PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

MATEO STREET PARK PROJECT

16037 AND 16081 MATEO STREET
ASHLAND, ALAMEDA COUNTY, CALIFORNIA

LSA

June 2021

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16037 AND 16081 MATEO STREET
ASHLAND, ALAMEDA COUNTY, CALIFORNIA

Submitted to:

Hayward Area Recreation and Park District
1099 E Street
Hayward, CA 94541

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Project No. WRT2101

June 2021

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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
AB 52	Assembly Bill 52
ABAG	Association of Bay Area Governments
ACCWP	Alameda Countywide Clean Water Program
ACDEH	Alameda County Department of Environmental Health
ACFD	Alameda County Fire Department
ACM	asbestos-containing material
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
Basin Plan	Water Quality Control Plan
bgs	below ground surface
BMP	Best Management Practices
CAIP	Corrective Action Implementation Plan
CalEEMod	California Emissions Estimator Model
California Register	California Register of Historical Resources
CAP	Corrective Action Plan
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	methane

Clean Air Plan	BAAQMD 2017 Clean Air Plan
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
CoIWMP	Countywide Integrated Waste Management Plan
dB	decibel
dBA	A-weighted (sound level) decibels
DOSH	California Division of Occupational Safety and Health
DOT	U.S. Department of Transportation
EBCE	East Bay Community Energy
EBMUD	East Bay Municipal Utility District
Eden MAC	Eden Area Municipal Advisory Council
EFZ	Earthquake Fault Zones
EOC	Alameda County Emergency Operations Center
EOP	Alameda County Emergency Operations Plan
ESA	Phase I Environmental Site Assessment
ESL	Environmental Screening Level
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
GP	General Permit
GWP	Global Warming Potential
HARD	Hayward Area Recreation and Park District

HFCs	hydrofluorocarbons
HSP	Health and Safety Plan
I-580	Interstate 580
in/sec	inches per second
IS/MND	Initial Study/Mitigated Negative Declaration
LBP	lead-based paint
L_{dn}	day-night average level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
LUST	Leaking Underground Storage Tank
L_v	velocity in decibels
MDR	Medium Density Residential
mgd	million gallons per day
MLD	Most Likely Descendant
MMI	Modified Mercalli Intensity
mpg	miles per gallon
MRP	Regional Water Quality Control Board Municipal Regional Permit
MTBE	methyl tert-butyl ether
MTC	Metropolitan Transportation Commission
N_2O	nitrous oxide
NAHC	California Native American Heritage Commission
NO_2	nitrogen dioxide
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System

NWIC	Northwest Information Center
OES	Alameda County Sheriff's Office of Emergency Services
OLSD	Oro Loma Sanitary District
OSHA	Occupational Health and Safety Administration
Pb	lead
PCB	polychlorinated biphenyl
PFCs	perfluorocarbons
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
POTW	publicly owned treatment works
PPV	peak particle velocity
PRC	Public Resources Code
RCRA	Federal Resource Conservation and Recovery Act
RMS	root-mean-square
ROG	reactive organic gases
RWQCB	San Francisco Bay Regional Water Quality Control Board
SBA	SBA Communications
SB	Senate Bill
SF_6	sulfur hexafluoride
SO_2	sulfur dioxide
State Water Board	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminants
TPL	The Trust for Public Land

USDA	United States Department of Agriculture
UST	underground storage tank
VCA	Voluntary Cleanup Agreement
VdB	vibration velocity in decibels
VMT	vehicle miles traveled
WTP	water treatment plant

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1.0 PROJECT INFORMATION

1. **Project Title:**

   Mateo Street Park Project

2. **Lead Agency Name and Address:**

   Hayward Area Recreation and Park District
   1099 E Street
   Hayward, CA 94541

3. **Contact Person and Phone Number:**

   Meghan Tiernan, Capital Planning and Development Director
   (510) 881-6712

4. **Project Location:**

   The project site is located at 16037 and 16081 Mateo Street in Ashland, an unincorporated area in Alameda County between San Leandro to the northwest and Hayward to the southeast (Figure 1-1). The project site includes three vacant parcels (Assessor Parcel Numbers [APNs] 80-57-30, 80-57-36, and 80-57-37-3), totaling 1.4 acres (Figure 1-2). Regional access to the site is via Interstate 580 (I-580) and East 14th Street.

