2075 Williams Street Industrial Project

Initial Study – Negative Declaration

prepared by

City of San Leandro
Community Development Department
835 East 14th Street
San Leandro, California 94577
Contact: Andrew J. Mogensen, AICP, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

March 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Initial Study

1. Project Title

2075 Williams Street Industrial Project

2. Lead Agency Name and Address

City of San Leandro
Community Development Department

835 East 14th Street
San Leandro, California 94577

3. Contact Person and Phone Number

Andrew J. Mogensen, AICP, Planning Manager
(510) 577-3358

4. Project Location

The project site includes two parcels (APNs: 77A-700-006-002 and 77A-700-16-003), located at 2075 Williams Street in San Leandro, west of Interstate 880. The site is on the south side of Williams Street just east of its intersection with Menlo Street.

Figure 1 shows the regional location of the project site and Figure 2 shows an aerial view of the project site and its immediate surroundings.

5. Project Sponsor's Name and Address

Chris Kirschenheuter
Certified Blue Recycling
2075 Williams Street
San Leandro, California 94577

6. General Plan Designation

The City adopted the San Leandro 2035 General Plan on September 19, 2016 (City of San Leandro, 2016b). The General Plan Land Use Map was later updated in March 2017. According to the General Plan Land Use Map, the project site is designated General Industrial and Industrial Transition.

Figure 1 Regional Location Map

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Project Location

N

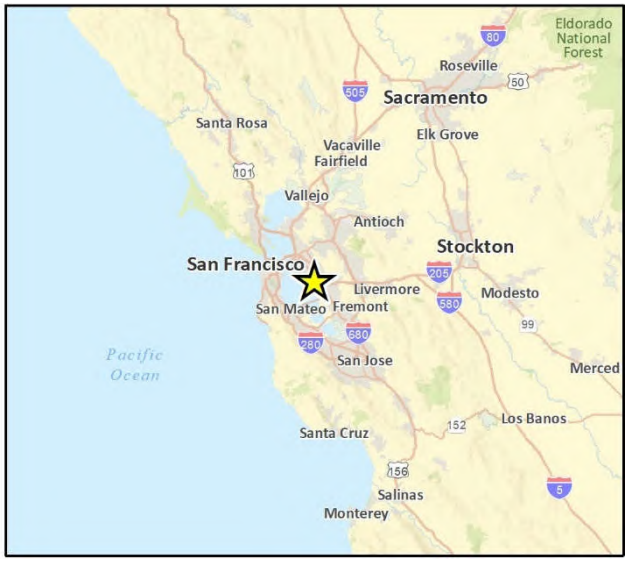

Figure 2 Project Site and Surroundings

Imagery provided by Microsoft Bing and its licensors © 2019.

7. Zoning

Industrial General (IG)

8. Description of the Project

Currently, the project site is developed with and operates as a solid waste transfer and recycling facility. The current facility operates under an existing conditional use permit (CUP) (PLN2009-00022) from the City of San Leandro and a CalRecycle Enforcement Agency Registration Permit issued by County of Alameda Environmental Health Department Local Enforcement Agency. The existing facility is currently permitted to process a maximum of 174 tons per day of inert construction and demolition debris (CalRecycle 2019). The proposed project would modify operations of the facility to increase the maximum tonnage of materials that could be received and processed. Under the proposed project, maximum daily tonnage would increase from 174 tons per day to 350 tons per day. This would be an increase of 176 tons or an approximately 101 percent increase over existing conditions. The proposed project would require a modification to the existing conditional use permit in order to allow the proposed increase in materials accepted and processed at the facility.

Extended Operating Hours

Operating hours are currently 7:00 am to 4:00 pm on weekdays. The proposed project would extend weekday hours to 5:00 pm to accommodate processing of additional materials. Additionally, the facility would expand operations to Saturdays between the hours of 7:00 am and 12:00 pm. Currently the facility conducts processing activities onsite on Saturdays but is not officially open for business on Saturdays.

Facility Upgrades

The proposed increase in maximum daily tonnage of materials accepted at the transfer station would not require physical expansion or new construction of the facility. However, the proposed project would involve the replacement of existing concrete jersey block walls along the perimeter of the project site and between material storage areas on-site. These existing walls would be replaced with new walls pursuant to current California Building Code standards and would be of similar height and material as the existing walls.

9. Surrounding Land Uses and Setting

Adjacent uses include railroad right-of-way (including a terminal branch of the railroad right-of-way which bisects the project site from west to east), warehouses, and equipment rental services. The nearest residential use is located approximately 100 feet west. An industrial use is located adjacent to the southeastern border of the site. Fire Station #10, a branch of the Alameda County Fire Department, is located approximately 500 feet to the northwest of the project site. Figure 2, above, shows the project site and surrounding uses.

10. Other Public Agencies Whose Approval is Required

The City of San Leandro is the lead agency with responsibility for approving the project.

In addition, the project would require the approval of a Solid Waste Facilities Permit Revision by the Local Enforcement Agency (Alameda County Department of Health), with concurrence by CalRecycle.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and 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

Based on 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 to 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 "less than significant with mitigation incorporated" 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 potential 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.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, 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 a 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?	☐	☐	☐	■
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☐	■

a. Would the project have a substantial adverse effect on a scenic vista?

The project site is in an industrial area of San Leandro and is not part of a scenic vista. Views from and through the project site are generally of surrounding industrial buildings and associated facilities, such as parking lots, garages, and fences. The project site does not provide views of scenic vistas. Additionally, the proposed project does not include new structures that would obstruct views. The proposed project would have no impact on scenic vistas.

NO IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Interstate 580 is the only designated state scenic highway in San Leandro (Caltrans 2019). The project site is approximately 2.5 miles west of Interstate 580. There are many intervening buildings

and structures within this 2.5 miles that prohibit views of the site from Interstate 580. Therefore, the project site is not within a state scenic highway or visible from a state scenic highway. Additionally, the project site is developed with an existing transfer facility and contains no scenic resources, such as trees, rock outcroppings, or historic buildings. Therefore, the proposed project would have no impact.

NO IMPACT

c. Would the project, in non-urbanized areas, 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 a 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?

The project site is in an urbanized and industrial area of San Leandro. The proposed project includes increasing the amount of tonnage accepted at the existing transfer facility on the site. An increase in tonnage would have no effects on the appearance of the project site or its surroundings. The proposed project would also involve replacing existing sorting walls with new materials to meet seismic requirements. However, the walls would be of similar height and size as existing walls, such that their replacement would represent negligible changes in the appearance of the site. Therefore, the project would have no conflicts with applicable zoning or other regulations governing scenic quality. There would be no impact.

NO IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The proposed project includes no new lights or sources of glare. There would no impact.

NO IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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

The California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program prepares maps of Farmland for each county in California. The project site is mapped as “Urban and Built-up Land” on the most recent map of Farmland in Alameda County (2016). Urban and Built-up Land is not Farmland. Therefore, the proposed project would have no impact on Farmland.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. The project site is developed with an existing transfer facility and is not used for agriculture or open space. The project site is not subject to a Williamson Act contract. The project site is zoned Industrial General (IG) and is not zoned for agricultural use. Therefore, the proposed project would have no impact.

NO IMPACT

c. Would the project 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 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project site is developed with an existing transfer facility and is not used for forestry or managed as forest land or timberland. The project site is zoned Industrial General (IG) and is not zoned for forest land or timberland. Therefore, the proposed project would not conflict with zoning for forestry uses. There would also be no loss or conversion of forest land. The proposed project would have no impact.

NO IMPACT

e. Would the project 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?

The proposed project is developed with an existing transfer facility and is surrounded by industrial and railroad uses. Agriculture and forestry uses do not occur on-site or on adjacent properties. The proposed project would there result in no conversion of Farmland or forestland. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	■	☐

Existing Setting

The project site is in the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards.

The Basin is in nonattainment for the federal and state standards for ozone, as well as state standards for particulate matter (PM_{10} and $PM_{2.5}$) and the federal standard for 24-hour $PM_{2.5}$ (BAAQMD 2017a). As a result, local jurisdictions in the Basin are required to implement strategies to reduce pollutant levels to recognized acceptable standards or avoid or mitigate new development projects that would contribute to air pollution.

The 2017 Clean Air Plan (2017 Plan) is the most recently approved regional air quality management plan, adopted in April 2017 by the BAAQMD. This plan provides an integrated, multi-pollutant strategy to improve air quality, protect public health, and protect the climate. The 2017 Plan is designed to provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases (GHG) in a single, integrated plan. The 2017 Plan relies on population and employment forecasts from the Association of Bay Area Governments (ABAG) to inform its management strategies (BAAQMD 2017c).

The City of San Leandro has a Climate Action Plan (CAP) that includes goals related to improving air quality and promoting sustainable growth and operations (City of San Leandro 2009). Additional information about the City's CAP and an evaluation of the proposed project's consistency with the CAP are provided in Section 7, *Greenhouse Gas Emissions.*

Air Emissions Thresholds

BAAQMD recommends that lead agencies determine appropriate air quality and GHG thresholds of significance based on substantial evidence in the record. As the lead agency for this project, the City of San Leandro has determined the thresholds contained in BAAQMD's May 2017 CEQA Air Quality Guidelines are the appropriate thresholds.

Table 1 presents the BAAQMD's May 2017 significance thresholds for construction and operational-related criteria air pollutants and precursor emissions. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. For the purposes of this analysis, the project would result in a significant impact if emissions would exceed one or more of the thresholds shown in Table 1.

Table 1 BAAQMD Significance Thresholds

	Construction-Related Thresholds	Operation-Related Thresholds	
Pollutant/Precursor	Average Daily Emissions (pounds)	Average Daily Emissions (pounds)	Maximum Annual Emissions (tons)
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10

Notes: ROG = reactive organic gases; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less.

Source: Table 2-1, BAAQMD 2017b.

According to BAAQMD, a proposed project would result in less-than-significant impacts to localized carbon monoxide concentrations if the following screening criteria are met:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway)

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The BAAQMD has adopted several air quality policies to reduce air emissions in the Basin. In April 2017, the BAAQMD adopted its final 2017 Clean Air Plan (BAAQMD 2017c). Vehicle use, energy

consumption, and associated air pollutant emissions are related directly to population growth. A project would conflict with or obstruct implementation of the 2017 Clean Air Plan if it would result in substantial new regional emissions not foreseen in the air quality planning process. The 2017 Clean Air Plan assumes that development associated with general plans, specific plans, residential projects, and public facilities will be constructed in accordance with population growth projections identified by the BAAQMD. In effect, if a project is proposed in a city with a general plan that is consistent with the Clean Air Plan (i.e., it does not require a general plan amendment), then the project would be consistent with the Clean Air Plan.

The proposed project does not involve new residential uses and would not increase population directly or indirectly. The project is consistent with the site's existing industrial land use and would not require a general plan amendment. The existing transfer station facilities do not have stationary industrial sources that require BAAQMD permits. The proposed project would not add stationary sources subject to BAAQMD permit approval. Because the project would not increase population or employment and would be consistent with the City's General Plan, air pollution emissions associated with the project are consistent with the assumptions in the 2017 Clean Air Plan and the project would not conflict with or obstruct implementation of the Plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project 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?

Construction Emissions

The proposed project would not involve substantial or lengthy construction activities. Replacement of existing block walls would be brief and not require the use of equipment resulting in substantial or considerable emissions. Therefore, the project would not result in significant construction-related air quality impacts.

Operational Emissions

Operational changes associated with the proposed project include an increase in the maximum permitted daily tonnage to 350 tons per day. As described in Section 17, *Transportation*, increasing the tonnage would result in up to 256 truck trips per day, which would be an increase of 129 daily vehicle trips compared to existing conditions. The increase in the permitted maximum daily tonnage itself would not generate air pollution emissions and emissions associated with lighting and equipment during the additional operating hours would be negligible. However, the increase in truck trips would result in additional emissions of air pollutants.

The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts. If all screening criteria are met by a project, then the lead agency or applicant does not need to perform a detailed air quality assessment of their project's air pollutant emissions. These screening levels are generally representative of new development on greenfield sites without mitigation measures taken into consideration. For projects that are infill or do not involve construction activity, such as the proposed project, emissions would be less than the greenfield-type project on which the screening criteria are based. The BAAQMD's operational-related screening levels for general light industry are 541,000 square feet of new buildings, a 72-acre

construction footprint, or 1,249 new employees (BAAQMD 2017b). The project does not involve new building square footage or construction and would not add new employees. Therefore, the project would be substantially below the operational screening level criteria. According to BAAQMD, if all screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of their project's air pollutant emissions. The proposed project meets the screening criteria and would not exceed BAAQMD air pollutant thresholds.

Nonetheless, in order to provide a conservative estimate, emissions associated with the additional trips were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Table 2 summarizes the results and Appendix A provides the detailed model outputs.

Table 2 Operational Emissions (pounds/day)

	ROG	NOX	CO	PM10	PM2.5	SOX
Daily Operational Emissions (pounds/day)[1]	0.3	8.5	3.0	1.3	0.4	0.03
BAAQMD Thresholds (pounds/day)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A
Annual Operational Emissions (tons/year)[2]	0.04	1.3	0.5	0.2	0.06	<0.01
BAAQMD Thresholds (tons/year)	10	10	N/A	15	10	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

[1] See Table 2.2 "Overall operational-unmitigated operational" emissions in CalEEMod winter worksheets in Appendix A.

[2] See Table 2.2 "Overall operational-unmitigated operational" emissions in CalEEMod annual worksheets in Appendix A.

N/A = not applicable; no BAAQMD threshold for CO or SO_X

As shown in Table 2, the project would not violate an air quality standard and it would not contribute to an existing or projected air quality violation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Interstate 880 is the major freeway in proximity to the project site and therefore is the route that most trucks trips to the project site currently use when travelling to and from the project site. The Marina Boulevard exit is the closest exit to the project site, and therefore, the exit that trucks would use in route to the site. According to the most recent data available from Caltrans, approximately 48,000 vehicles exit and enter onto Interstate 880 at Marina Boulevard per day (Caltrans 2017). This is well below the 44,000 trips per hour that warrant a CO "hotspot" analysis per BAAQMD standards. The additional 129 truck trips that would be generated by the proposed project would not increase traffic volumes such that 44,000 trips per hour would be exceeded. Therefore, the project would not result in a CO "hotspot" and no intersection-specific CO modeling is required. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The existing transfer station complies with all the applicable local and state requirements regarding odor control measures, personal health and safety, and sanitation facilities. Waste materials that

could perish and rot, creating odors during decay, are restricted and prohibited from being brought to the transfer station. The proposed project would increase the maximum amount of materials processed daily at the facility but would not change the types of materials accepted at the facility.

Although the transfer station does and would continue to reject perishable waste materials, green waste, such as grass clipping or fallen leaves do make their way into the facility incidental to construction and demolition debris. Because the proposed project would increase the total amount of waste accepted at the facility, there could be a resultant increase in the amount of incidental green waste. Typically, green waste generates a less foul odor than other decomposing types of waste, such as food scraps. However, some green wastes, such as grass clippings, do have a distinct odor. Nevertheless, these types of odors are typical of residential uses, such as landscaping and lawn care at residences. Additionally, because green waste is not directly accepted and would not be directly accepted other than incidental to other waste types, impacts at the nearest sensitive residential receptor, which is a residence approximately 100 feet to the west, would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
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?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
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?	☐	☐	☐	■

Existing Setting

The project site is in a developed industrial area in incorporated San Leandro. The entire site is paved or covered with existing buildings. The project site experiences extensive human disturbance during operating hours including regular truck and equipment movement over much of the paved areas. Fencing along most of the perimeter of the site minimizes wildlife access to the project site. In addition, the site is in an industrial neighborhood with little or no vegetation or wildlife habitat nearby, expect for isolated street trees, patches of ruderal weeds, and commercial landscaping, such as hedgerows.

Impact Analysis

a. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

The project site does not contain wildlife habitat, include wildlife identified as candidate, sensitive, or special-status species in local or regional plans, policies or regulations. There project site is entirely developed with buildings and pavement, and vegetation, including special-status plant species do not occur on the project site. The project site is surrounded by other industrial uses and development, and habitat is not present on these properties. Because special-status species and their habitat do not occur on or adjacent to the project site, the proposed project would have no impact.

