaty of Guadalupe Hidalgo marked an end to the Mexican American war and California became a territory of the United States. Statehood was attained in 1850 and in 1851 the Land Act, passed by Congress, meant that the rancheros now had to prove ownership of their land. A patent on the El Paso de los Robles was obtained July 20, 1866 by Petronillo Rios. Prior to the patent, however, the parcel had been sold in two separate transactions, first to Daniel and James Blackburn on September 21, 1858. The second portion was sold July 9, 1861 to Lazarus Godchaux. They immediately began making improvements to the hot sulphur springs which had been used by local inhabitants for generations. The location had long been a rest stop for travelers on the El Camino Real. In 1864 the El Paso de Robles Hotel with attendant mineral hot spring bathhouse, was built. By the 1870s, the Paso Robles Hot Springs was a well known destination for people seeking the famous curative powers of the springs (Sawyer 1915).

The West Coast Land Co. was incorporated on March 27, 1886. The immediate objective was to develop 64,000 acres of land, comprised of the ranchos Santa Ysabel, El Paso de Robles, Eureka, and the unsold portion of Huer Huero that had been purchase over the preceding decade. The purchases were based upon the expectation that the Southern Pacific Railroad coastal line between San Francisco and Los Angeles through San Luis Obispo County would bring prosperity to the region (Nicholson 1980). A town plan for Paso Robles, on the western side of the Salinas River, was commissioned, and on November 17, 1886, two weeks after the first train arrived in "town" a Grand Auction was held, resulting in the sale of 228 lots. The town plan was completed by 1887 and the town was incorporated as a city in 1889. The trickle of settlers became a flood and Paso Robles became a major export center for cattle, grain, dairy products, stone fruit, walnuts, and almonds. Throughout the later part of the nineteenth and the twentieth century, the economy of the Paso Robles region was largely agricultural. Cattle ranches, dairies, almond and other fruit orchards, and large tracts devoted to dry land grain production comprised the rural landscape. This resulted in the clearing of much of the Oak woodland, including the present project area (Rossi 1979: 258). During the mid twentieth century, Paso Robles was known as "The Almond Capital of the World." Much of the region around Paso Robles

In 1882, York Mountain Vineyard opened, eventually becoming one of the first bonded wineries on the Central Coast. Agriculture has continued to be the mainstay of the region up to the present, with increasing emphasis on viticulture and wine-making. The proliferation of wineries in the last 30 years has also lead to tourism once again becoming a major component of the local economy.

MAP AND RECORDS SEARCH RESULTS

Prior to the field survey, a records and literature search was conducted at the Central Coast Information Center at the Santa Barbara Museum of Natural History, which is the regional clearinghouse for archaeological site information for San Luis Obispo County under agreement with the California Office of Historic Preservation (OHP). The search also included inventories for the State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Historical Landmarks, California Points of Historic Interest, California OHP Archaeological Determinations of Eligibility, and the CalTrans State and Local Bridge Surveys.

Fourteen cultural resource studies have been conducted within a 1/2 mile radius of the project area (Bonner 2004; Clift and Farrell 2001, 2002; Conway 2000; Farrell 1996, 1998; Gibson 1973; Gibson and Parsons 1996; Girado and Orfila 2008; Haversat *et al.* 1984; Haydu and Price 2013; Lober 2007; Singer 2004, 2006). No prehistoric archaeological sites have been identified within the same radius. One historic resource, the Atlantic Richfield Beacon service station Number 13, is located to the north on the west side of Theater Drive (Farrell 1996).

SUMMARY OF NATIVE AMERICAN OUTREACH

A letter was sent on November 30, 2022, to the Project Analyst at the Native American Heritage Commission. The letter explained the proposed project and asked him to conduct a Sacred Lands Search and forward to CRMS any names and addresses of those who may have knowledge of cultural resources within the study area, or who would like to comment on the project.

On December 8, 2022 a letter dated the same day, was received from Cody Campagne, Project Analyst, indicating that the Sacred Lands Search conducted at the Native American Heritage Commission (NAHC) yielded no evidence of Sacred Lands with the project. A list of interested Native American individuals and groups was included. Letters, explaining the project and soliciting comments were sent to each of the Native Americans and groups listed (Exhibit B). On December 20, , 2022, letters were written to the Native Americans and groups listed by the NAHC explaining the project, and asking for their comments.

RESULTS OF FIELD INVESTIGATION

A field reconnaissance of the project area was made on December 19, 2022 by Ron Rose and on December 26, 2022 by Nancy Farrell both of CRMS. The entire surface was inspected by walking parallel transects at two meter intervals. Mineral soil visibility was variable but generally poor (20%); however the abundant spoil piles from ground burrowing mammals provided additional visibility. No evidence of prehistoric or historic artifacts, features, or other indications of significant cultural resources were found during the survey. (Figure 4, 5, and 6).

Figure 4: Overview of Survey Area-View To Northeast

Figure 5: Overview of Survey Area-View To Southeast

Figure 6: Overview of Survey Area-View To Southwest

CONCLUSION AND RECOMMENDATIONS

Since no evidence of significant cultural resources was located on the subject property, no further archaeological investigations are recommended at this time. While it is unlikely that subsurface remains are present, the nature of surface survey does not preclude the possible existence of such remains. If prehistoric or historic cultural materials are encountered during any phase of property grading or development the work should be halted until a qualified archaeologist can make an assessment of the resources and formulate proper mitigation measures.

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EXHIBIT A

Records and Literature Search
Central Coast Information Center
Museum of Natural History
Santa Barbara. CA

Exhibit A
Attachment 2

California Historical Resource Information System
San Luis Obispo & Santa Barbara Counties

Central Coast Information Center
Santa Barbara Museum of Natural History
2559 Puesta del Sol
Santa Barbara, CA 93105
PHONE (805) 682-4711 ext. 181
FAX (805) 682-3170
EMAIL ccic@sbnature2.org

12/5/2022 Records Search # 22-279

Nancy Farrell via Ron Rose
Cultural Resource Management Services
829 Paso Robles St.
Paso Robles, CA 93446

Re: Storage Facility

The Central Coast Information Center received your record search request for the project area referenced above, located on the Templeton USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a one half mile radius:

As indicated on the data request form, the locations of reports and resources are provided in the following format: ■ custom GIS maps ☐ shapefiles ☐ hand-drawn maps ☐ none

Resources within project area:	None.
Resources within ½ mile radius:	One; P-40-040770.
Reports within project area:	Two; SL-00022, SL-05188.
Reports within ½ mile radius:	11; see enclosed list.

Resource Database Printout (list):	■ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	■ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	■ not requested	☐ nothing listed
Report Database Printout (list):	■ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	■ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	■ not requested	☐ nothing listed
Resource Record Copies:	■ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☐ enclosed	■ not requested	☐ nothing listed
OHP Historic Properties Directory:	☐ enclosed	☐ not requested	■ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	■ nothing listed

The following sources of information are available at **http://ohp.parks.ca.gov/?page_id=28065**. Some of these resources used to be available through the CHRIS but because they are now online, they can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through the sources listed below.

Exhibit A
Attachment 2

California State Lands Commission Shipwreck Database	*Caltrans Historic Bridge Inventory*
U.S. Geological Survey Historic Topographic Maps	*Rancho Plat Maps*
National Park Service National Register of Historic Places Nominations	*Natural Resource Conservation Service Soil Survey Maps*
US Bureau of Land Management General Land Office Records	*California Historical Landmarks Listing (by county)*
Five Views: An Ethnic Historic Site Survey for California (1988)	*Historical Soil Survey Maps*

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of California Historical Resources Information System (CHRIS) data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the CHRIS.

Sincerely,

Rebecca Albert

Rebecca Albert, M.A.
Assistant Coordinator

EXHIBIT B

Letter to NAHC
Response From NAHC
Letter To Native Americans and Groups
Response From Native Americans and Groups

Exhibit A
Attachment 2

CRMS

CULTURAL RESOURCE MANAGEMENT SERVICES

Cultural Resource Management Services
829 Paso Robles Street
Paso Robles, CA 93446
Phone 805-237-3838

November 30, 2022

Mr. Cody Compagne
Cultural Resources Analyst
California Native American Heritage Commission
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691

RE: Phase I Inventory Survey, Commercial Storage Facility
65 Nutwood Circle, Paso Robles, CA APN: 009-851-023

Dear Mr. Compagne:

The owners of the property described above intend to construct a new commercial storage facilityon the identified parcel.

Cultural Resource Management Services (CRMS) has been retained, to prepare a Phase I surface survey as well as provide an early participation notice to interested Native Americans and Native American groups relative to the proposed construction project.