5. **Project Sponsor's Name and Address:**

   Hayward Area Recreation and Park District
   1099 E Street
   Hayward, CA 94541

6. **General Plan Designation:**

   Medium Density Residential (MDR)

7. **Zoning:**

   RS-D15: Suburban Residential (minimum 1,500 square feet per dwelling unit)

8. **Description of Project :**

   The Hayward Area Recreation and Park District (HARD) proposes to develop a new neighborhood park in the Ashland community in unincorporated Alameda County. The proposed Mateo Street Park Project (project) would provide recreation and gathering space for this densely populated community. Existing site conditions, the project background, and individual components of the proposed project itself, are described below.

   Project Site. The project site consists of a 1.4-acre property comprised of three separate parcels located along the southwestern portion of Mateo Street between Rochi Court and 162nd Avenue.

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FIGURE 1-1

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0 1000 2000
FEET

Mateo Street Park
San Leandro, Alameda County, California

Regional Location

SOURCE: ESRI World Street Maps (02/2020).

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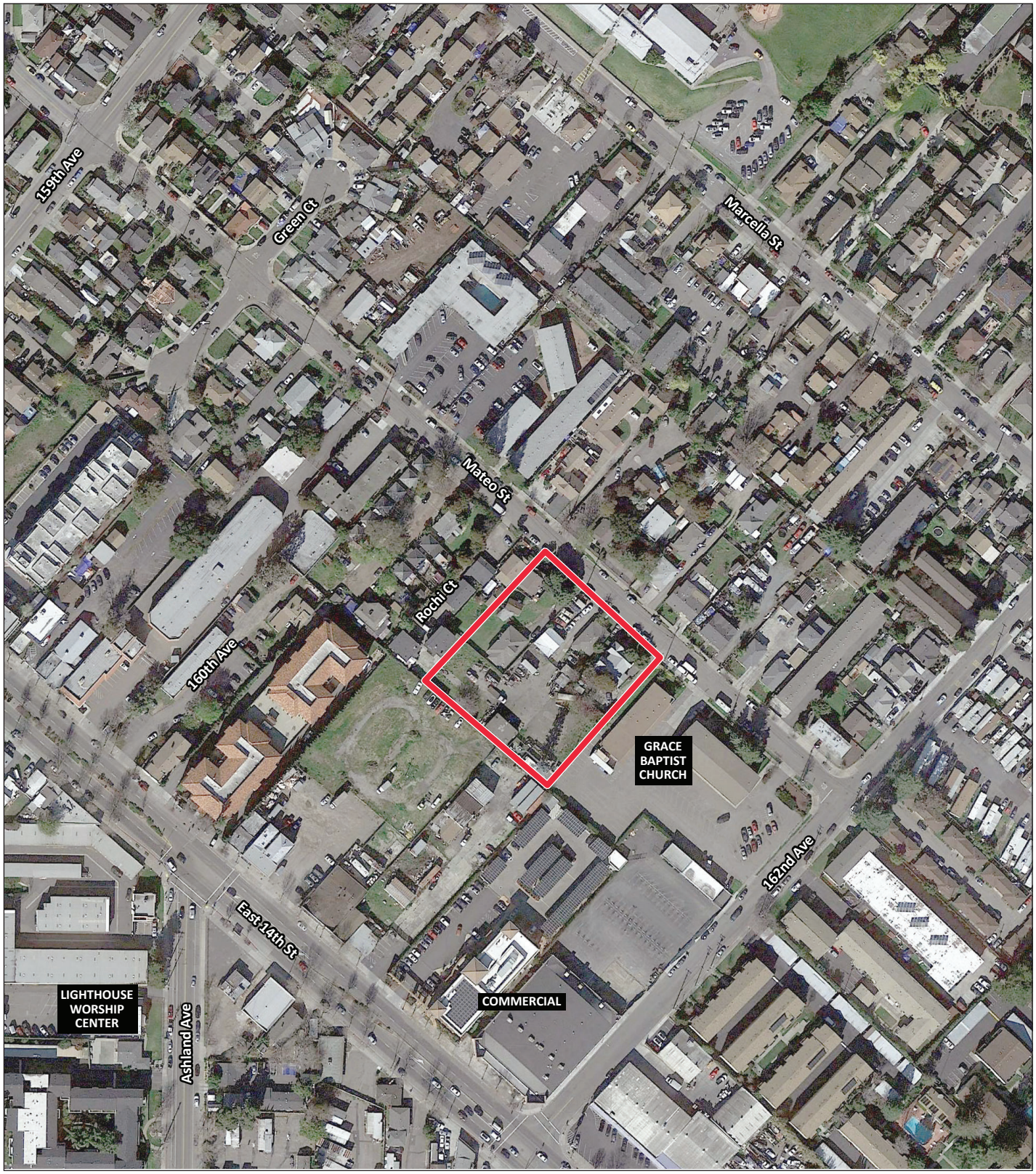