NO IMPACT

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The entire project site is paved or covered with existing buildings. The project site is surrounded by industrial uses and development. There are no riparian areas or other sensitive natural communities on or surrounding the project site. The proposed project would have no impact.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

According to the U.S. Fish & Wildlife Service, the nearest mapped wetlands to the project site are marine wetlands along the shore of the San Francisco Bay, approximately 0.7 mile west of the site (U.S. Fish & Wildlife Service 2020). There is no potential for wetlands on the project site because the entirety of the site is paved or covered with existing buildings. The proposed project would have no impact.

NO IMPACT

d. Would the project 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?

The entire project site is paved or covered with existing buildings. Waterways and waterbodies that could provide habitat for migratory fish do not occur on-site or adjacent to the project site. There is no wildlife habitat on the project site. The site is fenced, which prohibits wildlife movement across the site. Additionally, because surrounding uses are industrial, the project site is not located between areas prone to wildlife migration. The proposed project would have no impact.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

There are no trees, riparian zones, Bay shorelines, or other biological resources protected by local policies and ordinances on the project site. The proposed project would have no impact.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not located in an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with such plans, and there would be no impact.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §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?	☐	☐	☐	■

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The project involves operational changes to an existing solid waste transfer station and does not involve the demolition, construction, or physical alteration of an existing structure. The project would involve the replacement of concrete jersey block walls along the perimeter of the site and between material storage areas. However, the jersey walls were never permitted, are susceptible to tumbling, and are not historical resources. The on-site buildings are under 50 years in age with no architectural interest or known historical associations. No historic resources are present on the project site. The proposed project would not have an impact or result in a change of historical resources. No impact would occur.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The project does not include excavation or ground-disturbing activities and therefore would not damage or destroy previously undiscovered archaeological resources. No impact would occur.

NO IMPACT

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

The proposed project would not involve ground-disturbing activities. Therefore, disturbance of human remains would not occur because of the proposed project. No impact would occur.

NO IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

The proposed increase in maximum daily tonnage of materials accepted at the transfer station would not require physical expansion or new construction of the facility. The proposed project would include the replacement of existing concrete jersey block walls along the perimeter of the project site and between material storage areas on-site. Replacing the walls would require the use of machinery and equipment that use and consume diesel fuel. However, replacement of the walls would be a brief activity requiring limited amount of diesel equipment and would not result in the wasteful or unnecessary consumption of energy resources.

Operation

The proposed project would not physically expand the waste transfer station. Therefore, there would be no additional or new space to heat or cool or power with electric lights and fixtures. Existing operational hours would expand slightly but would not generate new sources of energy demand. The existing rates of energy consumption would continue. Thus, the energy required to power the physical operation of the waste transfer station would not change from existing conditions as a result of the proposed project.

The proposed increased tonnage of waste accepted at the transfer station would not result in an increase in the total waste stream but would shift the location at which this waste is processed. A corresponding shift in truck trip destination would also occur. Rather than trucks hauling waste to and from another facility in the region, they would instead haul waste to and from the project site. As shown in Table 5 in Section 17, *Transportation*, the proposed project would result in 256 truck trips per day. This would be 129 additional or new truck trips compared to existing conditions. These additional trips would consume diesel fuel. It is likely that the project site would reduce trip length for some haulers, while also increasing trip length for other haulers, depending on their departure locations. Nonetheless, most haulers are reimbursed by total weight hauled and delivered or taken

from transfer stations, which incentivizes making as many deliveries or pickups as possible in a day while minimizing fuel costs. Therefore, most haulers would shorten travel distance to the extent possible in order to reduce fuel consumption and expense and increase the tonnage of waste product delivered or hauled to or from the transfer station. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As described above, the proposed project would not increase energy consumption on the project site because there would be no new structures requiring power or new uses on-site. Truck trips to and from the site would increase, but these trips already occur in the region and would be diverted to the project site instead of their current destination. Therefore, because there would be no new substantial sources of energy demand of consumption as a result of the project, the project would not conflict with plans for renewable energy or energy efficiency. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	☐	■
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	■
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?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	■
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■

Existing Setting

Geology

The City of San Leandro is located within the United States Geological Survey's (USGS) San Leandro and Hayward Quadrangle 7.5-minute topographic map areas (USGS 1993, 2012). The area is typified by low topographic relief, with gentle slopes to the southwest in the direction of San Francisco Bay. By contrast, the San Leandro Hills that lie directly northeast of the city have more pronounced relief with elevations that locally approach 1,000 feet above mean sea level.

The shallow geology underlying some of the city consists of Holocene alluvium with fluvial deposits associated with distributary streams such as San Leandro and San Lorenzo Creeks (USGS 2000). These sediments are frequently composed of medium dense to dense, gravelly sand or sandy gravel that often grade upward to sandy or silty clay (San Leandro 2016a).

Soils

The soils in the city are dominated by very deep, poorly drained, fine-grained soils such as clays and silty clay loams, with lesser areas of deep, well-drained silty loam in the northeast part of the city and very deep, very poorly drained clays in the tidelands that flank the west edge of San Leandro near the San Francisco Bay. The soils beneath the project site are identified as Danville silty clay loam with slopes ranging from 0 to 2 percent (Natural Resources Conservation Service 2019).

Earthquakes

Earthquakes are the most pervasive safety hazard in San Leandro. The eastern portion of the City is crossed by the Hayward fault, which has created serious and widespread damage within the City in the past. The major earthquake hazards in San Leandro are ground shaking, ground failure and liquefaction. These hazards tend to be amplified on artificial fill and deep alluvial soils (San Leandro 2016a).

A 2008 study of earthquake probabilities by the US Geological Survey estimated that there is a 63 percent chance that a magnitude 6.7 of greater earthquake will strike the Bay Area in the next 30 years. A major earthquake could occur on the Hayward Fault, as well as the San Andreas Fault located 15 miles west of San Leandro. An earthquake of this magnitude could topple buildings, disrupt infrastructure, impact transportation systems, and trigger landslides throughout San Leandro Hills (San Leandro 2016a).

Liquefaction

Liquefaction is a phenomenon where loose, saturated, non-cohesive soils such as silts, sands, and gravels undergo a sudden loss of strength during earthquake shaking. Under certain circumstances, seismic ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. Liquefaction is a serious hazard because buildings in areas that experience liquefaction may suddenly subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. In dry soils, seismic shaking may cause soil to consolidate rather than flow, a process known as densification (San Leandro 2016a).

Landslides and Erosion

Landslides are relatively common in the East Bay Hills, particularly during highly intensive bouts of rainfall. Most landslides occur naturally, however their impacts can be induced by excessive grading, improper construction and poor drainage. The City enforces grading and erosion control ordinances to reduce erosion hazards such as landslides, siltation of streams, undermining of foundations, and loss of structures (San Leandro 2016a).

Ground Shaking

Ground shaking occurs as a result of energy released during faulting, which could potentially result in the damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion (San Leandro 2016a).

Regulatory Setting

California Building Code

The California Building Code is Part 2 of Title 24 of the California Code of Regulations and is updated every three years. Except for certain enforcement provisions, the City of San Leandro adopted the California Building Code by reference pursuant to Title 7, Chapter 7-5, Article 1, Section 7-5-100 of the San Leandro Municipal Code (SLMC). Through the California Building Code, the State provides a minimum standard for building design and construction. Of particular relevance, Chapter 16 of the California Building Code contains specific requirements for structural (building) design, including seismic loads. Chapter 18 of the California Building Code includes requirements for soil testing, excavation and grading, and foundation design (San Leandro 2016a).

San Leandro Municipal Code

Chapter 7-12 of the SLMC (Grading, Excavations, and Fills) includes a grading ordinance that seeks to mitigate hazards associated with erosion and land stability. The ordinance establishes requirements for grading permits, including submittal and construction requirements. An erosion and sedimentation control plan must be submitted with a grading permit application, along with a drainage plan and pollution control plan (San Leandro 2016a).

Impact Analysis

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

According to the California Department of Conservation, the project site is not located in an Alquist-Priolo Earthquake Fault Zone and there are no known faults crossing or projecting toward the site (Department of Conservation 2003). The closest such zone is along the Hayward Fault approximately 2.8 miles east of the project site. Therefore, ground rupture due to faulting is unlikely at the site and no impact would occur.

NO IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

c. Would the project 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?

The project site is not in an Alquist-Priolo Earthquake Fault Zone and it is not located in an area identified as having potential for earthquake-induced landslides (Department of Conservation 2003). The project site is less than 2.8 miles west of the Hayward Fault Zone, considered an active fault by the Department of Conservation (2003). This fault runs north/south along the base of the East Bay Hills from San José to San Pablo Bay. Because the project is in a seismically active area, all existing structures on the site could be affected by ground shaking or liquefaction if an earthquake occurs. However, the existing buildings on the site were built to comply with the California Building Code and SLMC at the time of construction, and no physical alterations are proposed to existing buildings. The project includes replacement of jersey block walls in order to meet standards of the California Building Code, which would be an improvement during seismic ground shaking or liquefaction.

Operational changes associated with the proposed project would increase the number of truck operators that could be present on site at a given time during operational hours. While the proposed project would increase the number of people potentially exposed to seismic events, regular building maintenance and continued compliance with the California Building Code would ensure less than significant impacts related to seismic ground shaking.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site is not located within an area susceptible to landslides. Landslides are associated with sloping hillsides where soil and rocks can dislodge and the mobilize downhill due to gravity. Topography of the project site is nearly flat, as is the surrounding area. Additionally, the project site and much of the surrounding area is developed with structures and pavement, leaving little areas of soil or other loose materials to mobilize and slide. The proposed project would have no impact.

NO IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The proposed project involves operational changes to an existing waste transfer station. No ground disturbing activities are proposed. The project would involve the replacement of concrete jersey block walls along the perimeter of the site and between material storage areas. However, the replacement of these walls would not require removal of the asphalt pavement that covers soils on the project site. Therefore, the proposed project would result in no substantial soil erosion or loss of topsoil.

NO IMPACT

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The project would not involve grading or new construction on the project site or expand the existing building footprint. The project would involve the replacement of concrete jersey block walls along the perimeter of the site and between material storage areas. However, these would replace existing walls and not increase hazards or risks associated with soils. No impacts related to construction on expansive soil would occur.

NO IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project would not include components that would require the use of septic tanks. The project site and facilities connect to the City of San Leandro's municipal sewer system. No impact would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project does not include excavation or ground-disturbing activities and therefore would not damage or destroy paleontological resources. No impact would occur.

NO IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	■	☐

Existing Setting

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past approximately 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past approximately 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC 2014), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Observations of CO_2 concentrations, globally averaged temperature, and sea level rise

are generally well within the range of the extent of the earlier IPCC projections. The recently observed increases in CH_4 and N_2O concentrations are smaller than those assumed in the scenarios in the previous assessments. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.

Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6 (California Environmental Protection Agency 2006). Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of a GHG emitted multiplied by its global warming potential. CO_2 has a 100-year global warming potential of one. By contrast, CH_4 has a global warming potential of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (IPCC 2007).

Most individual projects do not generate enough GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

Impact Analysis

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The City of San Leandro has determined that the GHG emissions thresholds appropriate for the purposes of this analysis are those contained in the BAAQMD's May 2017 *CEQA Air Quality Guidelines,* which are used regularly by jurisdictions throughout the Bay Area. The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in potentially significant GHG emissions. If a proposed project meets all screening criteria, then the lead agency or applicant do not need to perform a detailed GHG assessment of their project's GHG emissions. These screening levels are generally representative of new development on greenfield sites without reduction measures taken into consideration. Projects that do not involve construction activities generate fewer emissions than would the greenfield-type projects upon which the screening criteria are based. When projects do not meet the screening criteria and require quantification of GHG emissions, BAAQMD has a project-level numeric threshold of 1,100 metric tons of CO_2e emissions per year (BAAQMD 2017b).

Operational changes associated with the proposed project include an increase in the maximum permitted daily tonnage to 350 tons per day and the addition of 129 daily truck trips. The increase in the permitted maximum daily tonnage itself would not generate GHG emissions, but the increase in truck trips would result in GHG additional emissions.

BAAQMD's lowest and most conservative GHG-related screening level for industrial uses is 65,000 square feet of new buildings (BAAQMD 2017b). The project would not include construction or demolition activities and would not exceed the screening criteria levels. Nonetheless, to produce a

conservative estimate of project-related GHG emissions, CalEEMod was used to estimate GHG emissions associated with the increase in truck traffic to and from the site. The 129 new trips per day would result in approximately 492 metric tons of CO_2e per year (Table 2.2, Overall Operational-Unmitigated Operational Emissions, in CalEEMod Annual worksheets, Appendix A). Therefore, project-related emissions do not exceed BAAQMD's threshold of 1,100 metric tons of CO_2e emissions per year. The proposed expanded operations at the transfer station would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

BAAQMD's approach to developing their screening criteria for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. If a project would generate GHG emissions above the screening criteria level, it would be considered to contribute substantially to a cumulative impact and would be considered significant. Thus, if a projects emissions are below the BAAQMD's screening criteria for GHG, the project would not substantially conflict with existing California legislation adopted to reduce GHG emissions.

In addition, the City of San Leandro has a Climate Action Plan (CAP) that discusses goals in reduction of air quality pollutants and promoting sustainable growth (City of San Leandro 2009). One goal from the CAP is to promote waste reduction and material re-use in the community (Goal 5.3). Another goal from the CAP is to increase recycling, compositing, and material re-use related to municipal operations (Goal 6.3). The proposed project involves increasing the permitted capacity at a recycling and waste transfer facility in order to reduce the amount of waste sent to the landfill. Therefore, the project would be consistent with the applicable goals and policies in the CAP. Impacts associated with conflicting with applicable plans, policies, or regulations of an agency adopted for reducing the emissions of GHG would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material 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?	☐	☐	■	☐
e. For a project located in 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?	☐	☐	■	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

Existing Setting

According to the State Water Resources Control Board (SWRCB), the project site is a Cleanup Program Site named "Watkins Terminal." The SWRCB reports that the cleanup has been completed and the case was closed in March 2017 (SWRCB 2019). Cleanup Program Sites include bulk transfer facilities, and therefore, it is not unexpected that the project site is identified as a Cleanup Program Site.

There are two other Cleanup Program Sites within 0.5 mile of the project site that are still open and currently under assessment. These sites are referred to as James River Corporation, west of the project site, and Georgia Pacific, southeast of the site at the current location of an industrial building housing a syrup manufacturer at 2000 Marina Boulevard. The SWRCB also reports numerous incidents of leaking underground storage tanks within 0.5 mile of the project site, but these cases and have been remediated and closed (SWRCB 2019).

According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, the project site is not included on a list of hazardous waste sites (DTSC 2019). However, two such sites are located within 0.5 mile of the project site. These sites and their current status are shown in Table 3 shows the current and proposed permitted tonnage and capacities.

Table 3 DTSC Hazardous Sites within 0.5 Mile of Project Site

Site Name	Site Address	Current Status	Proximity to Project Site
Former Airgas Facility	1588 Doolittle Drive	Certified O&M-Land Use Restrictions Only	Approximately 775 feet
Owens-Corning	2001 Marina Boulevard	Refer: RWQCB	Approximately 530 feet

Source: DTSC 2019

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No hazardous wastes are accepted at the transfer station, but some hazardous waste can be included in the waste stream delivered to the facility. To ensure that the acceptance of hazardous materials is minimized, a hazardous waste exclusion program is in place at the facility and would continue with implementation of the proposed project. All loads are checked for hazardous wastes upon arrival at scale hours upon entry to the project site. Loads that appears to be hazardous or contains liquid or sludge are rejected and isolated. Furthermore, continued compliance with the applicable federal, state, and local standards and regulations concerning proper handling of potentially hazardous materials would ensure less than significant impacts regarding hazardous materials. Therefore, the project would not create a significant hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project 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?

The project would increase the permitted maximum daily waste by approximately 101 percent and would increase trips to and from the site by approximately 356 trips. Therefore, it would incrementally increase the potential for release of hazardous materials through upset or accident conditions. Similar to the analysis of question (a) above, handling, transporting, use, or disposal of hazardous or potentially hazardous materials is required to comply with all applicable federal, state, and local agencies and regulations. Long-term operation of the project would be required to adhere to the policies and programs set forth by applicable regulatory agencies. This compliance would minimize the potential for the accidental release of hazardous materials into the environment. Additionally, because the transfer facility does not and would not accept hazardous materials and wastes, there would be low potential for accidental release from a vehicle accident travelling to the site. Therefore, the project would not be expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

There is one school located within 0.25 mile of the project site: Learning Clock Montessori School. While there is a school within proximity of the project site, the transfer facility does not emit hazardous materials or waste. Implementation of the proposed project would not change the type of materials or waste accepted at the facility. Therefore, there would be no potential for increased handling of hazardous materials or waste within 0.25 mile of a school.