Please review the sacred lands files for any Native American Sacred resources or sites that may be within or adjacent to the area of potential effect (APE). Please verify that any sacred sites in the vicinity are not in the APE. The project area is within the corporate limits of the city of Paso Robles, San Luis Obispo county, and is identified on the attached portion of the USGS Templeton 7.5' Quadrangle. The study area falls within,, Township 28 South and Range 11 East MDM. The project location is depicted as a salmon colored polygon. As the area was part of a Rancho, there are no section lines.

Also provide a list, including names and addresses, of Native American individuals and organizations who may have knowledge of cultural resources in the project area; or who may have a concern or wish to comment on the project.

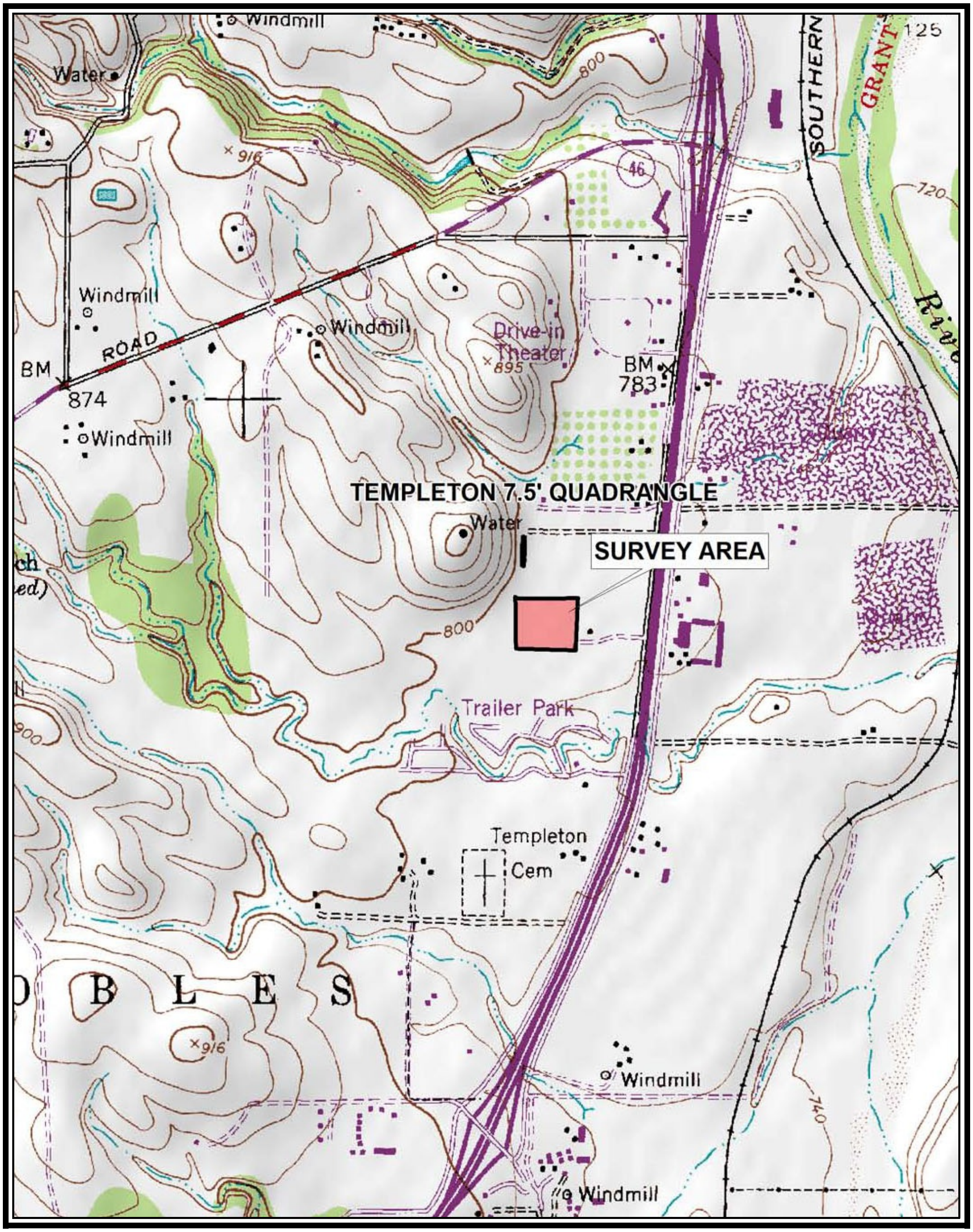
If you have any questions contact me at the phone number or address shown, or by email ronrose@crms.com. We look forward to your reply.

Best regards,

Ron Rose
Vice President

Encl: Portion of USGS 7.5' Quadrangle , Templeton, CA

Exhibit A
Attachment 2



Portion of USGS 7.5' Quadrangle, Templeton, CA

STATE OF CALIFORNIA Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

December 8, 2022

Ron Rose
Cultural Resource Management Services

Via Email to: ronrose@crms.com

Re: 65 Nutwood Circle, Paso Robles Project, San Luis Obispo County

Dear Mr. Rose:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

Exhibit A
Attachment 2

CRMS

Cultural Resource Management Service
829 Paso Robles Street
Paso Robles, CA 93446
Phone 805-237-3838
Fax 805-237-3849

December, 20, 2022

XXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXX

RE: Phase I Archaeological Inventory Survey, APN: 009-851-023
65 Nutwood Circel, Paso Robles, CA

XXXXXXXXXXXX:

The owners of the property described above intend to construct a new commercial storage facility on the property described above.

Cultural Resource Management Services (CRMS) has been retained, to prepare a Phase I surface survey as well as provide an early participation notice to interested Native Americans and Native American groups relative to the proposed construction project.

The project area is within the corporate limits of the city of Paso Robles, San Luis Obispo county, and is identified on the attached portion of the USGS Templeton 7.5' Quadrangle. The study area falls within,, Township 28 South and Range 11 East MDM. The project location is depicted as a salmon colored polygon. As the area was part of a Rancho, there are no section lines.

The Native American Heritage Commission has indicated that no Sacred Sites exist either on the property or in the near vicinity. If you have knowledge of the area, please share that information with me in your comments. If you have any questions contact me at the phone number or address shown, or by email ronrose@crms.com. We look forward to your reply.

Best regards,

Ron Rose
Vice President

Encl: Portion of USGS 7.5' Quadrangle, Templeton, CA

Exhibit A
Attachment 2

The letter on the previous page was sent to the following Native Americans and groups.
XXXX substituted for address and salutation.

Native American Heritage Commission
Native American Contact List
San Luis Obispo County
12/8/2022

Barbareno/ Ventureno Band of Mission Indians
Annette Ayala, CRM Committee Chair
188 S. Santa Rosa Street — Chumash
Ventura, CA, 93001
Phone: (805) 515 - 9844
annetteayala78@yahoo.com

Barbareno/Ventureno Band of Mission Indians
Dayna Barrios, Chairperson
Phone: (805) 890 - 6855 — Chumash
barrios_dayna@yahoo.com

Chumash Council of Bakersfield
Julio Quair, Chairperson
729 Texas Street — Chumash
Bakersfield, CA, 93307
Phone: (661) 322 - 0121
chumashtribe@sbcglobal.net

Northern Chumash Tribal Council
Violet Walker, Chairperson
P.O. Box 6533 — Chumash
Los Osos, CA, 93412
Phone: (760) 549 - 3532
violetsagewalker@gmail.com

Salinan Tribe of Monterey, San Luis Obispo Counties
Patti Dunton, Tribal Administrator
7070 Morro Road, Suite A — Salinan
Atascadero, CA, 93422
Phone: (805) 464 - 2650
info@salinantribe.com

San Luis Obispo County Chumash Council
1030 Ritchie Road — Chumash
Grover Beach, CA, 93433

Santa Ynez Band of Chumash Indians
Kenneth Kahn, Chairperson
P.O. Box 517 — Chumash
Santa Ynez, CA, 93460
Phone: (805) 688 - 7997
Fax: (805) 686-9578
kkahn@santaynezchumash-nsn.gov

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589 — Yokut
Porterville, CA, 93258
Phone: (559) 781 - 4271
Fax: (559) 781-4610
neil.peyron@tulerivertribe-nsn.gov

Tule River Indian Tribe
Joey Garfield, Tribal Archaeologist
P. O. Box 589 — Yokut
Porterville, CA, 93258
Phone: (559) 783 - 8892
Fax: (559) 783-8932
joey.garfield@tulerivertribe-nsn.gov

Tule River Indian Tribe
Kerri Vera, Environmental Department
P. O. Box 589 — Yokut
Porterville, CA, 93258
Phone: (559) 783 - 8892
Fax: (559) 783-8932
kerri.vera@tulerivertribe-nsn.gov

Xolon-Salinan Tribe
Karen White, Chairperson
P. O. Box 7045 — Salinan
Spreckels, CA, 93962
Phone: (831) 238 - 1488
xolon.salinan.heritage@gmail.com

Xolon-Salinan Tribe
Donna Haro, Tribal Headwoman
P. O. Box 7045 — Salinan
Spreckels, CA, 93962
Phone: (925) 470 - 5019
dhxolonaakletse@gmail.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 65 Nutwood Cirlce, Paso Robles Project, San Luis Obispo County.