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FIGURE 1-2

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Project Area

Mateo Street Park Project

Aerial Photograph of the Project Site and Surrounding Land Uses

SOURCES: Google Earth, 2/10/2020; LSA, 2021

P:\WRT2101 Mateo Street Park\PRODUCTS\Graphics\Figure_2.ai (3/10/2021)

The project site is currently developed and consists of several single-family residences constructed between 1930 and 1960, a small office structure, a small storage shed, a car port, two storage containers, and an automotive repair shop with a roll-up garage door. Debris (associated with the automotive businesses) such as, garbage, tires, car batteries, oilcans, and cars is scattered around the site. Review of historical records indicates that the site was occupied by Henry Hemenez and Hank's Automotive Service since at least the 1960s. The southern corner of the project site is developed with an SBA Communications Corporation (SBA) cell tower.

As a result of a former underground fuel tank associated with past automotive uses on the project site, the site is an open Leaking Underground Storage Tank (LUST) case regulated by the Alameda County Department of Environmental Health (ACDEH). While the UST has been removed, subsurface investigations, including soil borings and groundwater sampling, were conducted to identify the extent of soil and groundwater contamination on the project site. Data do not indicate a human health risk associated with the former UST and suggest that the case can be closed under the California State Water Resources Control Board Low Threat UST Case Closure Policy. Soil analytical results indicate that concentrations of lead and polychlorinated biphenyl (PCB) in on-site soils exceed applicable San Francisco Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESLs) and that additional actions are warranted per ACDEH to protect human health and the environment. Sources of lead contamination could include: fill material historically hauled on-site; chipping lead-based paint from the houses which has deposited in soils; and aerial deposition from urban site use/historic leaded gasoline use. Contaminated soil extends from 1 to 2.5 feet below ground surface (bgs) in some areas of the project site.[1]

Project Background. In 2018, HARD started the acquisition process for the project site with a vision to develop the site into a new neighborhood park to support the recreational and open space needs for this densely populated community that is currently underserved with park space. The Trust for Public Land (TPL) and HARD worked with WRT, as the design consultant, to conduct a community-based design process for Mateo Street Park, which began in September 2020 and concluded in January 2021. Due to COVID-19 restrictions, all meetings were conducted virtually and extra effort was made to connect with local stakeholder groups and the broader community.

The planning process included numerous meetings with stakeholders and local community organizations, two virtual community workshops, a youth workshop at the REACH Center, and presentations at public meetings of the Eden Area Municipal Advisory Council (Eden MAC) and the HARD Board of Directors. An online survey was created and publicized, followed by a special survey for youth.