There would be an estimated additional 356 vehicle trips per day to the transfer facility as a result of the project. Many of these trips would be trucks with diesel engines. Diesel exhaust emissions can be hazardous to health if exposure is consistent and long-term, especially to children. However, the Learning Clock Montessori School is approximately 0.24 mile from the project site, and exhaust emissions from trucks would dissipate over this distance. Additionally, the school is located to the southwest of the project site. Prevailing wind direction in this area is from the west (Western Regional Climate Center 2019). Thus, diesel exhaust would blow away from the school under typical prevailing wind conditions. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

As described above, the project site is identified by the SWRCB as a Cleanup Program Site. Cleanup Program Sites include bulk transfer facilities, and therefore, it is not unexpected that the project site is identified as a Cleanup Program Site. Additionally, according to the SWRCB, cleanup of the site has been completed and the case was closed in March 2017 (SWRCB 2019). Furthermore, the project does not involve ground disturbance or new construction. The replacement of existing jersey block walls on the site would not require excavation or ground disturbance and would be completed on the existing asphalt surface. Therefore, the project would not create a significant hazard to the public or the environment as a result of being located on such a site. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The nearest airport to the site is the Oakland International Airport, which is located 1.5 miles to the west. The project site is within Zone 6: Traffic Pattern, one of seven safety compatibility zones of the Oakland International Airport (Oakland International Airport 2010). The proposed project would not change air traffic patterns in the area. The project does not involve the construction of new structures. Thus, there would be no potential for encroachment of airspace within the safety compatibility zone as result of the proposed project.

Although the project site is located less than two miles from the Oakland International Airport and inside the Oakland International Airport Influence Area, the site is located outside of the 60-decibel noise contour of the airport (Oakland International Airport 2010). Therefore, operations at the site would not expose workers to excessive noise hazards associated with airports. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project involves expansion of operations at the existing transfer facility at the project site; no construction or modification of roadways would occur as a result of the proposed project. The project does not include components that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would have no impact.

NO IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is in an industrial area of San Leandro. The project site and surrounding area are developed with structures, asphalt parking lots and roadways, and railroad tracks. Area of wildland fuels, such as brushland, scrubland, grassland, and forests do not occur on or near the project site. The project site is not susceptible to wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
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 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 off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which 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?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	■
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■

Existing Setting

The project site is in the San Francisco Bay Hydrologic Region, which covers approximately 4,500 square miles and encompasses 10 counties, including Alameda County. It corresponds with the boundaries of the San Francisco Regional Water Quality Control Board Region 2 and the San Francisco Bay Area Integrated Regional Water Management Plan. The San Francisco Bay Hydrologic Region is a complex network of watersheds, marshes, rivers, creeks, reservoirs, and bays mostly draining into the San Francisco Bay and the Pacific Ocean (San Leandro 2016a).

The project site is developed with impervious buildings and asphalt surfaces. Therefore, precipitation on the site becomes stormwater runoff and flows to the south end of the site. An approximately 3,600-square-foot bioswale is located at the south end of the site and captures and treats runoff before discharge to the City's stormwater drain system. The City's stormwater drain system ultimately discharges into San Francisco Bay (San Leandro 2016a).

The City of San Leandro Department of Public Works owns and maintains 175 miles of storm drain conduits throughout the city. The City's storm drain system feeds into a larger system owned and operated by the Alameda County Flood Control and Water Conservation District. This system includes the lower reaches of San Leandro and San Lorenzo Creeks, as well as several channels extending into San Leandro neighborhoods west of Interstate 880. The District's drainage facilities include levees, pump stations, erosion control devices, and culverts (San Leandro 2016a).

Stormwater runoff pollutants vary with land use, topography, and the amount of impervious surface, as well as the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contain oil, grease, litter, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the "first flush" (San Leandro 2016a).

All stormwater runoff from the project is ultimately discharged into San Francisco Bay. The San Francisco Bay Regional Water Quality Control Board (RWQCB) monitors surface water quality through implementation of the Water Quality Control Plan (Basin Plan) and designates beneficial uses for surface water bodies and groundwater. The beneficial uses for San Francisco Bay include industrial service supply, commercial and sport fishing, shellfish harvesting, estuarine habitat, fish migration, preservation of rare and endangered species, fish spawning, wildlife habitat, water contact recreation, water non-contact recreation, and navigation (San Leandro 2016a).

A Stormwater Pollution Prevention Plan (SWPPP), last updated in May 2019, is currently in place for operations at the transfer facility. Preparation of a SWPPP is required by federal and state regulation and is administered by the State Water Resources Control Board (SWRCB) through the RWQCB. The current SWPPP has been prepared to comply with the terms of the General Permit for Storm Water Discharges Associated with Industrial Activities (National Pollutant Discharge Elimination System [NPDES] Permit No. CAS000001/2014-0057-DWQ). The intent of the order is to protect water quality by controlling pollutants in storm water runoff. This SWPPP is designed to comply with Best Available Technology (BAT), Best Conventional Pollutant Control Technology (BCT), and Best Management Practices (BMPs) to reduce or eliminate pollution from industrial facilities during storm events. BMPs included in the SWPPP are currently implemented at the site.

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

c.(ii) Would the project 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project 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 that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

c.(iv) Would the project 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 impede or redirect flood flows?

The proposed project would involve operational changes to the existing transfer facility and would not alter the physical structure, surface configuration, permeability or topography of the transfer station. Existing jersey block walls would be replaced with new walls of similar materials and size. Walls would be placed on top of impervious pavement. Therefore, implementation of the proposed project would not increase runoff from the project site. Additionally, the project would not change the amount of impervious surface on-site or alter existing drainage patterns.

The project would increase the amount of waste stored and processed at the facility. Therefore, there is the potential for some increased amount of materials beyond the volume currently processed at the site to contact rainwater or be blown into storm drains. However, the Transfer Station implements several measures, described in its SWPPP, to prevent violations of water quality standards from site runoff. For example, the project site includes perimeter berms to ensure runoff does not flow off-site untreated, and rather flows into an existing on-site bioswale for treatment prior to discharge. As discussed in Section 18, *Utilities and Service Systems*, wastewater generated by the transfer facility would continue to be conveyed and treated by existing wastewater treatment infrastructure. Development of the proposed project would not violate water quality standards or waste discharge requirements or result in increased flooding. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project site is currently developed with impervious buildings and asphalt pavement. Aside from an existing bioswale area, infiltration of precipitation on the project site is not possible due to the impervious conditions. Therefore, the project site is not a substantial groundwater recharge site. The proposed project would not increase or decrease the amount of impervious surface or the

associated rate at which precipitation infiltrates the ground. Therefore, the proposed project would have no impact.

NO IMPACT

c.(i) Would the project 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 result in substantial erosion or siltation on- or off-site?

The proposed project would involve operational changes to the existing transfer facility and would not alter the physical structure, surface configuration, permeability or topography of the transfer station. Existing jersey block walls would be replaced with new walls of similar materials and size. Walls would be placed on top of impervious pavement. Therefore, implementation of the proposed project would not increase runoff from the project site. Additionally, the project would not change the amount of impervious surface on-site or alter existing drainage patterns. The proposed project would not disturb soil or otherwise loosen soils and make them more susceptible to erosion and siltation. The proposed project would have no impact.

NO IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is not located within 100-year floodplain (Federal Emergency Management Agency 2018). The project site is not located in an area subject to inundation by tsunami (Department of Conservation 2009). Large, partially enclosed waterbodies, such as the San Francisco Bay are subject to seiche. However, the project site is more than 0.75 mile from the shoreline of the Bay, and approximately 26 feet above sea level. Therefore, seiche waves would not impact the project site. Because the project site is not subject to inundation from flood hazards, tsunami, or seiche waves, there would be no impact.

NO IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As described above, the proposed project would result in no changes to the amount of impervious surface on-site and associated stormwater runoff rates and volumes from the project site. The proposed project would not change the types of materials accepted at the transfer facility. Thus, there would be no sources of potential new pollutants. Stormwater runoff from the site would continue to flow into a bioswale at the southern end of the site before being discharged to the City's stormwater drain system. All discharges must be compliant with the City's MS4 discharge permit. Therefore, the proposed project would not conflict with or obstruct implementation of the Basin Plan.

The project site is almost entirely asphalt and is not a substantial groundwater recharge site. The proposed project would have no impact.

NO IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
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?	☐	☐	■	☐

a. Would the project physically divide an established community?

The proposed project includes operational changes at the existing transfer facility to accommodate anticipated growth in the recycling materials waste stream. Proposed operational changes would not physically divide the community. The project also includes replacing existing jersey block walls on the site. However, these walls already exist, and the project would only replace them with newer materials to meet requirements of the California Building Code. No new linear features, new structures or changes in parcel configurations are proposed that would separate areas physically or otherwise. There would be no impact.

NO IMPACT

b. Would the project 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?

The proposed project includes operational changes at the existing transfer facility to accommodate anticipated growth in the recycling materials waste stream. Because the project site is currently developed with a transfer facility, and the proposed project would not require physical expansion or construction, there would be no potential environmental impacts due to conflicts with policies or programs related to ground disturbance. The project would be consistent with the General Industrial and Industrial Transition land use designation of the site in the City's General Plan, as well as the Industrial General (IG) zoning district of the site.

Proposed operational changes would increase the number of vehicle trips to and from the site during operational hours. Increased trips would result in additional air pollutant and GHG emissions, as well as additional traffic noise. Impacts related to these resources are described in the corresponding sections of this Initial Study. No significant environmental impacts would result from the proposed project.

LESS THAN SIGNIFICANT IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■

a. Would the project 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. Would the project 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?

San Leandro's principal mineral resources are volcanic rocks, such as basalt, andesite, and rhyolite. The only quarry in San Leandro is operated several miles northeast of the project site, and future quarrying is unlikely due to environmental impacts and stringent permitting (San Leandro 2016a). The project would continue to perform existing operations and would not result in a loss of available minerals. There would be no impact.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	■	☐

Existing Setting

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes are not perceived generally. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60 to 65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or diminish) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from linear sources, such a roadway traffic and trains typically attenuates at about 3 dBA per doubling of distance (Berendt & Corliss 1976). Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The construction style for dwelling units in California generally provides a reduction of exterior-to-interior noise levels of about 30 dBA with closed windows (Federal Highway Administration 2006).

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and some outdoor recreation areas are more sensitive to noise than commercial and industrial land uses. The nearest sensitive receptor to the project site is a residence approximately 100 feet to the west. However, this residence is located nearest to an area of the project site where little to no operational activities occur. The residence is located approximately 375 feet from areas of the project site where routine and daily operational activities occur on-site. The nearest school is approximately 0.24 mile from the project site. Other surrounding and nearby land uses are industrial and not considered sensitive receptors.

Rincon Consultants conducted two short-term noise measurements on January 22, 2020, in order to establish existing ambient noise levels at and in the vicinity of the project site during operation of the existing transfer station. The measurements were conducted using an ANSI Type II Sound Level Meter, and each measurement was 15 minutes in duration. The calibration of the meter was checked before the measurements. One measurement was conducted on the project site and the other was conducted at the road frontage along the property boundary of the nearest sensitive residential receptor to the project, as described above. Figure 3 shows the location of the noise measurements. Table 4 summarizes the results of the short-term noise measurements. The noise environment on the project site is dominated by the industrial uses on and surrounding the site and vehicle noise generated from nearby roads. Noise levels at the residential receptor measurement location are characterized by roadway traffic. Both the project site and residential receptor site are adjacent to the UPRR tracks. Trains did not operate on the tracks during the short-term measurements, but given the proximity to receptors, train operations would also influence noise levels at the measurement locations.

Table 4 Summary of Short-Term Noise Measurements

Measurement Location	Measurement Time	Measured Leq dBA	Measured Lmax dBA
NM-1: Project Site	10:21 AM to 10:36 AM	58.5	73.8
NM-2: Residential Receptor	10:49 AM to 11:04 AM	77.7	96.6

Source: Refer to Figure 3 for noise measurement locations. See Appendix B for noise measurement data.

Regulatory Setting

Noise regulations and ordinances typically establish allowable noise levels for different land uses and define exempt noise activities. The San Leandro Land Use Compatibility Guidelines included in the San Leandro General Plan Environmental Hazards Element identify normally acceptable noise levels in industrial areas as up to 75 decibels. Noise levels from 70 to 80 decibels are conditionally acceptable and noise levels in excess of 75 decibels are normally unacceptable.

Chapter 4-1646 of the City of San Leandro Zoning Code specifies regulations that apply to recycling facilities. The Zoning Code prohibits recycling facilities from generating noise that exceed 60 dBA as measured at the property line of an R district or exceeding 70 decibels (SLMC Section 4-1646-5(d)).

Figure 3 Noise Measurement Locations

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Impact Analysis

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The project site is in an industrial area of San Leandro. Primary sources of noise include noise from adjacent industrial uses and traffic noise on nearby roadways, as well as train noise on adjacent UPRR tracks. Existing noise generated at the transfer station includes the operation and movement of heavy machinery and vehicles including waste hauling trucks. Although the project would increase the permitted daily tonnage of material processed at the facility, the proposed project would not alter the number or type of equipment used at the project site. The proposed project would increase the number of trips to the site by up to 129 trips per day, but these additional vehicle trips would be dispersed throughout the day and would not substantially increase noise levels at the project site. Additionally, most trucks would travel between the project site and Interstate 880 via Marina Boulevard to Merced Street to Williams Street because this is the most direct route. This route is through industrial uses where there are no sensitive receptors.

Because the project would not increase the number or type of equipment used on-site, the overall noise level would not change. Rather, the noise levels would occur over a longer amount of time throughout the day. As shown in Table 4, ambient noise levels at the project site are less than ambient noise levels at the nearest sensitive residential receptor. Ambient noise levels on-site during operational hours is 58.5 Leq dBA, based on measurements. Therefore, overall, noise levels would not exceed the applicable noise limit of 70 dBA in industrial and manufacturing areas. The project site is in an industrial neighborhood and noise limits imposed by the City on this land use are not subject to time of day restrictions. The proposed project would not result in 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. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The proposed project does not include construction activities and would not introduce new stationary equipment that would generate groundborne vibration. Although the project would increase truck travel to and from the site by up to 129 additional daily trips, this incremental increase would not perceptibly increase vibration levels. Therefore, generation of excessive increases in groundborne noise or vibration would not occur as a result of the proposed project. Impacts would be less than significant.

LESS THAN SIGNIFICANT 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?

The nearest airport to the site is the Oakland International Airport, which is located 1.5 miles to the west. Although the project site is located inside the Oakland International Airport Influence Area, the site is located outside of the 60-decibel noise contour of the airport (Oakland International

Airport 2010). Therefore, operations at the site would not expose workers to excessive noise hazards associated with airports. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial unplanned 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)?

The project does not involve development of new housing or habitable residences. Implementation of the project would not affect residential growth and would not directly add residents to the City of San Leandro. Should increased operations at the transfer facility eventually require additional staff, the positions would mainly be filled from the local labor pool. Therefore, no substantial growth would be generated from the project, and impacts would be less than significant.

LESS THAN SIGNIFICANT

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There are no residences on the project site. No construction activities would occur as a result of the proposed project other than replacement of existing walls with newer materials. The project would not involve the demolition of housing or displacement of people or housing. There would be no impact.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
1 Fire protection?	☐	☐	☐	■
2 Police protection?	☐	☐	☐	■
3 Schools?	☐	☐	☐	■
4 Parks?	☐	☐	☐	■
5 Other public facilities?	☐	☐	☐	■

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The proposed project would increase maximum tonnage of waste materials accepted daily at the existing transfer facility at the project site. The proposed project would not change the types of materials accepted or the types of activities that occur on the project site. Therefore, there would be no increased demand for fire or police protection services. The proposed project would have no impact.

NO IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project does not include residential development and would not directly or indirectly add substantial population to San Leandro. Therefore, the project would not generate substantial numbers of new students, thus not impacting school resources. Likewise, there would be no new or additional demand for parks and other public facilities, such as libraries. No impact would occur.

NO IMPACT

16 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?	☐	☐	☐	■

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?