Exhibit A
Attachment 2

yak tityu tityu yak tiłhini – Northern Chumash Tribe
Mona Tucker, Chairperson
660 Camino Del Rey
Arroyo Grande, CA, 93420
Phone: (805) 748 - 2121
olivas.mona@gmail.com

Chumash

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 65 Nutwood Cirlce, Paso Robles Project, San Luis Obispo County.

Exhibit A
Attachment 2

RESPONSE TO LETTER WRITTEN

12/22/22 email response from Annette Ayala

Thank you Ron. I would like to defer this project to the local tribe please.

Annette Ayala

Exhibit A
Attachment 2

Exhibit A Attachment 2

MEMORANDUM

Date: November 10, 2022

To: David Athey, City of Paso Robles

From: Michelle Matson and Joe Fernandez, CCTC

Subject: Nutwood Wine, RV, and Self-Storage, Paso Robles – Draft Transportation Analysis

This memorandum summarizes the transportation impact analysis of the proposed wine, RV, and self-storage facility on Nutwood Circle in the City of Paso Robles. The project would construct four buildings totaling 162,376 square feet. The preliminary site plan is attached.

The proposed project is expected to have a less-than-significant impact to VMT.

We recommend the driveway and sidewalk frontage improvements be constructed per City Standard Drawings C-9 and C-10. We also recommend parking restrictions on both sides of the project driveway consistent with the California Manual on Uniform Traffic Control Devices (CAMUTCD).

We also recommend that the applicant prepare a construction traffic management plan documenting the truck routes to and from the site along with hours of operation, which should avoid the peak hours of travel at the nearby US 101 interchanges.

CEQA ANALYSIS

Vehicle miles traveled (VMT) were analyzed consistent with the California Environmental Quality Act (CEQA) and state Office of Planning and Research (OPR) guidance. The City's 2022 Transportation Impact Analysis (TIA) Guidelines Supplement provides VMT and safety thresholds consistent with OPR guidance. Office and industrial projects may have a significant impact if the work VMT per employee exceeds 85 percent of the regional average. Work VMT captures home-based-work attractions (trips from homes to workplaces). In addition, projects may have a significant impact if they exacerbate an existing high-priority or similar safety location, introduces a design feature that substantially increases hazards, or propose features that do not meet City design standards.

Caltrans relies on VMT and safety to evaluate transportation impacts and published a VMT Focused TIS Guide in May 2020, which replaced the prior guide reliant on LOS. The TIS Guide notes that lead agencies have the discretion to choose VMT thresholds and methods, and generally conforms to OPR guidance.

The SLOCOG Travel Demand Model was applied to estimate VMT. Project employees were estimated using typical square footage per employee from industry standard sources, then were added to the model. **Table 1** summarizes the VMT results.

Exhibit A
Attachment 2

Table 1: Regional VMT Analysis

Regional VMT Analysis		
Scenario	Regional Employees	Regional Work VMT
2020 No Project	117,332	1,595,867
2020 With Project	117,465	1,594,698
Change from No Project	*133*	*-1,168*

1. Work VMT is attracted to workplaces (sum of home-based-work attractions).
Source: SLOCOG TDM, CCTC, 2022

The addition of the project would reduce regional work VMT. Therefore, the project would have a less-than-significant impact to VMT.

Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for Templeton CHP and City police on Nutwood Circle and Theatre Drive in the vicinity of the project between 2018 and 2022. Three collisions occurred near Rancho Paso Road 750 feet south of Nutwood Circle. No collisions occurred at or near Nutwood Circle. There are no observed collision patterns and no recommendations.

PROJECT TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* 11th Edition was used to estimate project trip generation. **Table 2** summarizes the project trip generation. Standard trip generation rates are not available for wine or RV storage uses. However, they are expected to operate similar to a mini storage.

Table 2: Project Trip Generation

Trip Generation									
			Weekday	AM Peak Hour			PM Peak Hour		
Land Use	Size		Daily	In	Out	Total	In	Out	Total
Self Storage	162.376	KSF	235	9	6	15	11	13	24

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Land Use Code #151, Mini-Warehouse. Average rates used.

The proposed project would generate 235 net new vehicle trips per weekday, including 15 AM peak hour trips and 24 PM peak hour trips based on gross floor area. This is below the threshold triggering traffic capacity analysis. The project site plan includes between 1,100 and 1,200 total storage units. Using the ITE trip generation rates based on total units or based on the net rentable area, the project would generate fewer trips than shown in **Table 2.**

The site has an average slope of four percent and substantial grading will be required. The application materials indicate that 20,800 cubic yards of cut, and 5,000 cubic yards of fill will be needed. At 12 cubic yards per truck this would result in 2,634 to 4,300 one-way truck trips during grading depending on the amount cut retained on-site for fill. We recommend that the applicant prepare a construction traffic management plan documenting the truck routes to and from the site along with hours of operation, which should avoid the peak hours of travel at the nearby US 101 interchanges.

Exhibit A
Attachment 2

SITE ACCESS AND ON-SITE CIRCULATION

The current site is vacant. The project proposes one driveway on Nutwood Circle and sidewalk frontage improvements. The driveway is not currently shown with a pedestrian path of travel. We recommend the driveway and sidewalk frontage improvements be constructed per City Standard Drawings C-9 and C-10.

Street features including landscaping, utility poles, street furniture, signs, and parked vehicles can inhibit sight distance in urban areas. Per California Manual on Uniform Traffic Control Devices (CAMUTCD) guidance, "At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of 6 feet measured from the curb return should be provided at alleys and driveways." We also recommend parking restrictions consistent with the CAMUTCD.

REFERENCES

California Department of Transportation. May 2020. Vehicle Miles Traveled-Focused Transportation Impact Study Guide.

_____. 2014, Revision 6. California Manual on Uniform Traffic Control Devices.

City of El Paso De Robles. 2017. Bicycle & Pedestrian Master Plan.

_____. 2018. General Plan Circulation Element.

_____. 2013. Transportation Impact Analysis Guidelines.

_____. 2022. Transportation Impact Analysis Guidelines Supplement.

Institute of Transportation Engineers (ITE). 2021. Trip Generation Manual, 11th Edition.

The Natelson Company, Inc. 2001. Employment Density Study Summary Report.

Exhibit A
Attachment 2

KOKERS DEMO & TREE SERVICE

Kelly Koker
ISA Certified Arborist® WE-11968A
805-423-8511
Contractors License 1011902

Hattie Koker
ISA Certified Arborist® WE-13496A
805-423-4933

City of Paso Robles
1000 Spring St.
Paso Robles, CA 93446

February 28, 2022

Customer : Doug Ayres

Arborist Report

This arborist report, tree protection plan, and request for a tree removal is for 6 Valley Oaks (Quercus lobata) located at 21159 Nutwood Circle in Paso Robles, CA. The trees are numbered with metal tags 215 to 220. We were hired to provide an arborist report on the trees and to inform and educate on how to protect the trees during all construction phases.

It is the property owners responsibility to provide a copy of this report to any contractors that may work within the critical root zone of the trees listed on this report. It is the property owners responsibility to ensure contractors follow and understand the rules set forth by this report and protection plan. This will guarantee the safety and health of the trees. Any changes made to the project that fall within the critical root zones must be reviewed by the project arborist. After review, implementation of mitigation measures may need to be addressed before changes can proceed. If any clarification is needed for anyone working with the CRZ, Client may reach out to us and it will be provided by the arborists at Kokers Demo & Tree Service.

This project is for the development of a vacant parcel located at 21159 Nutwood Circle in Paso Robles, Ca. near the cross street of Theater Drive. This is a large vacant lot that my client is requesting to build a storage unit facility. Majority of the Valley Oaks (Quercus lobata) on this lot are on the border of the property, with one off centered in the middle of the property. This one Valley Oak (Quercus lobata) (tree tag #216) is being requested for removal due to the location. Building plans show this will be the only severely affected tree since it falls directly where they are planning a building to go. Due to its location, the lot, other trees, and the building plan, this is the most effective design to minimize intrusion onto the remaining 5 Valley Oaks (Quercus lobata) on the property. We feel this is the best design that will cause the least amount of impact to the other trees.