Development of the project site into a new park would represent the first phase of a broader plan to provide more park and open space to the Ashland area, including development of a new HARD community center as part of the Madrone Terrace Mixed-Use Development Project

[1] ACC Environmental Consultants, Inc. 2020. *Subsurface Investigation Report, 16037-16081 Mateo Street San Leandro, California 94578*. May 8.

(described further below) on the adjacent site and acquisition of the adjacent lot to the west for potential future park expansion. Such expansion would be subject to review at the time it is proposed, and is not considered in this evaluation.

Proposed Project. The proposed project would involve development of a new park on the project site.

Proposed Park Elements. Prior to and during the community engagement process for the proposed project, residents expressed a strong desire for a permanent, inclusive, multi-use public recreational space with lots of trees and green space to address the deficiency of parkland in the area and enhance access to healthy recreation and cooling green space. To meet this need, the conceptual design for the park includes the following elements, which are described below and shown on Figure 1-3:

- **BBQ and picnic areas.** Shade elements and new furniture such as picnic tables, BBQ grills, and trash receptacles would be provided along the proposed main pathway in the eastern and northern portion of the proposed park.

- **Walkway loop.** A walkway with trees and shade would encircle the multi-purpose lawn at the center of the project site. It would connect to the park entrance from Mateo Street, as well as potential future access to the Grace Baptist Church parking lot to the south and future park expansion to the west. The proposed main pathway would be 12-foot minimum width to accommodate access to the existing SBA cell tower easement in the southwest corner of the park site (which would remain) and for park maintenance vehicles.

- **Lighting.** Pedestrian-scaled lighting would be provided along the proposed main pathways. Light levels in the park would be kept low after hours to provide for safety/security, but are not intended to promote use of the park after the park is closed. Motion sensors would be installed to intensify light levels when movement is detected.

- **Demonstration garden.** Various areas along the main walkway loop would be developed with demonstration gardens. Possible themes including native planting, drought tolerant planting, pollinating gardens, and succulent gardens.

- **Multi-purpose lawn.** An approximately 14,800-square-foot turf area would be provided in the center of the project site. As described above, it would be encircled by the walkway loop. This area would be used as an open, flexible space for passive recreation use (such as picnicking), as well as, active recreation.

- **Outdoor workspaces.** A small area of outdoor workspace for quiet study or work outdoors would be located in the southwestern corner of the proposed park site. This space would include appropriate shade and seating elements to accommodate working on laptops, reading or meeting with a small group.

- **Terrace seating.** Linear terraced seating, incorporated as part of the intentional change in topography at the project site, would be provided along the multi-purpose lawn by the main

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FIGURE 1-3

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Mateo Street Park Project
Conceptual Design

SOURCE: WRT, 12/17/2020

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walkway. Seating would be in the form of short retaining walls with ledges that would provide park users with a vantage point over the park.

- **Gathering area.** A gathering area for approximately 25-30 people would be located near the north side of the park site, along Mateo Street. This area would be anchored by appropriate shade elements and park signage for park identity and enhanced use. Benches and picnic tables would also be provided to accommodate large family gatherings.

- **Intergenerational workout area.** The intergenerational workout area would consist of an arrangement of fitness equipment that provides an exercise circuit for park users. The equipment would include various parkour and other workout equipment to test agility and strength. The area would serve users from teens to seniors of all abilities**.**

- **Multi-use court.** An approximately 3,500-square-foot multi-use court would be situated in the northeastern corner of the park site. The multi-use court could be used for a variety of sports, including basketball, volleyball and pickleball.

- **Small children's play area.** A children's play area (approximately 1,900 square feet) is proposed along the south boundary of the project site. The proposed playground would be geared toward children aged 5 and under and would be enclosed with a 4-foot-tall fence.

- **Older children play area.** An approximately 3,800-square-foot play area would be provided for children aged 5 and up.

- **Landscaping and Trees.** Trees, shrubs, and groundcovers would be used throughout the park. The exact species have not yet been determined, but most would be either native species or drought tolerant species for water conservation. The turf grass areas would require typical maintenance such as fertilizer and irrigation. An automatic irrigation system would be designed to minimize water use and be adapted to weather conditions.