The proposed project would increase the maximum permitted daily tonnage of waste material accepted at the existing transfer facility at the project site. The project does not include new residential development that would induce population growth and increase the demand for or use of park and recreational facilities. The proposed project would have no impact.

NO IMPACT

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?

The proposed project does not involve recreational facilities. No new or expanded recreational facilities would be constructed as a result of the proposed project. There would be no impact.

NO IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	☐	■

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The analysis in this section is based primarily on a Trip Generation Analysis prepared by PHA Transportation Consultants in April 2019. The Trip Generation Analysis is described in a memorandum report that is included as Appendix C of this Initial Study.

There are essentially two types of truck trips at the transfer facility. First, incoming trucks loaded with debris and demolition materials are weighted, unload, and then turn around to exit the site. The second type of trips involve empty trucks coming in to pick up processed materials and then leaving the facility, loaded.

The proposed project would result in new vehicle trips due to the increased waste hauling routes at the transfer facility. Because the waste types received at the facility can vary substantially from day to day, it is not possible to precisely predict how vehicle trips would be distributed between the different activities on-site. However, peak operations at the facility occur in July. According to the tonnage records for July 2018, the site currently processes about 82 tons of debris per day on the average during the month of July. This generates 24 incoming truck trips arriving with loads of waste and recyclable materials and six empty trucks trips per day on the average coming to pickup recyclable and processed materials. Combined, these 30 daily trucks translate into 60 truck trip ends as each truck generates one trip as it comes in and another trip as it exits the site.

Based on a truck trip rate of 60 trips per 82 tons per day, each ton of materials delivered to or from the transfer facility generates 0.73 trip.[1] The proposed project would increase the maximum daily

tonnage at the transfer facility from 174 to 350 tons per day. Using a rate of 0.73 truck trips per ton of materials, 350 tons would generate 256 trucks trips per day. Table 5 shows the trip generation that would result from the proposed project, as well as current peak operations and current maximum permitted operations.

Table 5 Vehicle Trip Generation Summary

Tons per Day	2-Way Truck Trips	Passenger Equivalent Car Trips*
82 (Current Peak)	60	120
174 (Current Maximum)	127	254
350 (Proposed Project)	256	512

Source: Trip Generation Analysis by PHA Transportation Consultants, 2019 (see Appendix C)

* Passenger equivalent car trips = truck trips multiplied by two

As shown in Table 5, implementation of the proposed project would generate a maximum of 512 passenger equivalent car trips, which are essentially the number of truck trips multiplied by two. This is a conservative estimate because it includes the trips generate from current operations at the transfer station, and not only the trips that would be generated solely by the proposed increase in tonnage. The Trip Generation Analysis quantified how many of these trips would occur during the AM Peak Hour (7 to 9 AM) and PM Peak Hour (4 to 6 PM). According to the Trip Generation Analysis, 72 passenger equivalent car trips would occur during the AM Peak Hour and 32 passenger equivalent car trips would occur during the PM Peak Hour.

According to the Trip Generation Analysis, 100 PM Peak Hour trips is the threshold at which a traffic impact study is needed to evaluate the potential traffic impacts of a project on the surrounding street system and provide mitigation if significant impacts are identified. The proposed project would generate 32 trips during the PM Peak Hour, which is only 32 percent of the threshold. Therefore, the proposed project would have less than significant impacts on roadway network of the circulation system.

The proposed project would not involve changes to existing transit, bicycle, and pedestrian facilities. The proposed project would have no impact on these transportation facilities or modes.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Section 15064.3 of the 2019 CEQA Guidelines established new methodology for determining the significance of transportation impacts. Prior to adoption of the 2019 CEQA Guidelines in December 2018, transportation impacts as they related to roadways was typically correlated with traffic delay. Level of Service (LOS) was most often used a measurement of traffic delay, and decreasing LOS was an indicator of potential impacts. However, Section 15064.3 codifies a switch from LOS and traffic delay to Vehicle Miles Traveled (VMT) as the metric for analyzing transportation impacts.

According to Section 15064.3 of the CEQA Guidelines, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should generally be presumed to cause a less than significant transportation impact. This assumption is likely based

on the idea that people residing or working at potential residential or commercial/employment projects near transit would opt to utilize transit instead of personal vehicles, thereby reducing VMT. The proposed project does not include new residential uses or new employment uses, such as new office or retail centers. Therefore, there would be no increase in personal vehicle use regardless of proximity of the site to a major transit stop or a high-quality transit corridor. However, the project is intended to increase the acceptable tonnage of waste accepted at the transfer station, which would increase the number of truck trips to and from the transfer station.

Increasing the tonnage of waste accepted at the transfer station would not result in an increase in the total waste stream but would shift the location at which this waste is processed. A corresponding shift in truck trip destination would also occur. Rather than trucks hauling waste to and from another facility in the region, they would instead haul waste to and from the project site. It is likely that the project site would reduce trip length for some haulers, while also increasing trip length for other haulers, depending on their departure locations. Nonetheless, most haulers are reimbursed by total weight hauled and delivered or taken from transfer stations, which incentivizes making as many deliveries or pickups as possible in a day. Therefore, most haulers would shorten travel distance to the extent possible in order to reduce drive time and increase the tonnage of waste product delivered or hauled to or from the transfer station. Because some trips would be longer and others shorter, VMT associated with medium and heavy-duty truck trips would be relatively unchanged in the region as a result of the project. For this reason, and because the project would not generate substantial population or employment growth dependent on personal vehicle travel, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project would not include alterations to the existing transfer facility that would result in hazardous design features, such as sharp curves or dangerous intersections; nor would it create hazardous conditions by introducing incompatible uses. Project implementation would be limited to operation changes and would not alter or affect the types of vehicles that travel and from the project site on area roadways. No impact would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

The proposed project would result in no changes to access to the project site or other properties. There would be no impact.

NO IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:				
a. 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	☐	☐	☐	■
b. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	■

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 Section 5024.1?

The project involves operational changes to an existing solid waste transfer station and does not involve the demolition, construction, or physical alteration of an existing structure. The project would involve the replacement of concrete jersey block walls along the perimeter of the site and between material storage areas. However, jersey walls are not historical resources or tribal cultural resources. No historic resources or known tribal cultural resources are present on the project site.

Replacement of the jersey block walls would not require excavation of disturbance to native ground beneath the existing paved surface of the project site. Therefore, there would be no potential to uncover unknown tribal cultural resources. The proposed project would have no impact.

NO IMPACT

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 cause significant environmental effects?	☐	☐	☐	■
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
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?	☐	☐	☐	■
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?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project 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 cause significant environmental effects?

The proposed project would not involve or require the construction of new or expanded utilities, including water, wastewater treatment or stormwater drainage facilities. Likewise, the construction or expansion of electric power, natural gas, or telecommunication facilities is not proposed. Existing utilities would serve the project site without the need for expansion or additional construction. Therefore, the proposed project would have no impact.

NO IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Municipal water is provided to the project site by the EBMUD. Water is used at the facility for dust suppression and cleaning, and for sanitary purposes. Expanding operations at the transfer station in order to accept more waste at the facility would slightly increase the demand for water for dust suppression and sanitary purposes. The anticipated increase in demand would represent a negligible effect on EBMUD's available water supplies. Additionally, rainwater on the site is and would continue to be collected and used for dust suppression efforts, reducing demand on municipal supply on-site. For this reason, sufficient water supplies would be available to serve the project from existing entitlements and resources and new or expanded water entitlements would not be necessary. This impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

Wastewater collection and treatment for the project site is provided by the City of San Leandro Wastewater Treatment Division. The City of San Leandro provides operation and maintenance of the San Leandro Water Pollution Control Plant (SLWPCP), which serves about 55,000 residents, as well as businesses, in the northern two-thirds of San Leandro. The SLWPCP is permitted by the RWQCB to provide secondary treatment of up to 7.6 million gallons per day (mgd) average daily dry water flow (ADWF). According to the City's Sewer System Management Plan, the actual ADWF from the SLWPCP is 4.8 mgd (City of San Leandro 2017). Thus, the SLWPCP averages 2.8 mgd of unused permitted dry weather flow capacity. The San Francisco RWCQB established wastewater treatment requirements for the SLWPCP in an NPDES Permit (Order No. R2-2012-0004), adopted in 2012 (City of San Leandro 2016a).

The proposed project would not include physical alterations to the existing transfer station other than replacing jersey block walls around the site perimeter and in between material storage areas. The proposed project involves an increase in the amount of permitted tonnage of recyclable materials received at the transfer station. The transfer station receives, separates, and prepares materials for transfer to recycling facilities or area landfills. This process is not water-intensive and therefore does not generate substantial amounts of wastewater. Increasing the amount of materials processed at the facility would not substantially increase the amount of wastewater generated on-site.

The SLWPCP has approximately 2.8 mgd of unused permitted capacity. The proposed project would not substantially increase wastewater generated beyond existing conditions. Therefore, the proposed project would not exceed wastewater treatment requirements of the RWQCB, result in the need for new or expanded wastewater facilities, or be served by a treatment provider with inadequate capacity. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project 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?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would involve operational changes to an existing solid waste transfer station. The purpose of the transfer station's operations is to collect, process, and transfer waste for recycling or disposal at area landfills. Increasing the tonnage of waste accepted at the transfer station would not result in an increase in the total waste stream but would shift the location at which this waste is processed. The proposed project is intended to increase the amount of recyclable materials processed at the transfer station. Therefore, the proposed project would result in no increases in the amount of solid waste generated or solid waste disposed of at landfills.

The project is designed to be consistent with and to implement federal and state solid waste regulations. The operational changes associated with the project would require revisions to the Transfer Station Permit by the Local Enforcement Agency with concurrence by CalRecycle. With approval of permit revisions, the proposed project would be consistent with state regulations that govern the solid waste transfer facility. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard 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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not located in a state responsibility area or lands classified as very high fire hazard severity zone (California Department of Forestry & Fire Protection 2007; 2008). The nearest area classified as very high fire hazard severity zone to the project site is located approximately 2.9 miles to the east. The site and the surrounding area are developed, and there are no areas of wildland fuels, such as forest, scrubland, or grassland, nearby. The site is also not located at the toe of a slope or drainageway that would be susceptible to landslides or flooding following a wildfire. Therefore, the proposed project would have no impacts related to wildfire.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially 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, substantially 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?	☐	☐	☐	■
b. 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, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially 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, substantially 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?

As described in Section 4, *Biological Resources*, the project site is developed with a transfer station and habitat fish and wildlife or plant and animal communities do not occur on-site. The proposed project would have no impacts on biological resources, such as rare or endangered plant or animal species.

The proposed project would not involve ground disturbance or excavation, and therefore, there would be no potential to uncover subsurface historic or prehistoric artifacts. The existing transfer station is not a historic structure nor is it an important example of a major period of California

history or prehistory. As described in Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*, the proposed project would have no impact on historic or prehistoric resources.

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, the effects of other current projects, and the effects of probable future projects)?

Implementation of the proposed project would result in less-than-significant environmental impacts. The impacts associated with the project are anticipated to be localized at the project site and would not be expected to combine with other projects to cause cumulatively considerable environmental impacts. Given the limited impacts anticipated with project implementation, the project would not have a cumulatively considerable contribution to cumulative impacts. This impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Adverse effects on human beings generally involve impacts related to air quality, hazards and hazardous materials, and noise. This is because things such as poor air quality or exposure to hazardous materials can affect human health, or exposure to loud noise impact hearing or disrupt sleeping patterns, as examples.

As shown in Table 2, in Section 3, *Air Quality*, the project would not violate an air quality standard and it would not contribute to an existing or projected air quality violation. Additionally, as described in Section 3, *Air Quality*, operation of the project would not expose people to substantial pollutant concentrations or odors. Therefore, potential air quality impacts of the proposed project would not result in substantial adverse effects on human beings.

The existing facility does not accept hazardous materials. The proposed project would increase the amount of materials processed at the facility, but the types of materials accepted and processed would not change from current conditions. Therefore, as described in Section 9, *Hazards and Hazardous Materials*, there would be no increased risk of accidental release of hazardous materials. The proposed project would not involve construction ground disturbance or demolition, which could release contaminated soil or particles in the form of dust. Therefore, the proposed project would have no substantial adverse effects on human beings related to hazardous materials.

The proposed project would not generate new sources of noise at the project site. Rather, activities that currently generate noise on the project site, such as truck trips and processing materials, would occur over a longer duration because operational hours of the facility would be expanded by several hours. However, because there would be no new sources, noise levels at the project site and nearest sensitive receptors would not increase as a result of the project.

Wildfire may also cause adverse effects on human beings because property can be damaged or lost, or in severe situations, human life lost. However, the proposed project is an urbanized area where there are no wildfire fuels. The area is not susceptible or prone to wildfire, and therefore, there would be no impact related to wildfire.

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-ND under contract to the City of San Leandro. Persons involved in data gathering analysis, project management, and quality control are listed below.

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Appendix A

Air Emissions Modeling Data

San Leandro Transfer Station

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	353.65	**CH4 Intensity (lb/MWhr)**	0.015	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted for 2030 RPS

Land Use - no construction

Construction Phase - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Trips and VMT - no construction

Vehicle Trips - 129 trips per day; 10 miles for conservative length estimate

Energy Use -

Fleet Mix - Assume all MHD trucks

Grading -

Demolition -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.04	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.2130e-003	0.00
tblFleetMix	MCY	5.5450e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	7.3900e-004	0.00
tblFleetMix	MHD	0.02	1.00

tblFleetMix	OBUS	2.1520e-003	0.00
tblFleetMix	SBUS	3.1600e-004	0.00
tblFleetMix	UBUS	2.6690e-003	0.00
tblLandUse	LandUseSquareFeet	1,000.00	0.00
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblProjectCharacteristics	CH4IntensityFactor	0.029	0.015
tblProjectCharacteristics	CO2IntensityFactor	641.35	353.65
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	CC_TL	7.30	10.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TL	7.30	10.00

tblVehicleTrips	CNW_TTP	13.00	100.00
tblVehicleTrips	CW_TL	9.50	10.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	129.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	129.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.3016	8.4790	3.0420	0.0333	1.2576	0.0203	1.2779	0.3767	0.0194	0.3962		3,473.1268	3,473.1268	0.0385		3,474.0892
Total	**0.3016**	**8.4790**	**3.0421**	**0.0333**	**1.2576**	**0.0203**	**1.2779**	**0.3767**	**0.0194**	**0.3962**		**3,473.1271**	**3,473.1271**	**0.0385**	**0.0000**	**3,474.0895**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.3016	8.4790	3.0420	0.0333	1.2576	0.0203	1.2779	0.3767	0.0194	0.3962		3,473.1268	3,473.1268	0.0385		3,474.0892
Total	**0.3016**	**8.4790**	**3.0421**	**0.0333**	**1.2576**	**0.0203**	**1.2779**	**0.3767**	**0.0194**	**0.3962**		**3,473.1271**	**3,473.1271**	**0.0385**	**0.0000**	**3,474.0895**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2020	5/31/2020	5	0	
2	Site Preparation	Site Preparation	6/1/2020	5/31/2020	5	0	
3	Grading	Grading	6/1/2020	5/31/2020	5	0	
4	Building Construction	Building Construction	6/1/2020	5/31/2020	5	0	
5	Paving	Paving	6/1/2020	5/31/2020	5	0	
6	Architectural Coating	Architectural Coating	6/1/2020	5/31/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

San Leandro Transfer Station - Alameda County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	0	7.00	130	0.42
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3016	8.4790	3.0420	0.0333	1.2576	0.0203	1.2779	0.3767	0.0194	0.3962		3,473.1268	3,473.1268	0.0385		3,474.0892
Unmitigated	0.3016	8.4790	3.0420	0.0333	1.2576	0.0203	1.2779	0.3767	0.0194	0.3962		3,473.1268	3,473.1268	0.0385		3,474.0892

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	129.00	129.00	0.00	402,480	402,480
Total	129.00	129.00	0.00	402,480	402,480

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	10.00	10.00	10.00	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

San Leandro Transfer Station

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	353.65	**CH4 Intensity (lb/MWhr)**	0.015	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted for 2030 RPS

Land Use - no construction

Construction Phase - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Off-road Equipment - no construction