Terms you may see in this report :

CRZ - Critical Root Zone - This is where the sensitive roots of the tree exist.
According to the City of Paso Robles Oak Tree Preservation Ordinance Section 10.01.020 Definitions - E " Critical Root Zone " (CRZ) means an area that is within a circle circumscribed around the trunk of a tree using a radius of 1 foot per inch DBH.
Example of CRZ - a 20 inch diameter at breast height tree will have a CRZ with a radius of 20 feet.
DBH - Diameter at breast height, normally about 4 ft 6 inches from ground.
Vigor - Overall health of tree
Foliage - leaves of a plant
Root Collar - area where the main roots join the trunk or main stem of the plant. Usually at or near ground level.
Codominant Stems - forked stems nearly the same size in diameter, arising from a common junction that lacks a normal branch union.
Included Bark - bark that becomes embedded in a crotch between branch and trunk or between codominant stems . Causes a weak structure.
Cavity - Open or closed hollow area within the tree, this is usually associated with decay.
Absorbing Roots - A tree's absorbing roots are within the top 12 inches of soil. These are fine fibrous roots that take up water and minerals.
Tree Protection Zone - described as the area within the orange tree protection fencing.
Shall - Word that designates a mandatory requirement.
Should - Word that designates an advisory recommendation.

<u>Tree Health and Condition</u> -

Tree Tag # 215 - This Valley Oak (Quercus lobata) has a diameter of 41 inches at breast height, is 40 feet tall and has a crown spread of 40 feet. The tree is located on the Northwest corner of the property and on a 5% slope. Soil conditions are currently saturated at the time of inspection (2/26/2022). After inspection, this tree appears to be in a fair state of vigor. No foliage was present due to seasonal traits. The crown density was sparse and medium in size. This Valley Oak (Quercus lobata) has lost a large spare which has caused the crown to be approximately 40% unbalanced. The crown appeared to be fairly clean from dead branches. However there are some over-extended branches on the southside of the tree. There is also one visible hollow cavity on the branch to the east. The Valley Oak (Quercus lobata) has a codominant stem with included bark, this does create a weak attachment point. The tree itself has poor taper as well. The root collar was not visible for inspection. Overall health of this tree is in low to fair health which could be mitigated with pruning.

Tree Tag # 216 - Proposed for Removal - This tree is a Quercus lobata or commonly known as a Valley Oak. It is 46 inches in diameter at breast height and is 50 feet tall with a crown spread being 70 feet. Soil conditions are currently saturated at the time of inspection (2/26/2022). Vigor of this Valley Oak (Quercus lobata) is normal. Due to seasonal traits, there is currently no foliage on the tree. The crown is sparse to normal and medium sized. It currently has a crown made up of approximately 30% dead branches. There are also multiple codominant stems with included bark. The taper on this tree is normal. The root collar was visible and appeared to be in good condition. Overall this Valley Oak (Quercus lobata) is in good health.

Removal Request - This is the only tree on the property that the client is requesting a permit to be removed. The tree falls directly in the middle of where proposed buildings will be located. After reviewing the proposed plans they seem to be figured out in a way to minimize damage to other existing trees on the property allowing for the least intrusive way to complete this project with preserving the remaining 5 trees reported and being protected on this report. The current layout shows the least amount of encroachment onto the remaining 5 Valley Oaks (Quercus lobata) critical root zones. The Client will follow all rules and regulations set forth by the City of Paso Robles if allowed to remove this tree. The client will follow all mitigation requirements set forth by the city as well by either planting replacement trees on their property or by requesting the city to plant the allotted number of trees on public property.

Tree Tag # 217 - This tree is a Quercus lobata or commonly known as a Valley Oak. It is 52 inches in diameter at breast height and is 65 feet tall with a crown spread being 50 feet. Soil conditions are currently saturated at the time of inspection (2/26/2022). Vigor of this Valley Oak (Quercus lobata) is low to normal. Due to seasonal traits, there is currently no foliage on the tree. The crown is sparse and small in size. It currently has a crown made up of approximately 45% dead branches. The crown is severely unbalanced due to being trimmed hard on the southwest side. The only current signs of pests that were visible were ants. The taper on this tree is poor. The root collar was visible and looked bad. Overall this Valley Oak (Quercus lobata) is in fair health.

Tree Tag # 218 - This Valley Oak (Quercus lobata) has a diameter of 46 inches at breast height, is 65 feet tall and has a crown spread of 50 feet. Soil conditions are currently saturated at the time of inspection (2/26/2022). After inspection, this tree appears to be in a normal (healthy) state of vigor. No foliage was present due to seasonal traits. The crown density was normal and small in size. This Valley Oak (Quercus lobata) crown appears to be approximately 10% unbalanced with 10% being dead branches. The Valley Oak (Quercus lobata) has a codominant stem with included bark, this does create a weak attachment point. The tree itself has good taper. The root collar was visible for inspection. Upon inspection of the root collar, it was bell shaped and good. There is one spot on the root collar that has some missing bark. Overall health of this Valley Oak (Quercus lobata) is good.

Tree Tag # 219 - This Valley Oak (Quercus lobata) has a diameter of 58 inches at breast height, is 65 feet tall and has a crown spread of 70 feet. Soil conditions are currently saturated and has a concrete pad covering about ⅓ of the trees CRZ at the time of inspection (2/26/2022). After inspection, this tree appears to be in a normal (healthy) state of vigor. No foliage was present due to seasonal traits. The crown density was normal and large in size. This Valley Oak (Quercus lobata) crown appears to be fairly balanced with 30% being dead branches. The tree itself has good taper. The root collar was visible for inspection. Upon inspection of the root collar, it was good. Overall health of this Valley Oak (Quercus lobata) is good.

Tree Tag # 220 - This tree is a Quercus lobata or commonly known as a Valley Oak. It is 62 inches in diameter at breast height and is 80 feet tall with a crown spread being 75 feet. Soil conditions are currently saturated at the time of inspection (2/26/2022). Vigor of this Valley Oak (Quercus lobata) is low. Due to seasonal traits, there is currently no foliage on the tree. The crown is sparse and large in size. This Valley Oak's (Quercus lobata) crown appears to be balanced with 40% overall being dead branches. The only current signs of pests that were visible were bees that have made hives in cavities present in the branches. This Valley Oak (Quercus lobata) has multiple cavities throughout the branches. There are also a severe amount of cavities in the bark that have been filled with acorns. There are multiple codominant stems present which create a weak attachment point. The root collar was visible and looked good. Overall this Valley Oak (Quercus lobata) is in a low state of health and is a good candidate for future failure.

See pictures at end of report.

Tree Rating System -

A rating System of 1 - 10 was used for visually establishing the overall condition of the trees. The rating system is defined as follows:

Rating	Condition
0	**Deceased**
1	**Very Poor** - Evidence of massive past failures, extreme disease and or is in severe decline.
2	**Poor** - May be saved with attention to any of the following - Pruning, insect/pest eradication and future monitoring
3	**Fair** - Some past failures, some pests or structural defects that may be mitigated with pruning.
4	**Fair** - May have had minor past failures, deadwood, minor Structural defects, some pests
5	**Good** - Relatively healthy tree with little structural and or

	pest defects
6	**Good** - Healthy tree that probably can be left in it natural state
7 - 9	**Very Good** - Ratings reserved for trees that have had proper arboricultural pruning and attention or have no apparent structural defects
10	**Excellent** - Healthy tree with excellent structure and foliage. No signs of problems and has had proper care.

1	2	3	4
Tree Tag Number	**Tree Species**	**Trunk DBH**	**Condition**
215	Valley Oak	41 inches	3
216	Valley Oak	46 inches	6
217	Valley Oak	52 inches	4
218	Valley Oak	56 inches	6
219	Valley Oak	58 inches	6
220	Valley Oak	62 inches	2/3

1 = Tree Number / Tag Number
2 = Tree species - Common name of tree
3 = Trunk Diameter at breast height - approx. 4 ft 6 inches
4 = Tree Condition - 1 = poor / 10 = excellent

Tree Protection Plan :

This protection plan will be implemented on all trees listed in this report. The main goal with this protection plan is to preserve all trees that are within the construction area and to follow all conditions in the City of Paso Robles Oak Tree Ordinance 10.07.070 - Preservation and Maintenance of Existing Oak Trees. Using tree protection measures will ensure the safety and health of all the Valley Oaks (Quercus lobata) located at 21159 Nutwood Circle. Any work that would take place within the CRZ and tree protection zone must be approved by the project arborist before digging. If approved, the customer shall have the project arborist monitoring if the customer uncovers roots 4 inches or bigger in diameter. The project arborist shall determine when to be onsite to monitor any digging within the CRZ. Any damage must be reported to the arborist within 24 hours of discovery of damage. Any monitoring deemed will be billed to the customer at $95/hr with a two hour minimum.

A protective fencing shall be placed around the critical root zone of all trees listed in this report. Fencing shall be an orange plastic safety fence standing 4 feet tall supported by tee posts. Tee posts shall be placed six to eight feet apart. Fencing can be fastened with wire or zip ties. The fencing will be installed at the outside of the critical root zone unless modifications are approved by the project arborist. Signs shall be attached to the fencing at a maximum spacing of twenty feet. Sign must state **" WARNING - TREE PROTECTION ZONE" .** This sign must be readily visible, durable, waterproof and must read as follows :

WARNING
Tree Protection Zone
No personnel, equipment, materials, and vehicles are allowed.
DO NOT remove this fence without permission from Kokers Demo & Tree Service
805-423-4933

Once the safety fence is placed, the project arborist must be contacted for pre-construction inspection.