- **Utilities and Stormwater.** The proposed project would connect to existing utility infrastructure in the project area. Water and sewer mains, as well as overhead electrical lines, are located along Mateo Street. In compliance with the C.3 Provisions of the Municipal Regional Permit, permeable paving or stormwater collection and treatment systems such a swales, detention basins and storm drain lines would be included to address drainage within the project site.

Soil Treatment. Prior to development of the project site, treatment of lead and PCB-impacted soils would be required. Upon obtaining the ownership of the site, HARD would enter a voluntary agreement with ACDEH for County oversight. HARD would be required to prepare a Corrective Action Plan (CAP) that ensures protection of construction and maintenance workers, current and future site occupants, and the community during and subsequent to any soil treatment work. At this time, HARD is considering two soil treatment approaches at the project site:

- **Treatment Approach 1 – Full Removal of Contaminated Soil.** With this mitigation approach, all of the contaminated soil on the site exceeding the threshold established by the ACDEH, would be removed and off-hauled to an appropriate disposal facility, estimated to be approximately 4,000 cubic yards. Clean soil and other base materials, approximately 5,200 cubic yards of material total, would be imported to fill excavated areas and create the terraced topography for the proposed project.

- **Treatment Approach 2 – Partial Removal and Capping of Contaminated Soil.** With this mitigation approach, a portion of the hazardous material with concentration levels exceeding the threshold established by ACDEH would be removed and off-hauled to an appropriate disposal facility. It is estimated that approximately 30 percent of the contaminated soil, totaling approximately 1,200 cubic yards, would exceed the ACDEH threshold. Specifically, the localized PCB would be removed. The remaining site soil with/or without elevated lead, would be shaped to the desired landform and covered with filter fabric and indicator fabric, before being covered with clean planting soil, fill material at required depth or paving material to prevent future exposure of the contaminant to the community and maintenance workers. With this approach, approximately 2,400 cubic yards of material would be imported as planting soil, clean fill or base material at the site.

Construction. Construction is anticipated to commence in 2023 and would extend for approximately 12 months. Construction would require use of typical construction equipment for grading the site and installing park facilities. Construction would occur daily during daylight hours, from approximately 7:30 a.m. to 5:00 p.m. Construction staging would occur on the project site. Construction workers, equipment and deliveries would access the site via Mateo Street.

Operation and Maintenance. The proposed project would be open daily to informal use, including picnicking, walking, jogging, and use of general park facilities. Like most of the HARD parks, the proposed park would be open from sunrise to sunset.

TPL would manage the design and construction of the proposed park. Following park construction, HARD would manage the programming, operation, and maintenance of the park. Maintenance activities would be performed by HARD staff. Maintenance activities would include mowing, facility cleaning, vegetation management, and maintenance of recreation facilities.

9. Surrounding Land Uses and Setting:

As described above, the project site was most recently used as for automotive repair and residential uses with associated improvements. All existing structures and site improvements would be demolished and removed prior to development of the proposed park project.

Adjacent land uses include the Grace Baptist Church to the southeast; the Tiburcio Vasquez Health Center, undeveloped land and multi-family residential uses to the southwest; Mateo Street to the northeast; and single-family and multi-family residential uses to the north and west. Commercial uses are located further to the west along East 14th Street.

The proposed Madrone Terrace Mixed-Use Development Project would be located just southwest of the proposed park site and includes two components: the Ashland Community Center and 79 units of rent-restricted affordable apartments for low-income individuals and families. The front building would include five stories of affordable housing over the two-story HARD Community Center, while the rear building would consist of four stories of affordable housing over a podium with parking underneath. The two buildings would be connected by a pathway on the ground floor as well as an overhead walkway at the third floor. The Madrone Terrace project is currently in the design process.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- Alameda County Department of Environmental Health
- Alameda County Planning Department
- Alameda County Department of Public Works
- Eden Mac
- West Count Zoning Adjustment Board
- Regional Water Quality Control Board
- State Water Resources Control Board
- Bay Area Air Quality Management District
- Oro Loma Sanitary Sewer District

A summary of the regulatory permit requirements for the proposed project is provided in Appendix A.