Trips and VMT - no construction

Vehicle Trips - 129 trips per day; 10 miles for conservative length estimate

Energy Use -

Fleet Mix - Assume all MHD trucks

Grading -

Demolition -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.04	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.2130e-003	0.00
tblFleetMix	MCY	5.5450e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	7.3900e-004	0.00
tblFleetMix	MHD	0.02	1.00

tblFleetMix	OBUS	2.1520e-003	0.00
tblFleetMix	SBUS	3.1600e-004	0.00
tblFleetMix	UBUS	2.6690e-003	0.00
tblLandUse	LandUseSquareFeet	1,000.00	0.00
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.015
tblProjectCharacteristics	CO2IntensityFactor	641.35	353.65
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	CC_TL	7.30	10.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TL	7.30	10.00

tblVehicleTrips	CNW_TTP	13.00	100.00
tblVehicleTrips	CW_TL	9.50	10.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	129.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	129.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0461	1.3077	0.4515	5.2000e-003	0.1904	3.1600e-003	0.1936	0.0574	3.0200e-003	0.0604	0.0000	491.4796	491.4796	5.3000e-003	0.0000	491.6121
Waste						0.0000	0.0000		0.0000	0.0000	0.2517	0.0000	0.2517	0.0149	0.0000	0.6236
Water						0.0000	0.0000		0.0000	0.0000	0.0734	0.2007	0.2741	7.5400e-003	1.8000e-004	0.5162
Total	**0.0461**	**1.3077**	**0.4515**	**5.2000e-003**	**0.1904**	**3.1600e-003**	**0.1936**	**0.0574**	**3.0200e-003**	**0.0604**	**0.3251**	**491.6804**	**492.0055**	**0.0277**	**1.8000e-004**	**492.7519**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0461	1.3077	0.4515	5.2000e-003	0.1904	3.1600e-003	0.1936	0.0574	3.0200e-003	0.0604	0.0000	491.4796	491.4796	5.3000e-003	0.0000	491.6121
Waste						0.0000	0.0000		0.0000	0.0000	0.2517	0.0000	0.2517	0.0149	0.0000	0.6236
Water						0.0000	0.0000		0.0000	0.0000	0.0734	0.2007	0.2741	7.5400e-003	1.8000e-004	0.5162
Total	**0.0461**	**1.3077**	**0.4515**	**5.2000e-003**	**0.1904**	**3.1600e-003**	**0.1936**	**0.0574**	**3.0200e-003**	**0.0604**	**0.3251**	**491.6804**	**492.0055**	**0.0277**	**1.8000e-004**	**492.7519**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2020	5/31/2020	5	0	
2	Site Preparation	Site Preparation	6/1/2020	5/31/2020	5	0	
3	Grading	Grading	6/1/2020	5/31/2020	5	0	
4	Building Construction	Building Construction	6/1/2020	5/31/2020	5	0	
5	Paving	Paving	6/1/2020	5/31/2020	5	0	
6	Architectural Coating	Architectural Coating	6/1/2020	5/31/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	0	7.00	130	0.42
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0461	1.3077	0.4515	5.2000e-003	0.1904	3.1600e-003	0.1936	0.0574	3.0200e-003	0.0604	0.0000	491.4796	491.4796	5.3000e-003	0.0000	491.6121
Unmitigated	0.0461	1.3077	0.4515	5.2000e-003	0.1904	3.1600e-003	0.1936	0.0574	3.0200e-003	0.0604	0.0000	491.4796	491.4796	5.3000e-003	0.0000	491.6121

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	129.00	129.00	0.00	402,480	402,480
Total	129.00	129.00	0.00	402,480	402,480

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	10.00	10.00	10.00	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.2741	7.5400e-003	1.8000e-004	0.5162
Unmitigated	0.2741	7.5400e-003	1.8000e-004	0.5162

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0.23125 / 0	0.2741	7.5400e-003	1.8000e-004	0.5162
Total		**0.2741**	**7.5400e-003**	**1.8000e-004**	**0.5162**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0.23125 / 0	0.2741	7.5400e-003	1.8000e-004	0.5162
Total		**0.2741**	**7.5400e-003**	**1.8000e-004**	**0.5162**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2517	0.0149	0.0000	0.6236
Unmitigated	0.2517	0.0149	0.0000	0.6236

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	1.24	0.2517	0.0149	0.0000	0.6236
Total		**0.2517**	**0.0149**	**0.0000**	**0.6236**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	1.24	0.2517	0.0149	0.0000	0.6236
Total		**0.2517**	**0.0149**	**0.0000**	**0.6236**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Noise Measurement Data

Measurement 1

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 73.8 - 2020/01/22 10:28:31
- Level Range : 40-100
- SEL : 88.0
- Leq : 58.5
-

No.s	Date Time	(dB)
1	2020/01/22 10:21:14	55.7
2	2020/01/22 10:21:15	58.4
3	2020/01/22 10:21:16	53.5
4	2020/01/22 10:21:17	54.7
5	2020/01/22 10:21:18	54.6
6	2020/01/22 10:21:19	54.6
7	2020/01/22 10:21:20	54.7
8	2020/01/22 10:21:21	53.0
9	2020/01/22 10:21:22	55.7
10	2020/01/22 10:21:23	57.3
11	2020/01/22 10:21:24	58.1
12	2020/01/22 10:21:25	54.5
13	2020/01/22 10:21:26	55.0
14	2020/01/22 10:21:27	53.3
15	2020/01/22 10:21:28	55.7
16	2020/01/22 10:21:29	59.7
17	2020/01/22 10:21:30	54.1
18	2020/01/22 10:21:31	55.6
19	2020/01/22 10:21:32	55.0
20	2020/01/22 10:21:33	53.1
21	2020/01/22 10:21:34	52.8
22	2020/01/22 10:21:35	54.7
23	2020/01/22 10:21:36	53.8
24	2020/01/22 10:21:37	52.5
25	2020/01/22 10:21:38	53.5
26	2020/01/22 10:21:39	52.9
27	2020/01/22 10:21:40	54.7
28	2020/01/22 10:21:41	52.9
29	2020/01/22 10:21:42	53.3
30	2020/01/22 10:21:43	53.3
31	2020/01/22 10:21:44	52.1
32	2020/01/22 10:21:45	52.7
33	2020/01/22 10:21:46	52.5
34	2020/01/22 10:21:47	52.8
35	2020/01/22 10:21:48	52.2
36	2020/01/22 10:21:49	51.8
37	2020/01/22 10:21:50	51.7
38	2020/01/22 10:21:51	53.6
39	2020/01/22 10:21:52	52.7
40	2020/01/22 10:21:53	51.9
41	2020/01/22 10:21:54	52.4
42	2020/01/22 10:21:55	54.0
43	2020/01/22 10:21:56	53.8
44	2020/01/22 10:21:57	53.3
45	2020/01/22 10:21:58	53.9
46	2020/01/22 10:21:59	54.2
47	2020/01/22 10:22:00	58.4
48	2020/01/22 10:22:01	53.7
49	2020/01/22 10:22:02	54.2
50	2020/01/22 10:22:03	53.0
51	2020/01/22 10:22:04	52.9
52	2020/01/22 10:22:05	54.0
53	2020/01/22 10:22:06	55.2
54	2020/01/22 10:22:07	55.5
55	2020/01/22 10:22:08	55.4
56	2020/01/22 10:22:09	60.3
57	2020/01/22 10:22:10	55.0
58	2020/01/22 10:22:11	56.2
59	2020/01/22 10:22:12	57.8
60	2020/01/22 10:22:13	57.2
61	2020/01/22 10:22:14	58.3
62	2020/01/22 10:22:15	54.8
63	2020/01/22 10:22:16	55.9
64	2020/01/22 10:22:17	55.3
65	2020/01/22 10:22:18	55.5
66	2020/01/22 10:22:19	55.0
67	2020/01/22 10:22:20	56.8
68	2020/01/22 10:22:21	56.1
69	2020/01/22 10:22:22	56.5
70	2020/01/22 10:22:23	59.6
71	2020/01/22 10:22:24	57.2
72	2020/01/22 10:22:25	56.3
73	2020/01/22 10:22:26	56.5
74	2020/01/22 10:22:27	56.3
75	2020/01/22 10:22:28	58.0
76	2020/01/22 10:22:29	57.2
77	2020/01/22 10:22:30	58.2
78	2020/01/22 10:22:31	58.5
79	2020/01/22 10:22:32	61.5
80	2020/01/22 10:22:33	56.5
81	2020/01/22 10:22:34	59.0
82	2020/01/22 10:22:35	57.5
83	2020/01/22 10:22:36	57.7
84	2020/01/22 10:22:37	55.4

85	2020/01/22	10:22:38	55.7
86	2020/01/22	10:22:39	60.6
87	2020/01/22	10:22:40	60.6
88	2020/01/22	10:22:41	57.9
89	2020/01/22	10:22:42	58.0
90	2020/01/22	10:22:43	55.2
91	2020/01/22	10:22:44	57.7
92	2020/01/22	10:22:45	54.1
93	2020/01/22	10:22:46	53.9
94	2020/01/22	10:22:47	55.6
95	2020/01/22	10:22:48	54.1
96	2020/01/22	10:22:49	54.6
97	2020/01/22	10:22:50	54.6
98	2020/01/22	10:22:51	56.4
99	2020/01/22	10:22:52	58.0
100	2020/01/22	10:22:53	55.8
101	2020/01/22	10:22:54	52.9
102	2020/01/22	10:22:55	53.7
103	2020/01/22	10:22:56	53.5
104	2020/01/22	10:22:57	55.3
105	2020/01/22	10:22:58	56.5
106	2020/01/22	10:22:59	62.7
107	2020/01/22	10:23:00	62.2
108	2020/01/22	10:23:01	55.7
109	2020/01/22	10:23:02	55.6
110	2020/01/22	10:23:03	54.5
111	2020/01/22	10:23:04	58.2
112	2020/01/22	10:23:05	56.2
113	2020/01/22	10:23:06	53.6
114	2020/01/22	10:23:07	51.5
115	2020/01/22	10:23:08	51.9
116	2020/01/22	10:23:09	54.5
117	2020/01/22	10:23:10	55.4
118	2020/01/22	10:23:11	59.7
119	2020/01/22	10:23:12	54.6
120	2020/01/22	10:23:13	53.5
121	2020/01/22	10:23:14	50.7
122	2020/01/22	10:23:15	51.5
123	2020/01/22	10:23:16	52.8
124	2020/01/22	10:23:17	52.0
125	2020/01/22	10:23:18	51.6
126	2020/01/22	10:23:19	50.8
127	2020/01/22	10:23:20	51.3
128	2020/01/22	10:23:21	51.5
129	2020/01/22	10:23:22	51.2
130	2020/01/22	10:23:23	52.6
131	2020/01/22	10:23:24	52.5
132	2020/01/22	10:23:25	53.2
133	2020/01/22	10:23:26	51.6
134	2020/01/22	10:23:27	52.2
135	2020/01/22	10:23:28	52.5
136	2020/01/22	10:23:29	57.0
137	2020/01/22	10:23:30	52.9
138	2020/01/22	10:23:31	54.6
139	2020/01/22	10:23:32	53.0
140	2020/01/22	10:23:33	54.1
141	2020/01/22	10:23:34	56.3
142	2020/01/22	10:23:35	53.2
143	2020/01/22	10:23:36	53.1
144	2020/01/22	10:23:37	54.7
145	2020/01/22	10:23:38	54.8
146	2020/01/22	10:23:39	54.1
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574	2020/01/22	10:30:47	57.8

575	2020/01/22	10:30:48	58.7
576	2020/01/22	10:30:49	56.4
577	2020/01/22	10:30:50	57.2
578	2020/01/22	10:30:51	57.1
579	2020/01/22	10:30:52	57.3
580	2020/01/22	10:30:53	57.2
581	2020/01/22	10:30:54	57.9
582	2020/01/22	10:30:55	57.9
583	2020/01/22	10:30:56	57.1
584	2020/01/22	10:30:57	57.8
585	2020/01/22	10:30:58	59.7
586	2020/01/22	10:30:59	61.5
587	2020/01/22	10:31:00	61.2
588	2020/01/22	10:31:01	62.5
589	2020/01/22	10:31:02	61.1
590	2020/01/22	10:31:03	59.0
591	2020/01/22	10:31:04	59.8
592	2020/01/22	10:31:05	59.4
593	2020/01/22	10:31:06	57.9
594	2020/01/22	10:31:07	56.7
595	2020/01/22	10:31:08	56.2
596	2020/01/22	10:31:09	54.9
597	2020/01/22	10:31:10	53.7
598	2020/01/22	10:31:11	52.8
599	2020/01/22	10:31:12	52.1
600	2020/01/22	10:31:13	52.1
601	2020/01/22	10:31:14	53.0
602	2020/01/22	10:31:15	59.6
603	2020/01/22	10:31:16	53.4
604	2020/01/22	10:31:17	52.9
605	2020/01/22	10:31:18	52.5
606	2020/01/22	10:31:19	52.5
607	2020/01/22	10:31:20	53.2
608	2020/01/22	10:31:21	56.3
609	2020/01/22	10:31:22	52.2
610	2020/01/22	10:31:23	52.6
611	2020/01/22	10:31:24	53.0
612	2020/01/22	10:31:25	53.6
613	2020/01/22	10:31:26	51.2
614	2020/01/22	10:31:27	51.3
615	2020/01/22	10:31:28	51.2
616	2020/01/22	10:31:29	52.3
617	2020/01/22	10:31:30	51.3
618	2020/01/22	10:31:31	51.4
619	2020/01/22	10:31:32	52.8
620	2020/01/22	10:31:33	51.1
621	2020/01/22	10:31:34	51.7
622	2020/01/22	10:31:35	51.4
623	2020/01/22	10:31:36	50.6
624	2020/01/22	10:31:37	50.9
625	2020/01/22	10:31:38	51.5
626	2020/01/22	10:31:39	51.5
627	2020/01/22	10:31:40	51.1
628	2020/01/22	10:31:41	52.3
629	2020/01/22	10:31:42	51.8
630	2020/01/22	10:31:43	51.1
631	2020/01/22	10:31:44	53.1
632	2020/01/22	10:31:45	52.6
633	2020/01/22	10:31:46	54.0
634	2020/01/22	10:31:47	51.3
635	2020/01/22	10:31:48	52.1
636	2020/01/22	10:31:49	56.0
637	2020/01/22	10:31:50	53.3
638	2020/01/22	10:31:51	53.5
639	2020/01/22	10:31:52	52.0
640	2020/01/22	10:31:53	54.5
641	2020/01/22	10:31:54	52.7
642	2020/01/22	10:31:55	54.0
643	2020/01/22	10:31:56	53.3
644	2020/01/22	10:31:57	52.5
645	2020/01/22	10:31:58	51.5
646	2020/01/22	10:31:59	51.0
647	2020/01/22	10:32:00	51.9
648	2020/01/22	10:32:01	54.3
649	2020/01/22	10:32:02	53.3
650	2020/01/22	10:32:03	55.4
651	2020/01/22	10:32:04	57.2
652	2020/01/22	10:32:05	52.1
653	2020/01/22	10:32:06	53.4
654	2020/01/22	10:32:07	52.5
655	2020/01/22	10:32:08	52.4
656	2020/01/22	10:32:09	55.7
657	2020/01/22	10:32:10	53.7
658	2020/01/22	10:32:11	53.7
659	2020/01/22	10:32:12	54.5
660	2020/01/22	10:32:13	51.8
661	2020/01/22	10:32:14	55.7
662	2020/01/22	10:32:15	55.3
663	2020/01/22	10:32:16	57.8
664	2020/01/22	10:32:17	57.4
665	2020/01/22	10:32:18	57.2
666	2020/01/22	10:32:19	57.0
667	2020/01/22	10:32:20	57.8
668	2020/01/22	10:32:21	56.0
669	2020/01/22	10:32:22	60.4
670	2020/01/22	10:32:23	58.6
671	2020/01/22	10:32:24	56.9
672	2020/01/22	10:32:25	59.2