These safety measures must be understood by anyone who is working in the dripline and within the CRZ.

- Any equipment that is to be used must not deposit any gas, oil, solvents, or any other damaging materials within the CRZ. Along with liquid deposits, no solid waste shall be dumped or stored within the CRZ. No vehicles or heavy equipment shall be driven or parked within the CRZ unless authorized by the project arborist.

- Only hand tools and small power tools may be used within the CRZ unless otherwise approved by the project arborist.

- Any grading or paving shall not encroach into the CRZ unless approved by the project arborist. Grading shall not disturb or alter drainage that may cause damage to the tree. Any grading or paving shall not cause any fill to affect the base of the tree meaning trees base/trunk shall not be covered and shall remain visible.

- When digging within the CRZ, all work should be done in a way to minimize root damage. Any roots larger than 1-inch in diameter will need to be clean cut with sharp pruning tools and not left ragged.

- Any exposed roots shall be recovered with soil the same day they were exposed. If they cannot be covered within the same day, then they must be covered with burlap or another suitable material. This material shall be watered and wet down 2 times a day until they can be recovered.

- Protected trees shall not be used for posting any signs. These trees must be kept free of nails, screws, rope, wire, or any other unauthorized fastening devices.

- Grade changes outside the tree protection zone shall not significantly alter drainage to the protected trees. Any methods used to change the grade must be used in a way to minimize root damage and ensure that the roots are not cut off from air. If erosion may be a concern factor, the original grade should be returned or soil must be stabilized.

- All tree pruning shall be completed by a licensed arborist to insure health of the tree. All pruning shall be done prior to construction to prevent any damage to limbs such as ripping or breaking. No pruning shall take more than 25% of the live crown. No pruning shall be performed with construction like hand tools like skill saws or sawzalls. Kokers Demo & Tree Service is a full service tree company that can be hired to prune trees if needed and the client so chooses.

- Utility placements suchs as basic utilities, storm drains and sewer shall be placed down roads/ driveways and outside the critical root zone when possible. All trenches in the critical root zone shall be dug by an air spade or hand tools (hand dug) with the utilities routed around (over/under) roots larger than 3 inches in diameter.

All trees shall receive a deep soaking followed by a 2 to 4 inch layer of wood chips spreading around the trees critical root zone to help retain moisture, soil structure, and reduce the effects of stress on the trees from construction.

Clients will contact the project arborist upon completion of construction to verify all safety measures were followed and mitigation efforts were met. If all mitigation efforts listed in this report are followed, I do not believe any long term harm would come to the trees.

If you have any questions or concerns, please feel free to contact me.

Hattie Koker
ISA Certified Arborist WE - 13496A
805-423-4933

Exhibit A
Attachment 2

Pictures :

Exhibit A
Attachment 2

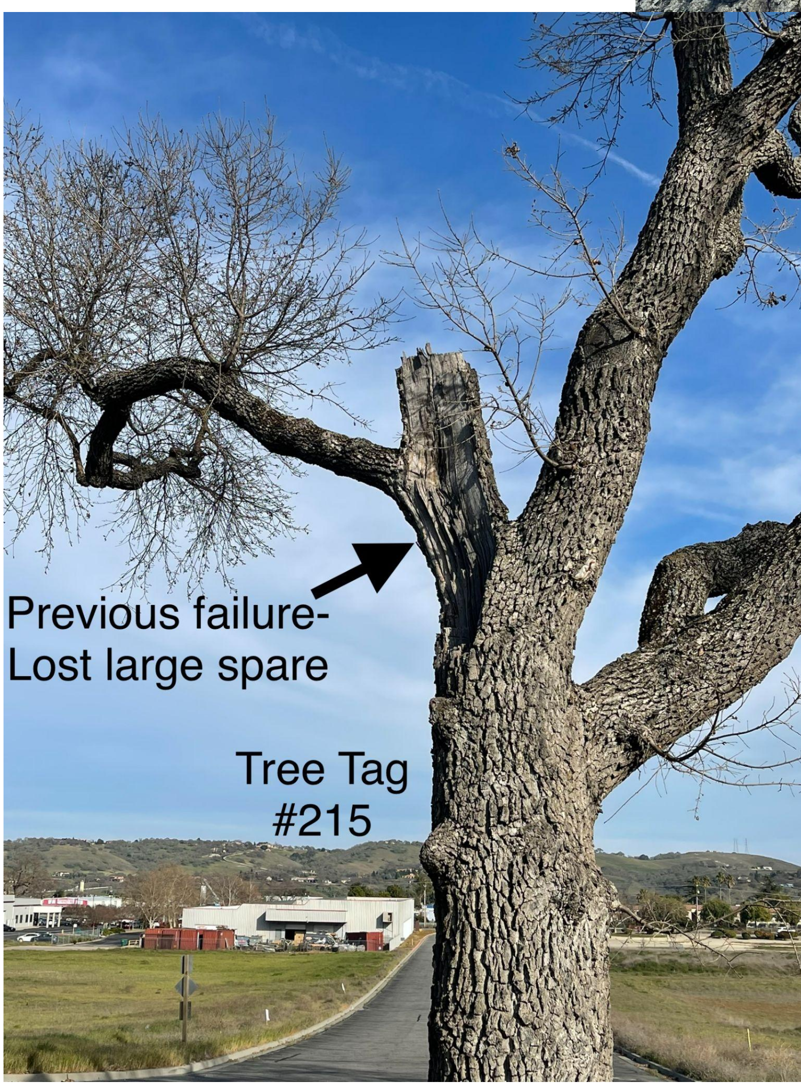


Exhibit A
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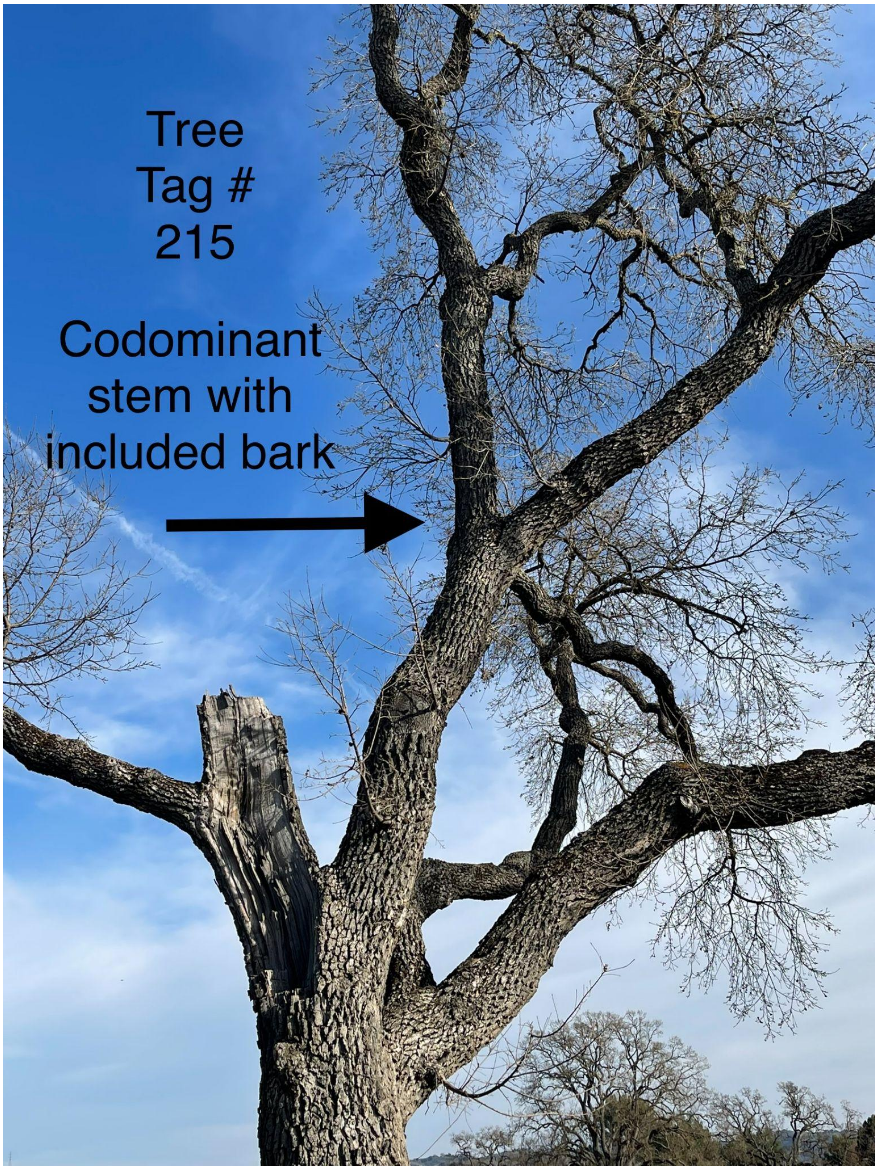