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

In April 2021, HARD provided formal notification to those California Native American tribes that are traditionally and culturally affiliated with the geographic area within which the proposed project is located pursuant to the consultation requirements of Assembly Bill 52 (AB 52). HARD received no responses from the tribal representatives during the 30-day notification period.

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2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

☐ 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

2.1 DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Meghan Tiernan
Signature

6/24/21
Date

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3.0 CEQA ENVIRONMENTAL CHECKLIST

3.1 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 which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a. Would the project have a substantial effect on a scenic vista? ***(Less-Than-Significant Impact)***

The Eden Area General Plan contains goals and policies to protect the visual quality in the Eden Area, including preserving views of natural features, such as the San Francisco Bay and the East Bay Hills and promoting tree planting and landscaping along public rights-of-way.[2] According to the Alameda County Scenic Routes Element, the project site is not located within an area designated as a Scenic Route.[3] The project site is relatively flat and the surrounding area is developed with residential and commercial land uses allowing for limited views of the surrounding landscape.

The proposed project would result in the development of the project area with a neighborhood park. Visible elements of the proposed project would include the multi-use court, children's play area, retaining walls, walkways, landscaping and lighting. Proposed improvements would not include any tall structures or landscaping that would reduce, obstruct, or degrade scenic vistas. In addition, the proposed project would include the removal of the existing structures and associated debris on the site and installation of new landscaping throughout the project area, which would improve the project area's overall visual appearance.

Construction activities would be visible from adjacent uses and public roadways. However, the equipment required for construction would only be visible temporarily. As described above, upon completion, project elements would be at grade or low-standing (e.g., 12-15 feet tall). Therefore, impacts to scenic vistas would be less than significant.

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2 Alameda County Community Development Agency. 2010. *Eden Area General Plan*. March.

3 Alameda, County of. 1966. *Scenic Route Element of the Alameda County General Plan*. May (as amended May 1994).

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ***(No Impact)***

No designated State scenic highways are located near the project site. The nearest eligible State scenic highway to the project area is I-580, which is approximately 0.3 miles north of the project site.[4] However, due to distance, topography and intervening development, the project area is not visible from this scenic roadway. As described in Section 3.1.a, the project site is not located adjacent to any designated Scenic Routes. Therefore, the proposed project would not affect scenic resources within view of a State or local scenic highway, and there would be no impact.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? ***(No Impact)***

Goals and policies in the Eden Area General Plan and the Alameda County General Plan promote the preservation of the County's rural and natural character and the regulation of development in rural areas. The project site is located in an area developed with suburban residential and commercial land uses. Implementation of the proposed project would provide a neighborhood park to serve this residential area.

The visual character of the project area is characterized by urban development. As outlined in Section 1.0, Project Information, the project site is currently developed with several single-family residences, a small office structure, a small storage shed, a car port, two storage containers, and an automotive repair shop with a roll-up garage door. Debris (associated with the automotive businesses) such as, garbage, tires, car batteries, oilcans, and cars is scattered around the property. The southern corner of the project site is developed with an SBA cell tower.

Development of the proposed project would change the existing visual character of the project area and vicinity by removing the existing structures and associated debris and redeveloping the project area with a neighborhood park. The proposed project would result in the development of public open space areas, including walkways, picnic areas, recreation facilities (e.g., courts, play areas), and landscaping, enhancing the visual character of the project site.