673	2020/01/22	10:32:26	58.2
674	2020/01/22	10:32:27	58.8
675	2020/01/22	10:32:28	62.1
676	2020/01/22	10:32:29	60.4
677	2020/01/22	10:32:30	65.4
678	2020/01/22	10:32:31	61.2
679	2020/01/22	10:32:32	61.6
680	2020/01/22	10:32:33	61.2
681	2020/01/22	10:32:34	56.5
682	2020/01/22	10:32:35	58.0
683	2020/01/22	10:32:36	57.7
684	2020/01/22	10:32:37	62.1
685	2020/01/22	10:32:38	58.3
686	2020/01/22	10:32:39	58.1
687	2020/01/22	10:32:40	58.7
688	2020/01/22	10:32:41	58.8
689	2020/01/22	10:32:42	58.4
690	2020/01/22	10:32:43	54.8
691	2020/01/22	10:32:44	56.3
692	2020/01/22	10:32:45	57.1
693	2020/01/22	10:32:46	59.1
694	2020/01/22	10:32:47	56.1
695	2020/01/22	10:32:48	55.8
696	2020/01/22	10:32:49	55.7
697	2020/01/22	10:32:50	55.0
698	2020/01/22	10:32:51	53.6
699	2020/01/22	10:32:52	52.9
700	2020/01/22	10:32:53	52.5
701	2020/01/22	10:32:54	52.6
702	2020/01/22	10:32:55	53.5
703	2020/01/22	10:32:56	52.2
704	2020/01/22	10:32:57	52.5
705	2020/01/22	10:32:58	52.3
706	2020/01/22	10:32:59	51.7
707	2020/01/22	10:33:00	51.7
708	2020/01/22	10:33:01	51.4
709	2020/01/22	10:33:02	51.6
710	2020/01/22	10:33:03	51.6
711	2020/01/22	10:33:04	50.7
712	2020/01/22	10:33:05	51.8
713	2020/01/22	10:33:06	51.7
714	2020/01/22	10:33:07	52.1
715	2020/01/22	10:33:08	54.2
716	2020/01/22	10:33:09	53.4
717	2020/01/22	10:33:10	52.2
718	2020/01/22	10:33:11	50.7
719	2020/01/22	10:33:12	50.9
720	2020/01/22	10:33:13	51.9
721	2020/01/22	10:33:14	53.5
722	2020/01/22	10:33:15	53.1
723	2020/01/22	10:33:16	55.5
724	2020/01/22	10:33:17	52.8
725	2020/01/22	10:33:18	52.8
726	2020/01/22	10:33:19	52.2
727	2020/01/22	10:33:20	51.6
728	2020/01/22	10:33:21	51.3
729	2020/01/22	10:33:22	51.8
730	2020/01/22	10:33:23	51.9
731	2020/01/22	10:33:24	51.7
732	2020/01/22	10:33:25	50.9
733	2020/01/22	10:33:26	52.1
734	2020/01/22	10:33:27	57.0
735	2020/01/22	10:33:28	51.7
736	2020/01/22	10:33:29	51.2
737	2020/01/22	10:33:30	50.8
738	2020/01/22	10:33:31	50.6
739	2020/01/22	10:33:32	51.5
740	2020/01/22	10:33:33	52.1
741	2020/01/22	10:33:34	51.9
742	2020/01/22	10:33:35	51.7
743	2020/01/22	10:33:36	52.4
744	2020/01/22	10:33:37	52.8
745	2020/01/22	10:33:38	52.9
746	2020/01/22	10:33:39	51.6
747	2020/01/22	10:33:40	52.1
748	2020/01/22	10:33:41	51.9
749	2020/01/22	10:33:42	51.5
750	2020/01/22	10:33:43	51.6
751	2020/01/22	10:33:44	52.8
752	2020/01/22	10:33:45	53.2
753	2020/01/22	10:33:46	55.8
754	2020/01/22	10:33:47	52.8
755	2020/01/22	10:33:48	51.9
756	2020/01/22	10:33:49	51.7
757	2020/01/22	10:33:50	57.0
758	2020/01/22	10:33:51	51.2
759	2020/01/22	10:33:52	51.4
760	2020/01/22	10:33:53	53.4
761	2020/01/22	10:33:54	52.8
762	2020/01/22	10:33:55	50.6
763	2020/01/22	10:33:56	51.3
764	2020/01/22	10:33:57	52.0
765	2020/01/22	10:33:58	52.7
766	2020/01/22	10:33:59	51.5
767	2020/01/22	10:34:00	53.5
768	2020/01/22	10:34:01	54.3
769	2020/01/22	10:34:02	54.7
770	2020/01/22	10:34:03	53.0

771	2020/01/22	10:34:04	53.6
772	2020/01/22	10:34:05	54.5
773	2020/01/22	10:34:06	53.7
774	2020/01/22	10:34:07	53.9
775	2020/01/22	10:34:08	54.6
776	2020/01/22	10:34:09	55.4
777	2020/01/22	10:34:10	52.9
778	2020/01/22	10:34:11	55.2
779	2020/01/22	10:34:12	53.5
780	2020/01/22	10:34:13	59.5
781	2020/01/22	10:34:14	65.6
782	2020/01/22	10:34:15	55.2
783	2020/01/22	10:34:16	57.6
784	2020/01/22	10:34:17	54.5
785	2020/01/22	10:34:18	54.2
786	2020/01/22	10:34:19	56.6
787	2020/01/22	10:34:20	55.8
788	2020/01/22	10:34:21	55.1
789	2020/01/22	10:34:22	54.4
790	2020/01/22	10:34:23	56.1
791	2020/01/22	10:34:24	60.2
792	2020/01/22	10:34:25	60.3
793	2020/01/22	10:34:26	61.9
794	2020/01/22	10:34:27	64.2
795	2020/01/22	10:34:28	62.3
796	2020/01/22	10:34:29	62.0
797	2020/01/22	10:34:30	63.1
798	2020/01/22	10:34:31	63.0
799	2020/01/22	10:34:32	65.0
800	2020/01/22	10:34:33	67.4
801	2020/01/22	10:34:34	66.2
802	2020/01/22	10:34:35	66.2
803	2020/01/22	10:34:36	67.9
804	2020/01/22	10:34:37	64.9
805	2020/01/22	10:34:38	65.7
806	2020/01/22	10:34:39	64.0
807	2020/01/22	10:34:40	63.3
808	2020/01/22	10:34:41	63.2
809	2020/01/22	10:34:42	65.8
810	2020/01/22	10:34:43	60.5
811	2020/01/22	10:34:44	59.8
812	2020/01/22	10:34:45	59.3
813	2020/01/22	10:34:46	58.2
814	2020/01/22	10:34:47	56.4
815	2020/01/22	10:34:48	56.1
816	2020/01/22	10:34:49	54.1
817	2020/01/22	10:34:50	54.9
818	2020/01/22	10:34:51	54.3
819	2020/01/22	10:34:52	55.2
820	2020/01/22	10:34:53	55.1
821	2020/01/22	10:34:54	54.2
822	2020/01/22	10:34:55	54.2
823	2020/01/22	10:34:56	55.0
824	2020/01/22	10:34:57	54.7
825	2020/01/22	10:34:58	54.5
826	2020/01/22	10:34:59	55.0
827	2020/01/22	10:35:00	54.1
828	2020/01/22	10:35:01	57.6
829	2020/01/22	10:35:02	58.5
830	2020/01/22	10:35:03	60.2
831	2020/01/22	10:35:04	60.3
832	2020/01/22	10:35:05	58.1
833	2020/01/22	10:35:06	58.0
834	2020/01/22	10:35:07	56.3
835	2020/01/22	10:35:08	61.9
836	2020/01/22	10:35:09	57.0
837	2020/01/22	10:35:10	61.0
838	2020/01/22	10:35:11	59.1
839	2020/01/22	10:35:12	61.6
840	2020/01/22	10:35:13	59.4
841	2020/01/22	10:35:14	58.7
842	2020/01/22	10:35:15	60.4
843	2020/01/22	10:35:16	63.4
844	2020/01/22	10:35:17	63.0
845	2020/01/22	10:35:18	61.9
846	2020/01/22	10:35:19	59.2
847	2020/01/22	10:35:20	63.1
848	2020/01/22	10:35:21	61.0
849	2020/01/22	10:35:22	59.8
850	2020/01/22	10:35:23	60.2
851	2020/01/22	10:35:24	63.9
852	2020/01/22	10:35:25	61.6
853	2020/01/22	10:35:26	58.6
854	2020/01/22	10:35:27	62.9
855	2020/01/22	10:35:28	59.9
856	2020/01/22	10:35:29	59.9
857	2020/01/22	10:35:30	61.8
858	2020/01/22	10:35:31	60.5
859	2020/01/22	10:35:32	60.6
860	2020/01/22	10:35:33	63.6
861	2020/01/22	10:35:34	59.5
862	2020/01/22	10:35:35	61.7
863	2020/01/22	10:35:36	62.5
864	2020/01/22	10:35:37	60.6
865	2020/01/22	10:35:38	59.7
866	2020/01/22	10:35:39	56.9
867	2020/01/22	10:35:40	54.7
868	2020/01/22	10:35:41	57.8

869	2020/01/22	10:35:42	57.6
870	2020/01/22	10:35:43	58.1
871	2020/01/22	10:35:44	59.6
872	2020/01/22	10:35:45	55.2
873	2020/01/22	10:35:46	57.0
874	2020/01/22	10:35:47	56.5
875	2020/01/22	10:35:48	58.5
876	2020/01/22	10:35:49	56.1
877	2020/01/22	10:35:50	53.8
878	2020/01/22	10:35:51	55.8
879	2020/01/22	10:35:52	54.1
880	2020/01/22	10:35:53	54.5
881	2020/01/22	10:35:54	55.8
882	2020/01/22	10:35:55	55.2
883	2020/01/22	10:35:56	55.8
884	2020/01/22	10:35:57	55.5
885	2020/01/22	10:35:58	54.1
886	2020/01/22	10:35:59	53.9
887	2020/01/22	10:36:00	54.2
888	2020/01/22	10:36:01	53.7
889	2020/01/22	10:36:02	52.6
890	2020/01/22	10:36:03	53.6
891	2020/01/22	10:36:04	54.3
892	2020/01/22	10:36:05	53.7
893	2020/01/22	10:36:06	53.2
894	2020/01/22	10:36:07	52.4
895	2020/01/22	10:36:08	52.4
896	2020/01/22	10:36:09	51.1
897	2020/01/22	10:36:10	52.4
898	2020/01/22	10:36:11	52.6
899	2020/01/22	10:36:12	52.8
900	2020/01/22	10:36:13	52.1

Measurement 2

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 96.6 - 2020/01/22 10:58:46
- Level Range : 40-100
- SEL : 107.2
- Leq : 77.7
-

No.s	Date Time	(dB)
1	2020/01/22 10:49:11	66.7
2	2020/01/22 10:49:12	63.5
3	2020/01/22 10:49:13	61.9
4	2020/01/22 10:49:14	60.6
5	2020/01/22 10:49:15	61.1
6	2020/01/22 10:49:16	64.6
7	2020/01/22 10:49:17	68.8
8	2020/01/22 10:49:18	76.3
9	2020/01/22 10:49:19	74.2
10	2020/01/22 10:49:20	69.6
11	2020/01/22 10:49:21	68.9
12	2020/01/22 10:49:22	74.8
13	2020/01/22 10:49:23	78.7
14	2020/01/22 10:49:24	77.8
15	2020/01/22 10:49:25	75.1
16	2020/01/22 10:49:26	72.0
17	2020/01/22 10:49:27	70.8
18	2020/01/22 10:49:28	70.2
19	2020/01/22 10:49:29	70.3
20	2020/01/22 10:49:30	72.0
21	2020/01/22 10:49:31	72.9
22	2020/01/22 10:49:32	74.6
23	2020/01/22 10:49:33	76.4
24	2020/01/22 10:49:34	79.6
25	2020/01/22 10:49:35	79.7
26	2020/01/22 10:49:36	79.9
27	2020/01/22 10:49:37	79.6
28	2020/01/22 10:49:38	80.7
29	2020/01/22 10:49:39	83.2
30	2020/01/22 10:49:40	90.5
31	2020/01/22 10:49:41	82.0
32	2020/01/22 10:49:42	75.7
33	2020/01/22 10:49:43	75.9
34	2020/01/22 10:49:44	73.7
35	2020/01/22 10:49:45	73.8
36	2020/01/22 10:49:46	73.4
37	2020/01/22 10:49:47	72.8
38	2020/01/22 10:49:48	72.7
39	2020/01/22 10:49:49	72.9
40	2020/01/22 10:49:50	74.6
41	2020/01/22 10:49:51	74.8
42	2020/01/22 10:49:52	74.2
43	2020/01/22 10:49:53	70.1
44	2020/01/22 10:49:54	72.6
45	2020/01/22 10:49:55	70.9
46	2020/01/22 10:49:56	78.2
47	2020/01/22 10:49:57	81.4
48	2020/01/22 10:49:58	80.9
49	2020/01/22 10:49:59	81.2
50	2020/01/22 10:50:00	75.5
51	2020/01/22 10:50:01	73.0
52	2020/01/22 10:50:02	71.3
53	2020/01/22 10:50:03	73.2
54	2020/01/22 10:50:04	77.1
55	2020/01/22 10:50:05	78.5
56	2020/01/22 10:50:06	77.1
57	2020/01/22 10:50:07	74.5
58	2020/01/22 10:50:08	71.5
59	2020/01/22 10:50:09	72.1
60	2020/01/22 10:50:10	78.3
61	2020/01/22 10:50:11	84.9
62	2020/01/22 10:50:12	80.9
63	2020/01/22 10:50:13	73.0
64	2020/01/22 10:50:14	71.7
65	2020/01/22 10:50:15	71.9
66	2020/01/22 10:50:16	73.0
67	2020/01/22 10:50:17	69.6
68	2020/01/22 10:50:18	67.5
69	2020/01/22 10:50:19	66.3
70	2020/01/22 10:50:20	64.9
71	2020/01/22 10:50:21	65.3
72	2020/01/22 10:50:22	66.0
73	2020/01/22 10:50:23	69.7
74	2020/01/22 10:50:24	72.8
75	2020/01/22 10:50:25	76.4
76	2020/01/22 10:50:26	85.1
77	2020/01/22 10:50:27	76.0
78	2020/01/22 10:50:28	73.8
79	2020/01/22 10:50:29	75.0
80	2020/01/22 10:50:30	77.6
81	2020/01/22 10:50:31	79.9
82	2020/01/22 10:50:32	82.3
83	2020/01/22 10:50:33	82.7
84	2020/01/22 10:50:34	80.4

85	2020/01/22	10:50:35	76.8
86	2020/01/22	10:50:36	73.8
87	2020/01/22	10:50:37	71.5
88	2020/01/22	10:50:38	70.7
89	2020/01/22	10:50:39	69.5
90	2020/01/22	10:50:40	68.9
91	2020/01/22	10:50:41	68.7
92	2020/01/22	10:50:42	70.5
93	2020/01/22	10:50:43	72.5
94	2020/01/22	10:50:44	76.4
95	2020/01/22	10:50:45	78.7
96	2020/01/22	10:50:46	79.0
97	2020/01/22	10:50:47	76.1
98	2020/01/22	10:50:48	73.9
99	2020/01/22	10:50:49	74.6
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104	2020/01/22	10:50:54	74.4
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529	2020/01/22	10:57:59	64.3
530	2020/01/22	10:58:00	64.8
531	2020/01/22	10:58:01	65.3
532	2020/01/22	10:58:02	64.7
533	2020/01/22	10:58:03	62.2
534	2020/01/22	10:58:04	64.7
535	2020/01/22	10:58:05	66.5
536	2020/01/22	10:58:06	69.9
537	2020/01/22	10:58:07	76.1
538	2020/01/22	10:58:08	79.1
539	2020/01/22	10:58:09	73.9
540	2020/01/22	10:58:10	68.5
541	2020/01/22	10:58:11	66.5
542	2020/01/22	10:58:12	65.7
543	2020/01/22	10:58:13	69.9
544	2020/01/22	10:58:14	72.5
545	2020/01/22	10:58:15	78.5
546	2020/01/22	10:58:16	75.9
547	2020/01/22	10:58:17	69.0
548	2020/01/22	10:58:18	66.4
549	2020/01/22	10:58:19	66.7
550	2020/01/22	10:58:20	65.1
551	2020/01/22	10:58:21	69.2
552	2020/01/22	10:58:22	83.8
553	2020/01/22	10:58:23	89.3
554	2020/01/22	10:58:24	90.4
555	2020/01/22	10:58:25	79.1
556	2020/01/22	10:58:26	79.6
557	2020/01/22	10:58:27	81.9
558	2020/01/22	10:58:28	87.9
559	2020/01/22	10:58:29	78.8
560	2020/01/22	10:58:30	75.1
561	2020/01/22	10:58:31	73.3
562	2020/01/22	10:58:32	77.6
563	2020/01/22	10:58:33	79.1
564	2020/01/22	10:58:34	79.8
565	2020/01/22	10:58:35	83.0
566	2020/01/22	10:58:36	77.6
567	2020/01/22	10:58:37	74.4
568	2020/01/22	10:58:38	72.8
569	2020/01/22	10:58:39	72.9
570	2020/01/22	10:58:40	77.6
571	2020/01/22	10:58:41	84.6
572	2020/01/22	10:58:42	80.6
573	2020/01/22	10:58:43	85.9
574	2020/01/22	10:58:44	83.8