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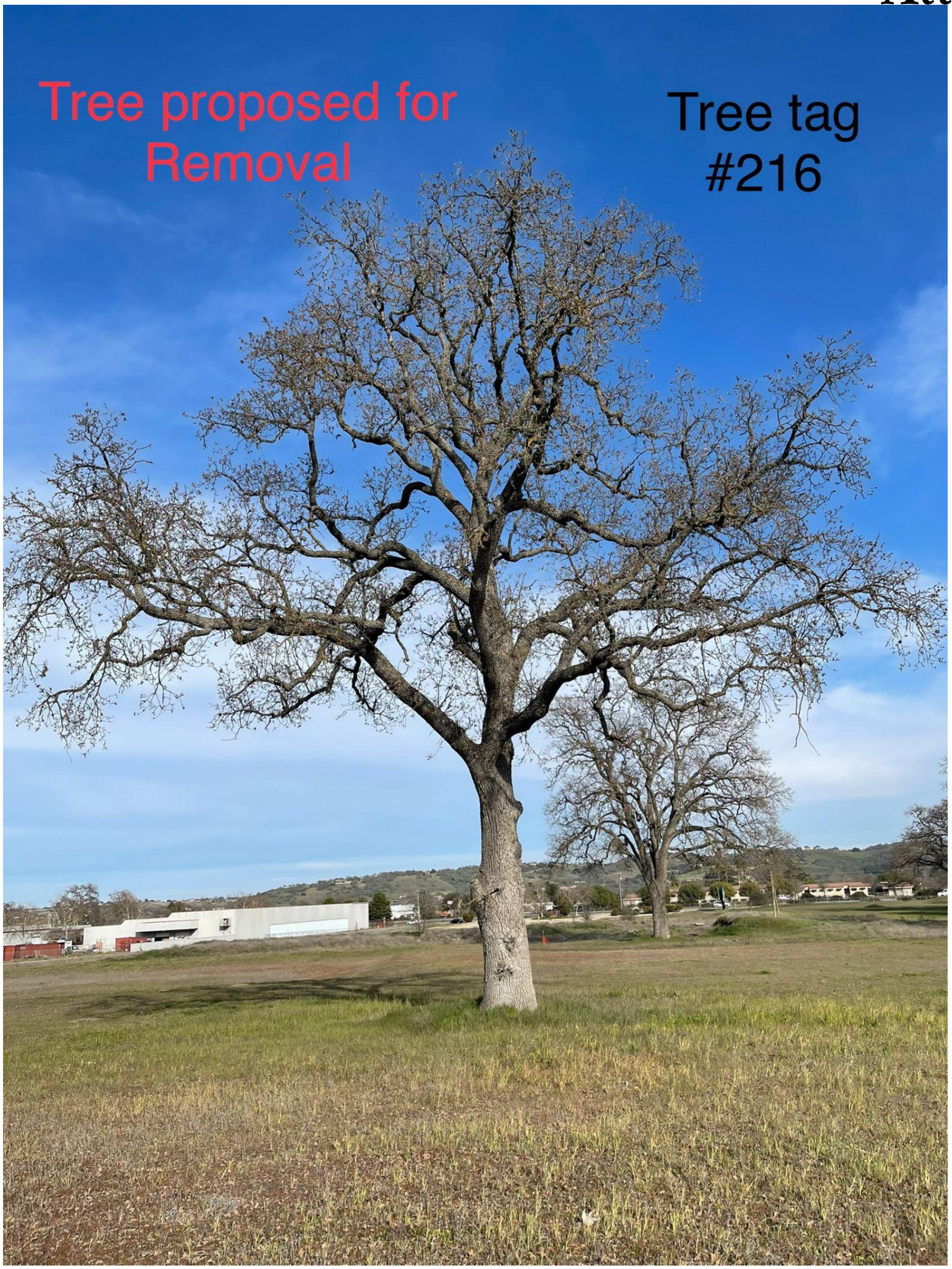

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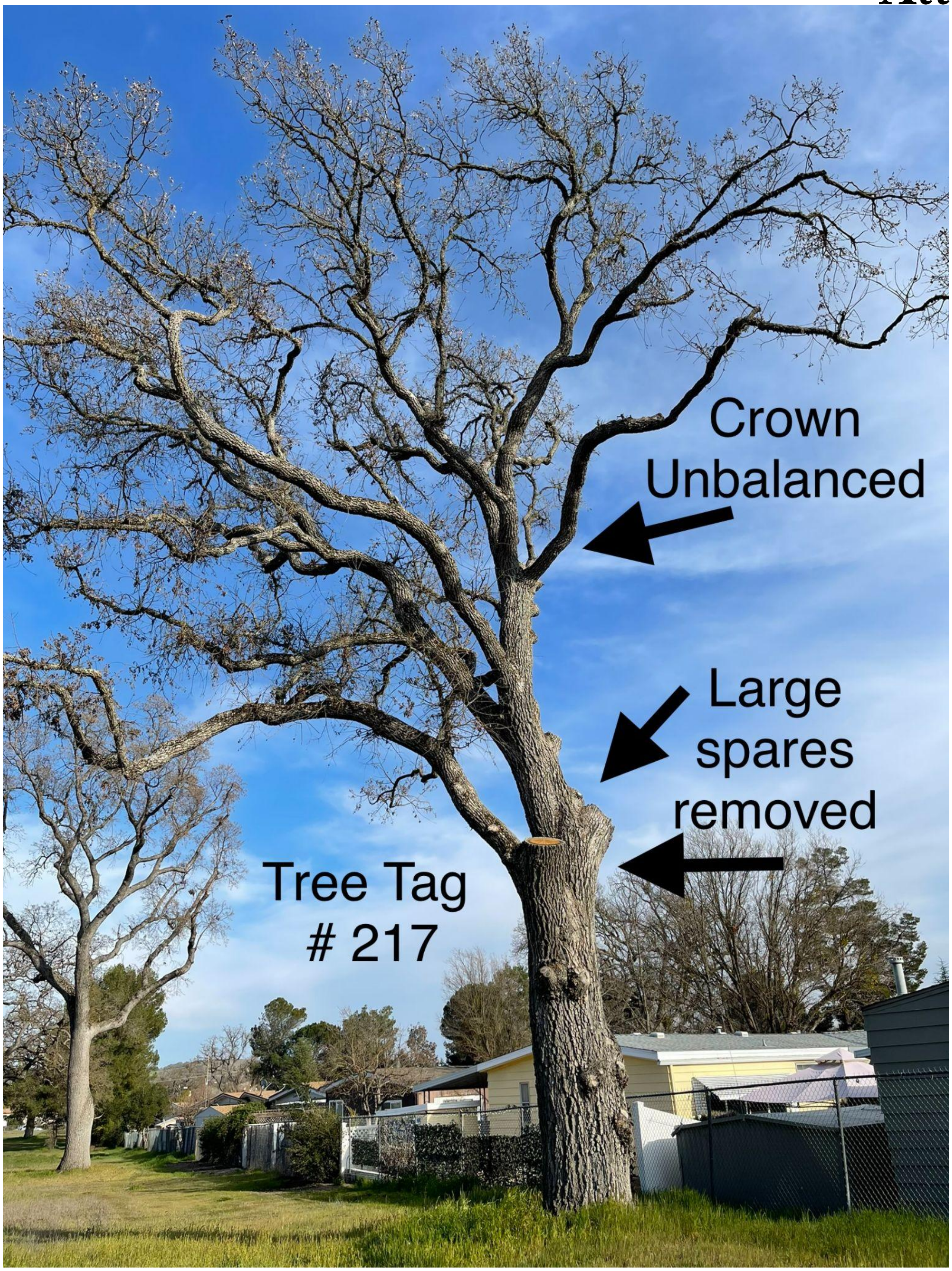