The proposed project would represent an improvement to the visual quality and character of the project area through development of recreation improvements and open space areas. Therefore, the proposed project would not degrade the existing visual character or quality of the project area and its surroundings. No impact would occur.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ***(Less-Than-Significant Impact)***

The project site is located in a developed area. Streetlights, vehicle head and tail lights on area roadways, and lighting associated with adjacent development are the existing sources of light and

[4] California, State of. 2019. Department of Transportation, California State Scenic Highway System Map. Website: caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983 (accessed April 12, 2021).

glare in the project area. Similar to other County parks, the proposed project would be closed to the public from dusk until dawn. As part of the proposed project, pedestrian-scaled lighting would be provided along the proposed main pathways. Security lighting would consist of pole-mounted light fixtures at strategic locations to maintain visibility in all areas. Light levels in the park would be kept low after hours to provide for safety/security, but are not intended to promote use of the park after the park is closed. Motion sensors would be installed to intensify light levels when movement is detected.

Consistent with County requirements, all lighting would be cast downward and be at no more than both the minimum height required and the power necessary for the proposed use. Light fixtures would be directed downward and away from adjoining properties and public right of way, so that no on-site light fixture would directly illuminate any off-site areas. With adherence to these requirements, the proposed project would not create a new source of substantial light or glare, such that day or nighttime views in the area would be affected. This impact would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	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 the 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 the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ***(No Impact)***

The project site is currently developed and is located within an urbanized area of Alameda County. No agricultural uses are located within or adjacent to the project site. Additionally, the project area is classified as "Urban and Built-Up Land" by the State Department of Conservation;[5] therefore, the proposed project would not involve the conversion of agricultural land to a non-agricultural use. The proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and there would be no impact.

[5] California, State of. 2016. Department of Conservation. California Important Farmland Finder. Website: maps.conservation.ca.gov/dlrp/ciff (accessed April 8, 2021).

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? ***(No Impact)***

The project site is zoned RS-D15 Suburban Residential (minimum 1,500 square feet per dwelling unit) on the County's Ashland zoning map.[6] The project area is not subject to a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and the proposed project would have 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))? ***(No Impact)***

The project site is located within an existing urban area and is zoned RS-D15 on the Ashland zoning map. The proposed project would not conflict with the existing zoning for, or cause rezoning of, forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have no impact related to forest land, timberland, or timberland zoned Timberland Production.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use? ***(No Impact)***

Refer to Section 3.2.c. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have no impact related to loss of forest land or conversion of forest land.

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? ***(No Impact)***

Refer to Sections 3.2.a and 3.2.c. The project area is located within an existing urban environment and would not result in the extension of infrastructure into an undeveloped area, the development of urban uses on a previously undeveloped greenfield site, or other physical changes that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. The proposed project would not adversely affect agricultural or forestry resources.

[6] Alameda, County of. 2019. Ashland Zoning Map. Available online at: www.acgov.org/cda/planning/ordinance/documents/Ashland_Zoning_Nov2019.pdf (accessed April 8, 2021).

3.3 AIR QUALITY

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

	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?	☐	☐	☒	☐

The project site is located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area and Alameda County. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In Alameda County, and the rest of the air basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within the BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10}, $PM_{2.5}$), and lead (Pb) have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State non-attainment status for ozone and particulate matter standards. The BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal $PM_{2.5}$ 24-hour standard.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan? ***(Less-Than-Significant Impact)***

The applicable air quality plan is the BAAQMD 2017 Clean Air Plan (Clean Air Plan),[7] which was adopted on April 19, 2017. The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest heath risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate.

[7] Bay Area Air Quality Management District. 2017. *Clean Air Plan*. April 19.

Consistency with the Clean Air Plan can be determined if the project: (1) supports the goals of the Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

Clean Air Plan Goals. The primary goals of the Bay Area Clean Air Plan are to: attain air quality standards; reduce population exposure and protect public health in the Bay Area; and reduce greenhouse gas emissions and protect climate.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed below, implementation of the proposed project would result in less-than-significant operation-period emissions and, with implementation of Mitigation Measure AIR-1, the project would result in less-than-significant construction-period emissions. Therefore, the project would not conflict with the Clean Air Plan goals.

Clean Air Plan Control Measures. The control strategies of the Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-Greenhouse Gas (GHG) Pollutants Measures.