575	2020/01/22	10:58:45	92.8
576	2020/01/22	10:58:46	84.2
577	2020/01/22	10:58:47	76.4
578	2020/01/22	10:58:48	78.5
579	2020/01/22	10:58:49	75.8
580	2020/01/22	10:58:50	74.4
581	2020/01/22	10:58:51	72.4
582	2020/01/22	10:58:52	74.6
583	2020/01/22	10:58:53	78.9
584	2020/01/22	10:58:54	76.3
585	2020/01/22	10:58:55	74.3
586	2020/01/22	10:58:56	73.0
587	2020/01/22	10:58:57	72.6
588	2020/01/22	10:58:58	72.3
589	2020/01/22	10:58:59	72.9
590	2020/01/22	10:59:00	72.1
591	2020/01/22	10:59:01	72.6
592	2020/01/22	10:59:02	73.1
593	2020/01/22	10:59:03	71.0
594	2020/01/22	10:59:04	68.1
595	2020/01/22	10:59:05	65.7
596	2020/01/22	10:59:06	66.3
597	2020/01/22	10:59:07	68.3
598	2020/01/22	10:59:08	70.2
599	2020/01/22	10:59:09	72.1
600	2020/01/22	10:59:10	77.1
601	2020/01/22	10:59:11	81.7
602	2020/01/22	10:59:12	81.2
603	2020/01/22	10:59:13	72.7
604	2020/01/22	10:59:14	72.3
605	2020/01/22	10:59:15	70.4
606	2020/01/22	10:59:16	72.8
607	2020/01/22	10:59:17	79.3
608	2020/01/22	10:59:18	76.1
609	2020/01/22	10:59:19	72.5
610	2020/01/22	10:59:20	69.9
611	2020/01/22	10:59:21	74.1
612	2020/01/22	10:59:22	79.8
613	2020/01/22	10:59:23	81.7
614	2020/01/22	10:59:24	75.3
615	2020/01/22	10:59:25	74.1
616	2020/01/22	10:59:26	75.5
617	2020/01/22	10:59:27	79.6
618	2020/01/22	10:59:28	77.9
619	2020/01/22	10:59:29	76.5
620	2020/01/22	10:59:30	74.1
621	2020/01/22	10:59:31	71.0
622	2020/01/22	10:59:32	70.8
623	2020/01/22	10:59:33	72.7
624	2020/01/22	10:59:34	68.9
625	2020/01/22	10:59:35	70.5
626	2020/01/22	10:59:36	71.6
627	2020/01/22	10:59:37	78.1
628	2020/01/22	10:59:38	82.9
629	2020/01/22	10:59:39	72.6
630	2020/01/22	10:59:40	68.6
631	2020/01/22	10:59:41	67.4
632	2020/01/22	10:59:42	67.8
633	2020/01/22	10:59:43	66.4
634	2020/01/22	10:59:44	65.9
635	2020/01/22	10:59:45	65.1
636	2020/01/22	10:59:46	65.0
637	2020/01/22	10:59:47	63.7
638	2020/01/22	10:59:48	61.9
639	2020/01/22	10:59:49	59.8
640	2020/01/22	10:59:50	60.0
641	2020/01/22	10:59:51	60.5
642	2020/01/22	10:59:52	59.9
643	2020/01/22	10:59:53	60.6
644	2020/01/22	10:59:54	60.6
645	2020/01/22	10:59:55	60.5
646	2020/01/22	10:59:56	59.8
647	2020/01/22	10:59:57	60.2
648	2020/01/22	10:59:58	59.5
649	2020/01/22	10:59:59	58.9
650	2020/01/22	11:00:00	59.2
651	2020/01/22	11:00:01	60.4
652	2020/01/22	11:00:02	62.3
653	2020/01/22	11:00:03	63.3
654	2020/01/22	11:00:04	67.0
655	2020/01/22	11:00:05	71.0
656	2020/01/22	11:00:06	74.4
657	2020/01/22	11:00:07	76.6
658	2020/01/22	11:00:08	76.1
659	2020/01/22	11:00:09	82.0
660	2020/01/22	11:00:10	73.4
661	2020/01/22	11:00:11	67.2
662	2020/01/22	11:00:12	64.1
663	2020/01/22	11:00:13	62.8
664	2020/01/22	11:00:14	62.0
665	2020/01/22	11:00:15	60.8
666	2020/01/22	11:00:16	61.0
667	2020/01/22	11:00:17	61.3
668	2020/01/22	11:00:18	60.9
669	2020/01/22	11:00:19	62.0
670	2020/01/22	11:00:20	61.9
671	2020/01/22	11:00:21	62.9
672	2020/01/22	11:00:22	64.2

673	2020/01/22	11:00:23	65.9
674	2020/01/22	11:00:24	68.2
675	2020/01/22	11:00:25	69.4
676	2020/01/22	11:00:26	71.7
677	2020/01/22	11:00:27	74.4
678	2020/01/22	11:00:28	80.8
679	2020/01/22	11:00:29	81.3
680	2020/01/22	11:00:30	78.2
681	2020/01/22	11:00:31	76.0
682	2020/01/22	11:00:32	76.1
683	2020/01/22	11:00:33	78.6
684	2020/01/22	11:00:34	71.8
685	2020/01/22	11:00:35	73.4
686	2020/01/22	11:00:36	80.0
687	2020/01/22	11:00:37	77.9
688	2020/01/22	11:00:38	76.8
689	2020/01/22	11:00:39	84.4
690	2020/01/22	11:00:40	79.8
691	2020/01/22	11:00:41	80.5
692	2020/01/22	11:00:42	77.0
693	2020/01/22	11:00:43	72.2
694	2020/01/22	11:00:44	70.5
695	2020/01/22	11:00:45	69.1
696	2020/01/22	11:00:46	68.6
697	2020/01/22	11:00:47	67.9
698	2020/01/22	11:00:48	68.1
699	2020/01/22	11:00:49	69.3
700	2020/01/22	11:00:50	68.9
701	2020/01/22	11:00:51	74.5
702	2020/01/22	11:00:52	82.3
703	2020/01/22	11:00:53	77.3
704	2020/01/22	11:00:54	74.6
705	2020/01/22	11:00:55	72.8
706	2020/01/22	11:00:56	71.3
707	2020/01/22	11:00:57	68.4
708	2020/01/22	11:00:58	69.9
709	2020/01/22	11:00:59	75.8
710	2020/01/22	11:01:00	84.9
711	2020/01/22	11:01:01	77.2
712	2020/01/22	11:01:02	74.6
713	2020/01/22	11:01:03	79.0
714	2020/01/22	11:01:04	80.9
715	2020/01/22	11:01:05	78.6
716	2020/01/22	11:01:06	78.5
717	2020/01/22	11:01:07	74.1
718	2020/01/22	11:01:08	73.2
719	2020/01/22	11:01:09	74.2
720	2020/01/22	11:01:10	74.0
721	2020/01/22	11:01:11	73.5
722	2020/01/22	11:01:12	72.3
723	2020/01/22	11:01:13	73.0
724	2020/01/22	11:01:14	73.0
725	2020/01/22	11:01:15	74.5
726	2020/01/22	11:01:16	73.8
727	2020/01/22	11:01:17	78.1
728	2020/01/22	11:01:18	83.3
729	2020/01/22	11:01:19	83.5
730	2020/01/22	11:01:20	82.1
731	2020/01/22	11:01:21	76.7
732	2020/01/22	11:01:22	78.4
733	2020/01/22	11:01:23	78.3
734	2020/01/22	11:01:24	72.5
735	2020/01/22	11:01:25	66.9
736	2020/01/22	11:01:26	63.4
737	2020/01/22	11:01:27	62.7
738	2020/01/22	11:01:28	66.5
739	2020/01/22	11:01:29	67.2
740	2020/01/22	11:01:30	69.7
741	2020/01/22	11:01:31	73.9
742	2020/01/22	11:01:32	75.5
743	2020/01/22	11:01:33	75.2
744	2020/01/22	11:01:34	73.1
745	2020/01/22	11:01:35	70.1
746	2020/01/22	11:01:36	68.1
747	2020/01/22	11:01:37	69.3
748	2020/01/22	11:01:38	72.6
749	2020/01/22	11:01:39	73.5
750	2020/01/22	11:01:40	71.2
751	2020/01/22	11:01:41	67.1
752	2020/01/22	11:01:42	66.0
753	2020/01/22	11:01:43	66.5
754	2020/01/22	11:01:44	69.4
755	2020/01/22	11:01:45	72.3
756	2020/01/22	11:01:46	76.4
757	2020/01/22	11:01:47	79.5
758	2020/01/22	11:01:48	78.2
759	2020/01/22	11:01:49	73.7
760	2020/01/22	11:01:50	71.6
761	2020/01/22	11:01:51	69.8
762	2020/01/22	11:01:52	70.3
763	2020/01/22	11:01:53	72.2
764	2020/01/22	11:01:54	75.2
765	2020/01/22	11:01:55	77.0
766	2020/01/22	11:01:56	73.7
767	2020/01/22	11:01:57	68.7
768	2020/01/22	11:01:58	66.2
769	2020/01/22	11:01:59	66.9
770	2020/01/22	11:02:00	67.2

771	2020/01/22	11:02:01	73.0
772	2020/01/22	11:02:02	75.9
773	2020/01/22	11:02:03	73.1
774	2020/01/22	11:02:04	68.2
775	2020/01/22	11:02:05	66.0
776	2020/01/22	11:02:06	64.7
777	2020/01/22	11:02:07	64.1
778	2020/01/22	11:02:08	66.8
779	2020/01/22	11:02:09	69.4
780	2020/01/22	11:02:10	68.9
781	2020/01/22	11:02:11	70.1
782	2020/01/22	11:02:12	70.3
783	2020/01/22	11:02:13	71.5
784	2020/01/22	11:02:14	73.4
785	2020/01/22	11:02:15	73.5
786	2020/01/22	11:02:16	72.6
787	2020/01/22	11:02:17	72.0
788	2020/01/22	11:02:18	73.5
789	2020/01/22	11:02:19	75.6
790	2020/01/22	11:02:20	77.4
791	2020/01/22	11:02:21	78.7
792	2020/01/22	11:02:22	78.2
793	2020/01/22	11:02:23	77.8
794	2020/01/22	11:02:24	74.9
795	2020/01/22	11:02:25	75.0
796	2020/01/22	11:02:26	71.3
797	2020/01/22	11:02:27	67.1
798	2020/01/22	11:02:28	64.9
799	2020/01/22	11:02:29	61.1
800	2020/01/22	11:02:30	62.2
801	2020/01/22	11:02:31	61.7
802	2020/01/22	11:02:32	61.9
803	2020/01/22	11:02:33	64.1
804	2020/01/22	11:02:34	74.7
805	2020/01/22	11:02:35	79.6
806	2020/01/22	11:02:36	81.9
807	2020/01/22	11:02:37	75.3
808	2020/01/22	11:02:38	72.6
809	2020/01/22	11:02:39	71.9
810	2020/01/22	11:02:40	70.8
811	2020/01/22	11:02:41	68.5
812	2020/01/22	11:02:42	67.3
813	2020/01/22	11:02:43	75.1
814	2020/01/22	11:02:44	81.8
815	2020/01/22	11:02:45	87.8
816	2020/01/22	11:02:46	88.5
817	2020/01/22	11:02:47	80.3
818	2020/01/22	11:02:48	81.4
819	2020/01/22	11:02:49	84.5
820	2020/01/22	11:02:50	78.0
821	2020/01/22	11:02:51	78.3
822	2020/01/22	11:02:52	83.9
823	2020/01/22	11:02:53	84.5
824	2020/01/22	11:02:54	80.8
825	2020/01/22	11:02:55	79.6
826	2020/01/22	11:02:56	76.9
827	2020/01/22	11:02:57	78.4
828	2020/01/22	11:02:58	80.8
829	2020/01/22	11:02:59	79.2
830	2020/01/22	11:03:00	78.9
831	2020/01/22	11:03:01	76.1
832	2020/01/22	11:03:02	71.2
833	2020/01/22	11:03:03	69.4
834	2020/01/22	11:03:04	69.2
835	2020/01/22	11:03:05	70.3
836	2020/01/22	11:03:06	72.7
837	2020/01/22	11:03:07	76.0
838	2020/01/22	11:03:08	83.3
839	2020/01/22	11:03:09	88.8
840	2020/01/22	11:03:10	77.3
841	2020/01/22	11:03:11	75.9
842	2020/01/22	11:03:12	79.8
843	2020/01/22	11:03:13	78.6
844	2020/01/22	11:03:14	72.8
845	2020/01/22	11:03:15	70.2
846	2020/01/22	11:03:16	69.0
847	2020/01/22	11:03:17	68.8
848	2020/01/22	11:03:18	70.0
849	2020/01/22	11:03:19	75.1
850	2020/01/22	11:03:20	80.9
851	2020/01/22	11:03:21	78.0
852	2020/01/22	11:03:22	75.2
853	2020/01/22	11:03:23	74.1
854	2020/01/22	11:03:24	74.6
855	2020/01/22	11:03:25	76.9
856	2020/01/22	11:03:26	75.8
857	2020/01/22	11:03:27	76.2
858	2020/01/22	11:03:28	73.8
859	2020/01/22	11:03:29	69.4
860	2020/01/22	11:03:30	66.6
861	2020/01/22	11:03:31	65.4
862	2020/01/22	11:03:32	67.4
863	2020/01/22	11:03:33	68.2
864	2020/01/22	11:03:34	70.0
865	2020/01/22	11:03:35	74.6
866	2020/01/22	11:03:36	77.9
867	2020/01/22	11:03:37	80.8
868	2020/01/22	11:03:38	85.7

869	2020/01/22	11:03:39	88.7
870	2020/01/22	11:03:40	82.7
871	2020/01/22	11:03:41	81.6
872	2020/01/22	11:03:42	79.1
873	2020/01/22	11:03:43	79.4
874	2020/01/22	11:03:44	85.7
875	2020/01/22	11:03:45	72.8
876	2020/01/22	11:03:46	66.9
877	2020/01/22	11:03:47	65.8
878	2020/01/22	11:03:48	65.0
879	2020/01/22	11:03:49	65.0
880	2020/01/22	11:03:50	62.2
881	2020/01/22	11:03:51	61.0
882	2020/01/22	11:03:52	58.3
883	2020/01/22	11:03:53	57.2
884	2020/01/22	11:03:54	56.8
885	2020/01/22	11:03:55	57.0
886	2020/01/22	11:03:56	56.4
887	2020/01/22	11:03:57	56.2
888	2020/01/22	11:03:58	55.5
889	2020/01/22	11:03:59	56.4
890	2020/01/22	11:04:00	56.3
891	2020/01/22	11:04:01	58.0
892	2020/01/22	11:04:02	57.9
893	2020/01/22	11:04:03	55.2
894	2020/01/22	11:04:04	56.8
895	2020/01/22	11:04:05	57.4
896	2020/01/22	11:04:06	58.8
897	2020/01/22	11:04:07	59.6
898	2020/01/22	11:04:08	59.6
899	2020/01/22	11:04:09	62.0
900	2020/01/22	11:04:10	58.3

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A" and generally response time should be set to "fast." For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: San Leandro **Job Number:** 19-08337
Date: 1/22/2020 **Operator Name:** Leslie Trejo

Measurement #1

Location: Noise Measurement 1 **Begin time:** 10:21 **Finish time:** 10:36
Measurement No.: 1 **Wind (mph):** 1 mph **Direction:** E
Cloud Cover Class: Overcast (>80%) Light (20-80%) Sunny (<20%)
Calibration (dB): Start: 94.1 End:
Primary Noise Sources: Surrounding industrial **Distance:** 50 ft
Secondary Noise Sources: Traffic noise from street + surrounding industrial uses
Notes: 10:28AM - airplane above site, 10:31AM - car driving onto site