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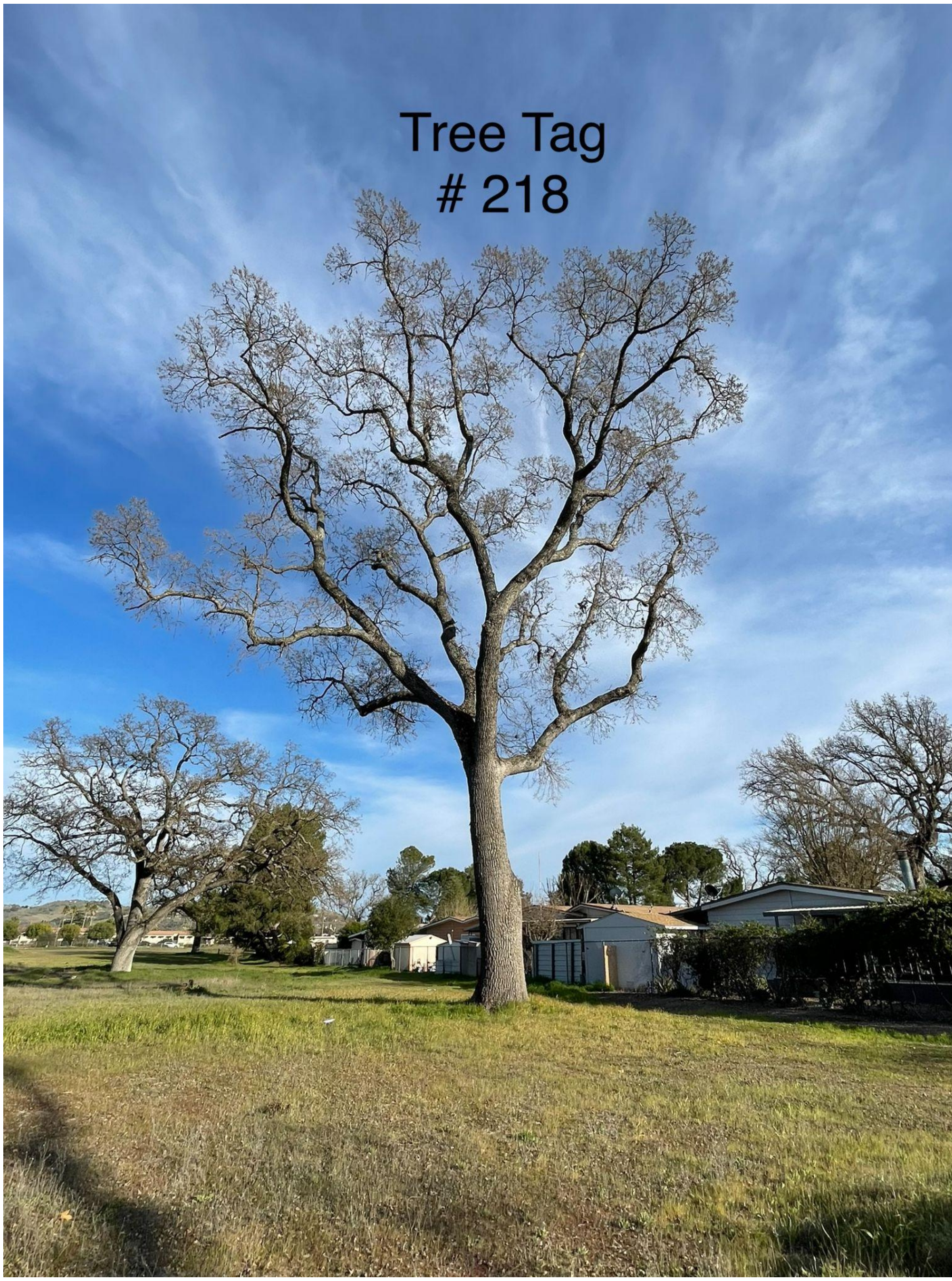

Exhibit A
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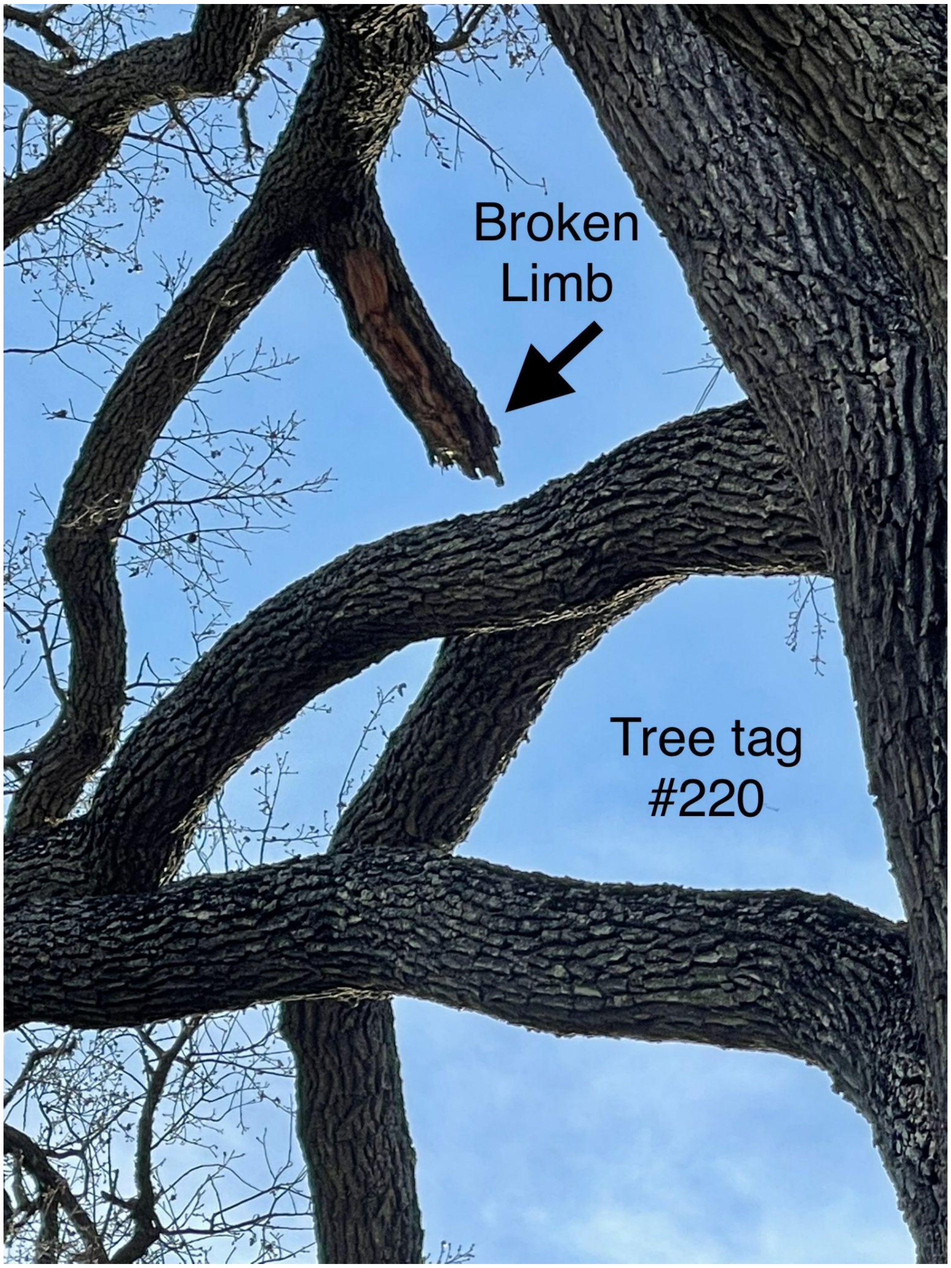