Traffic Count: Passenger Cars: 1
Medium to Heavy Duty Trucks (3 axles): Heavy Duty Trucks (4+ axles):
Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):
Leq: ~~[illegible]~~ 58.5 **SEL:** 88.0 **Lmax:** 73.8 **Lmin:** 49.7 **PK:** 103.6
L(05): 63.3 **L(10):** 61.5 **L(50):** 54.7 **L(90):** 51.3 **L(95):** 50.8
Response: Slow Fast Peak Impulse

Measurement #2

Location: 2021 Menlo **Begin time:** 10:50AM **Finish time:** ~~10~~ 11:05AM
Measurement No.: 2 **Wind (mph):** 0 mph **Direction:**
Cloud Cover Class: Overcast (>80%) Light (20-80%) Sunny (<20%)
Calibration (dB): Start: 94.1 End:
Primary Noise Sources: Traffic **Distance:**
Secondary Noise Sources: 10:55AM. street cleaning begins on N side of street
Notes:

Traffic Count: Passenger Cars: 234
22 Medium to Heavy Duty Trucks (3 axles): ~~[illegible]~~ 29 Heavy Duty Trucks (4+ axles): ~~[illegible]~~
Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):
Leq: 77.7 **SEL:** 107.2 **Lmax:** 96.6 **Lmin:** 54.5 **PK:** 114.0
L(05): 83.0 **L(10):** 81.6 **L(50):** 73.3 **L(90):** 62.5 **L(95):** 59.9
Response: Slow Fast Peak Impulse

Appendix C

Trip Generation Analysis

PHA Transportation Consultants
2711 Stuart Street Berkeley CA 94705
Phone (510) 848-9233
Email: Pangho1@yahoo.com

Technical Memorandum

Date: 4/4/2019
To: Chris Kirschenheuter, BLUEWATER Industries
From: Pang Ho, AICP, PHA Transportation Consultants
Subject: Trip Generation Analysis – BLUEWATER Industries

Introduction

BLUEWATER Industries Inc. of San Leandro is currently receiving and processing 82 TPD of CDI material and would like to know the number of estimated truck trips at the currently permitted Construction and Demolition Debris Processing capacity of <175 tons per day (TPD). They also would like to know the number of truck trips estimated if the currently permitted Construction and Demolition Debris Processing capacity were increased to 300 TPD, 350 TPD, or 500 TPD. The purpose of this study is to estimate how much vehicle traffic the increased capacity will generate. Then, estimate how many TPD can be processed at the site before it will exceed the 100 p.m. (afternoon) peak-hour vehicle trip limit. The 100 p.m. peak-hour trip is the threshold at which a traffic impact study will need to be conducted to evaluate the potential Project traffic impact on the surround street system and provide mitigation if significant impacts are identified.

Study results indicated that at 175 TPD, the Project is expected to generate 256 Passenger Car Equivalent (PCE) trips per day, including 15 p.m. peak hour trips. At 300 TPD, the Project is expected to generate 440 Passenger Car Equivalent (PCE) trips per day, including 28 p.m. peak hour trips. At 350 TPD, the Project is expected to generate 512 daily PEC trips, including 32 p.m. peak hour trips. At 500 TPD, the Project is expected to generate 732 daily PEC trips, including 44 p.m. peak hour trips. At 1170 TPD, the Project is expected to generate 1712 PEC trips, including 100 p.m. peak hour trips and will be required to prepare a traffic impact study for public agency review and approval.

The above projections are based on the assumption that each truck (incoming truck with debris and outgoing trucks with finished project) generates two trips. One trip as it enters and another trip as it exit the site. The analysis also assumes that each truck is the equivalent of two passenger cars equivalent (PEC) due to its size and slower acceleration. The p.m. peak hour trips are estimated based on the time stamps obtained from the current truck login-logout records. A detailed discussion of the analysis in terms of the study procedures, assumptions, and findings are as follows:

Project Site Description

BLUEWATER Industries, Inc. is located at 2075 Williams Street, San Leandro. It provides services and products in environmental remediation, abatement construction demolition, waste recycling and transportation, as well as manufactured landscaping materials through its organizational divisions, Abatement, Remediation, and Demolition (CDI).

Its facility at Williams Street has two operational divisions; contract environmental services for abatement, removal and transportation of hazardous material; and construction and demolition debris processing (CDI. The request for capacity increase is for the construction and demolition debris processing (CDI) division only. The operational characteristics of the other division would remain unchanged and are not the focus of this trip generation study.

The BLUEWATER Industries site has 48 striped parking spaces, including 3 handicapped spaces plus 3 bicycle parking spaces. The facility has 136 employees, most of them work in the field and only about 30% of them will come to the site on a daily basis. The site has 38 employees, 9 works at the CDI division. The facility operates between 7 a.m. and 5 p.m. Monday and Saturday. Figure 1 shows the project site location and Figure 2 shows the access driveway leading to the site.

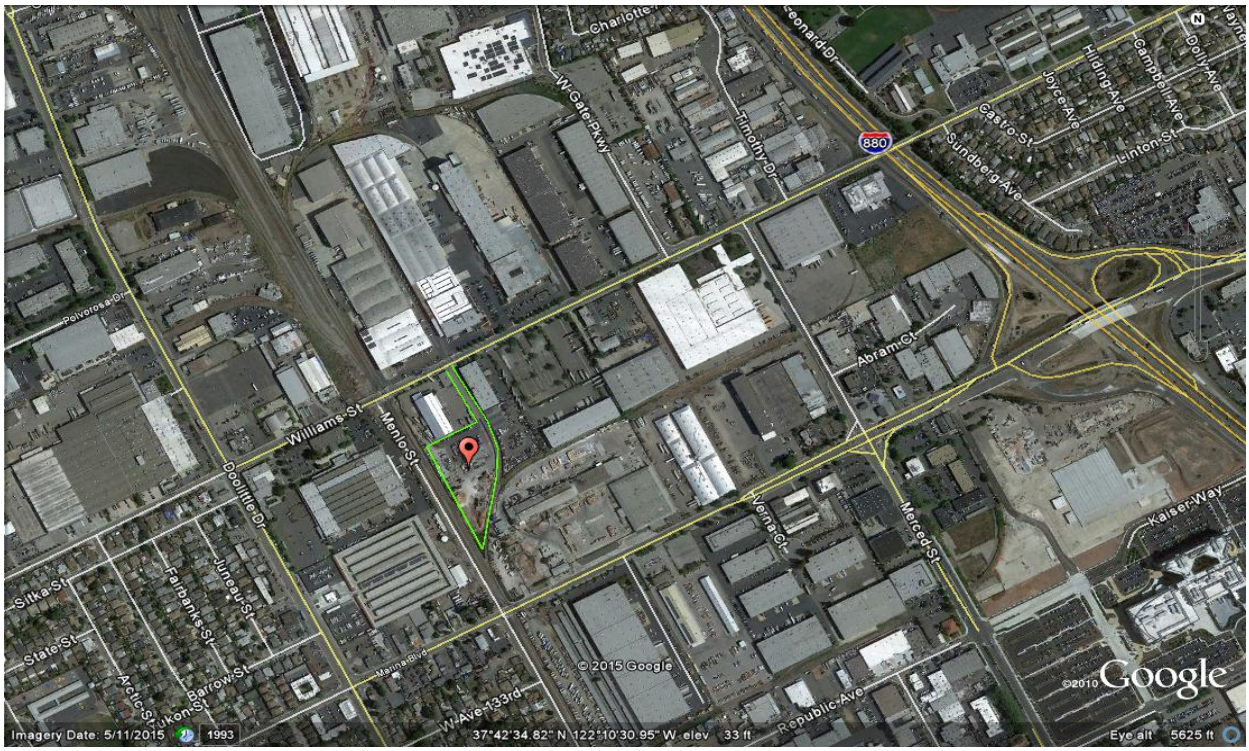

Figure 1 Project Site Location

BLUEWATER Industries Trip Generation Study

Figure 2 Access Driveway Leading to the Project Site
BLUEWATER Industries Trip Generation Study

Project Background and Operational Characteristics

In 2015, BLUEWATER Industries applied and received permission to increase its daily processing capacity from 25 TPD daily to 175 tons TPD for its CDI division.

The CDI division work consists of two traffic operations. First, incoming trucks loaded with debris and demolition materials were weighted, unload, and then turn around to exit the site. This process generally takes about 30 minutes. All incoming trucks were login as they came in and went through the scale but were not logout when they exit the site. In other words, each incoming debris carrying truck generate two trip ends, one trip as it comes in and one trip as it exits the site.

The second operation involves empty trucks coming in to pick up processed materials. During this operation, incoming empty trucks were not login but were required logout as they exit with recyclable and processed materials. In other words, each empty truck that comes in to pick up recyclable and processed materials also generate two trips, one trip as it comes in and another trip as it exits the site.

According to the 2018 records obtained from BLUEWATER Industries, the site currently processes about 82 TPD of debris on the average during the month of July, the peak month of the year. This generates 24 incoming trucks per day on the average, or 48 trucks trip ends as all incoming trucks must exit the site with a 30 minutes window after unloading debris and

demolition materials. During the same month, there were 6 empty trucks per day on the average coming in to pickup recyclable and processed materials, generating 12 truck trips, one trip as the truck comes in and another trip as it exit the site.

In summary, these two operational arrangements together generate 30 trucks per day on the average in July 2018 while processing 82 TPD. These 30 daily trucks translate into 60 truck trip ends as each truck generates one trip as it comes in and another trip as it exits the site.

Table 1 summarizes daily truck traffic for both incoming debris trucks and outgoing truck carrying finished products. It should be noted the traffic generation in Table 1 represents one-way traffic only. To account for two-way traffic, a factor of 2 must be applied to the truck count in Table 1. Figure 3 shows typical trucks that brings in debris and carries finished product out.

Table 1 Current Truck Traffic Generation Summary

BLUEWATER Industries Truck Traffic Analysis

July Days	Incoming Truck Bringing in Debris and Demolition Materials							Outgoing Trucks Delivering Finished Products					Incoming Truck w/ Debris + Outgoing Trucks w/Finished Product		
	Daily In	Daily Ton Total	Avg. Ton/ Truck	AM In	AM In %	PM In	PM In %	Daily Out	AM Out	AM Out %	PM Out	PM Out %	Daily Total In + Out	Total AM In + Out %	Total PM In + Out %
2	28	85	3.04	3	11%	1	4%	3	1	33%	0	0%	31	13%	3%
3	25	88	3.53	4	16%	1	4%	4	2	50%	0	0%	29	21%	3%
5	24	77	3.22	2	8%	1	4%	4	1	25%	0	0%	28	11%	4%
6	30	114	3.79	3	10%	1	3%	8	1	13%	2	25%	38	11%	8%
9	26	88	3.37	3	12%	1	4%	3	2	67%	0	0%	29	17%	3%
10	22	84	3.81	2	9%	0	0%	4	0	0%	0	0%	26	8%	0%
11	28	98	3.49	4	14%	2	7%	4	2	50%	2	50%	32	19%	13%
12	32	120	3.74	5	16%	1	3%	5	2	40%	0	0%	37	19%	3%
13	30	116	3.85	3	10%	1	3%	5	1	20%	0	0%	35	11%	3%
14	7	28	4.04	1	14%	0	0%	2	1	50%	0	0%	9	22%	0%
16	33	108	3.28	7	21%	2	6%	5	0	0%	1	20%	38	18%	8%
17	30	103	3.45	3	10%	0	0%	9	1	11%	0	0%	39	10%	0%
18	28	101	3.61	3	11%	1	4%	10	0	0%	1	10%	38	8%	5%
19	22	92	4.20	2	9%	0	0%	10	2	20%	1	10%	32	13%	3%
20	24	80	3.19	3	13%	2	8%	8	2	25%	1	13%	32	16%	9%
23	17	55	3.25	5	29%	2	12%	3	0	0%	0	0%	20	25%	10%
24	23	70	3.06	4	17%	0	0%	5	0	0%	0	0%	28	14%	0%
25	19	71	3.74	2	11%	0	0%	11	1	9%	2	18%	30	10%	7%
26	17	60	3.52	4	24%	2	12%	11	1	9%	2	18%	28	18%	14%
27	26	65	2.51	4	15%	1	4%	6	1	17%	0	0%	32	16%	3%
28	2	9	4.52	0	0%	0	0%	3	0	0%	2	67%	5	0%	40%
30	24	57	2.38	4	17%	0	0%	4	0	0%	0	0%	28	14%	0%
31	32	124	3.90	5	16%	3	9%	10	0	0%	0	0%	42	12%	7%
Average	**24**	**82**	**3.50**	**3**	**14%**	**1**	**4%**	**6**	**1**	**19%**	**1**	**10%**	**30**	**14%**	**6%**
Total	**549**	**1895**	**80.49**	**76**	**N.A.**	**22**	**N.A.**	**137**	**21**	**N.A.**	**14**	**N.A.**	**686**	**N.A.**	**N.A.**

Note:

Daily In = Daily incoming trucks. Daily Out= Daily out going trucks. AM Out =AM peak hour out going trucks.

The above truck traffic is one-way only. Multiply a factor of 2 to account for two-way traffic.

Figure 3 Typical Trucks used for Transporting Debris and Finished Products

BLUEWATER Industries Trip Generation Study

Current Proposal and Trip Projections

BLUEWATER Industries is currently requesting approval to increase its processing capacities from the currently permitted 175 TPD to 300 and 350 TPD first, and subsequently determine the maximum TPD can be processed before triggering the 100 p.m. peak hour trip threshold.

Based on the above analysis, processing 82 TPD (which includes incoming debris and shipping out finished products) generates 30 trucks, or 60 two-way truck trips, future trip generation projections are made. Table 2 summarizes traffic projection for 300 TPD, 350 TPD and the maximum TPD without exceeding the 100 p.m. peak hour threshold.

Table 2 Trip Generation Projection Summary
BLUEWATER Industries Truck Traffic Analysis

TPD	No. of Trucks			2-way Truck Trips (X2)			PEC Trips (X2)		
	Daily (100%)	AM Peak (14%)	PM Peak (6%)	Daily (100%)	AM Peak (14%)	PM Peak (6%)	Daily (100%)	AM Peak (14%)	PM Peak (6%)
82	30	4	2	60	8	4	120	17	7
175	64	9	4	128	18	8	256	36	15
300	110	15	7	220	30	14	440	60	28
350	128	18	8	256	36	16	512	72	32
500	183	26	11	366	51	22	732	102	44
1025	375	53	23	750	105	45	1500	210	90
1170	428	60	26	856	120	51	1712	240	100

Note:
No. of trucks includes both incoming debris truck and outgoing truck with finished product truck.
Each truck generates two trips and is assumed to an equivalent of 2 passenger equivalent cars (PEC).
AM Peak = one hour between 7-9 am. PM Peak=one hour between 4-6 pm.

Conclusion and Recommendation

While the above analysis indicated that the site could process close to 1170 TPD before reaching the 100 p.m. peak hour trip threshold, the estimates is based on a straight line projection. Based on reviews of the July data, factors such as truck arrival/departure schedules, weight per truckload fluctuate widely and could change the assumptions used in the projection. As such, we recommend the request for capacity should not be over 1000 TPD to account for the fluctuations. Please contact Pang Ho at 510.848.9233 or pangho1@yahoo.com with any questions.

TABLE 1
BLUE WATER/CERTIFIED BLUE RECYCLING
2075 Williams Street, San Leandro, CA 94557

PEAK HOUR LOADING AND VEHICLE WAIT TIME QUE

TPD	**PEAK HOUR NO. OF LOADS RECEIVED**	**TURNAROUND LOADS PER PEAK HOUR, AND ACCUMULATED QUE *(number of loads waiting and wait time)*** ***{Assumptions: 5 unload/loading spots x [ave. 10 min. in and out per load or (60/10=) 6 turnarounds per hour] = 30 spot turnarounds per hour available}***	Number of vehicles waiting in que during peak hour
82	8	8 loads peak hour vs capacity 30 turnarounds/hr.	0
175	18	18 loads peak hour vs capacity 30 turnarounds/hr.	0
300	30	30 loads peak hour vs capacity 30 turnarounds/hr.	0
375	36	36 loads peak hour vs capacity 30 turnarounds/hr.	6 *(5 vehicles wait 10 min., and 1 vehicle waits 20 min. in Que.; Que line area in access driveway to site can accommodate 7-10 vehicles before vehicles wait on street)*