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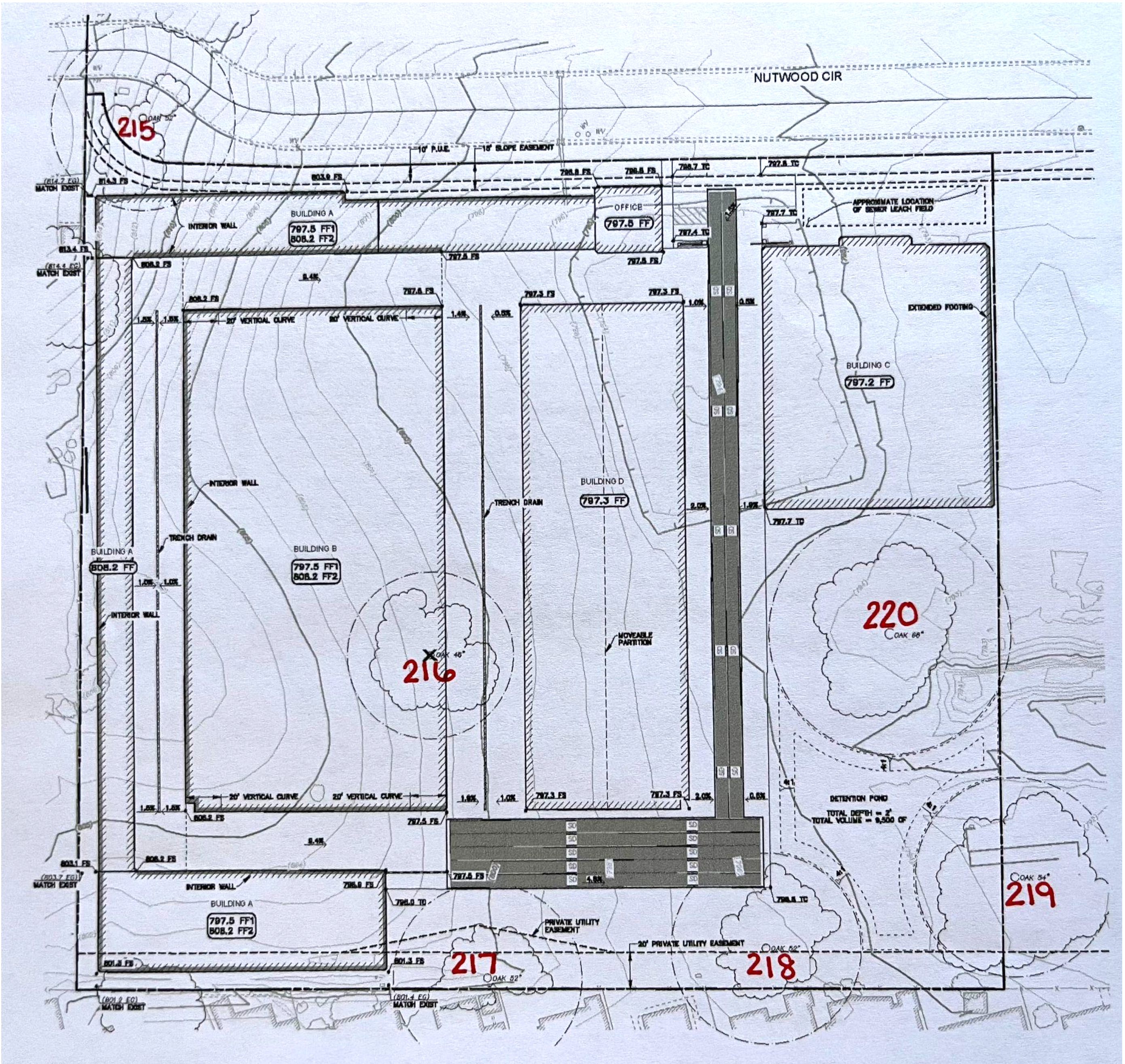


Preliminary Grading Image courtesy of NCE (North County Engineering) 725 Creston Rd. Suite C
Paso Robles, CA 93446

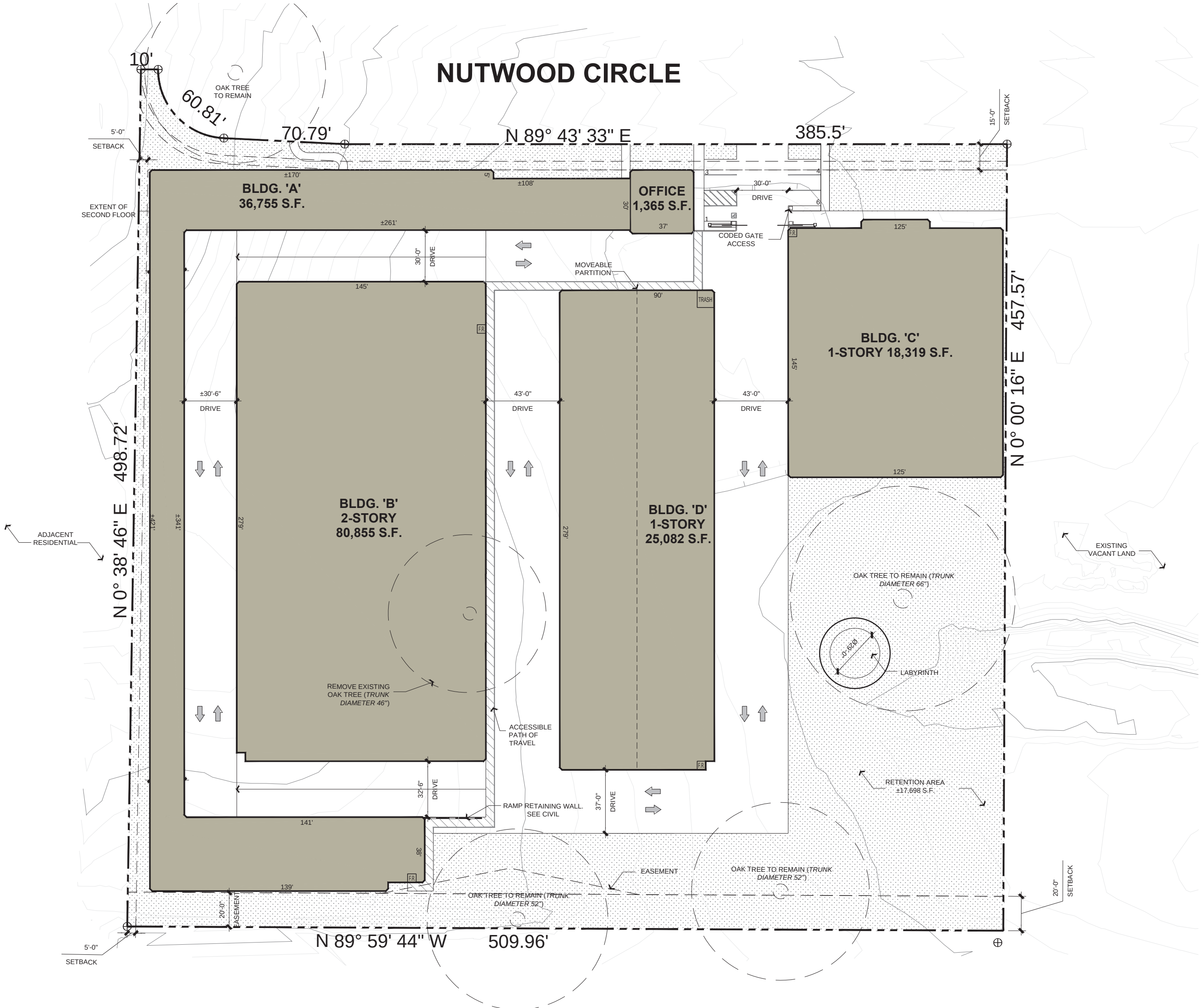
Exhibit A
Attachment 2

Tree Protection Plan Spreadsheet for Doug Ayres

1	2	3	4	5	6	7	8	9	
Tree #	**Tree Species**	**Trunk DBH**	**Tree Condition**	**Constr. Status**	**Drip Line Impact**	**Constr. Impact**	**Mitigation Proposed**	**Mont. Required**	**Field Notes**
215	Valley Oak	41 inches	3	Impacted	10%	G	RP , F	Y	Poor Condition, unbalanced
216	Valley Oak	46 inches	6	Removal	100%	G, B	None	N	Removal requested as tree falls directly in proposed building
217	Valley Oak	52 inches	4	Impacted	25%	E, G	F	N	unbalanced
218	Valley Oak	56 inches	6	Impacted	10%	E, G	F	N	
219	Valley Oak	58 inches	6	Impacted	10%	E, G	F	N	
220	Valley Oak	62 inches	2 to 3	Avoided	0%		F	N	Poor condition, Potential for failure

1 - Tree #	6 - Drip Line % of impact
2 - Tree Type - Common Name	7- Construction Impact Type - grading, compaction, trenching, easement, Building
3 - Trunk DBH - 4ft 6 in	8 - Mitigation Requirements - Fencing, Monitoring, Root Pruning
4 - Tree Condition - 1-10	9 - Arborist Monitoring - Yes or No
5- Construction Status - Avoided , Impacted , Removal	

Exhibit A
Attachment 2



SITE DATA		
LOT AREA	± 232,876	SQ. FT.
	± 5.35	ACRES
ZONING	C2-PD	
TOTAL GROSS BLDG. AREA	155,231	SQ. FT.
FLOOR AREA RATIO	N/A	N/A
LOT COVERAGE	± 108,035	SQ. FT.
LOT COVERAGE %	± 46.39	%
MAX HEIGHT	50'-0"	
TOTAL STORAGE PARKING	6	SPACES

STORAGE BUILDING AREA TABULATIONS (SQUARE FEET)

BUILDING A	SELF STORAGE	OFFICE	TOTAL
BLDG. A - 2 STORY	36,755	1,365	38,120
BLDG. B - 2 STORY	80,855	0	80,855
BLDG. C - 1 STORY	18,319	0	18,319
BLDG. D - 1 STORY	25,082	0	25,082
TOTAL BUILDING AREA	161,011	1,365	162,376
ESTIMATED NET RENTABLE			±117,568

BUILDING CONSTRUCTION TYPE: IIB
OCCUPANCY CLASSIFICATION: S-1.
BUILDINGS ARE EQUIPPED THROUGHOUT WITH AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH NFPA 13.

NORTH

JORDAN ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

NUTWOOD SS
PASO ROBLES, CA

PRELIMINARY SITE PLAN

JOB NUMBER: 21-1228
SCALE: 1"=30'-0"
DATE: 05/25/2022

A.2