Stationary Source Control Measures. The Stationary Source Measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by BAAQMD Permit and Inspection programs. Since the project would not include any stationary sources, the Stationary Source Measures of the Clean Air Plan are not applicable to the project.

Transportation Control Measures. The BAAQMD identifies Transportation Control Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, toxic air contaminants (TACs), and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project would result in the development of a new neighborhood park in the Ashland community in unincorporated Alameda County. The proposed project would provide recreation and gathering space for this densely populated community. The proposed project is not expected to result in a significant increase in the generation of vehicle trips or vehicle miles traveled (VMT). In addition, the project site is located within walking or bicycling distance from the surrounding residential area, and therefore would support the ability of visitors to use alternative modes of transportation. As such, the project would promote BAAQMD initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation.

Energy Control Measures. The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of

the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the project.

Building Control Measures. The BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters, but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. The proposed project would not include any new buildings. Therefore, the Building Control Measures of the Clean Air Plan are not applicable to the project.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the project.

Natural and Working Lands Control Measures. The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to enact ordinances that promote urban-tree plantings. Since the project does not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan are not applicable to the project.

Waste Management Control Measures. The Waste Management Measures focus on reducing or capturing methane emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

Water Control Measures. The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the project.

Super-GHG Control Measures. The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the project.

Clean Air Plan Implementation. As discussed above, the proposed project would generally implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan and this impact would be less than significant.

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? ***(Less Than Significant with Mitigation Incorporated)***

The BAAQMD is currently designated as a nonattainment area for State and national ozone standards and national particulate matter ambient air quality standards. The BAAQMD nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The following analysis assesses the potential construction- and operation-related air quality impacts and CO impacts of the proposed project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxide (NO_x), reactive organic gases (ROG), directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Site preparation and project construction would involve grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROGs and some soot particulate ($PM_{2.5}$

and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2016.3.2, consistent with BAAQMD recommendations. As discussed in the Section 1.0, Project Information, development of the project site would require the treatment of lead and PCB-impacted soils. At this time, two approaches are being considered for addressing hazardous materials at the project site. Treatment Approach 1 would remove and off-haul approximately 4,000 cubic yards of material and import approximately 5,200 cubic yards of material. Treatment Approach 2 would remove and off-haul approximately 1,200 cubic yards of material and import approximately 2,400 cubic yards of. Both treatment approaches were evaluated in CalEEMod. Construction activities including either approach are anticipated to commence in 2024 and would extend for approximately 12 months. Construction would require use of typical construction equipment for grading the site and installing park facilities. In addition, the proposed project would require the demolition of the onsite buildings, which was included in CalEEMod. This analysis also assumes the use of Tier 2 construction equipment. Construction-related emissions for both treatment approaches are presented in Table 3.A. CalEEMod output sheets are included in Appendix A.

Table 3.A: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
Treatment Approach 1						
Average Daily Emissions	0.6	12.7	0.5	0.4	0.5	0.2
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Treatment Approach 2						
Average Daily Emissions	0.6	12.4	0.5	0.4	0.5	0.2
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (April 2021).
BMP = best management practices

As shown in Table 3.A, construction emissions associated with the project would be less than significant for ROG, NO_x, $PM_{2.5}$, and PM_{10} exhaust emissions for both treatment approaches. The BAAQMD requires the implementation of the BAAQMD Basic Construction Mitigation Measures (best management practices) to reduce construction fugitive dust impacts to a less-than-significant level as follows:

Mitigation Measure AIR-1: In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Construction Mitigation Measures shall be implemented:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- A publicly-visible sign shall be posted with the telephone number and person to contact at Alameda County regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

As shown in Table 3.A, construction emissions associated with the proposed project would be less than significant with implementation of Mitigation Measure AIR-1 for both hazardous materials treatment approaches. Therefore, construction of the proposed project would not 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 standards and impacts would be less than significant with mitigation incorporated.

Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or natural gas) and the emission factor of the fuel source. The proposed project would generate a minimal amount of energy source emissions which would primarily be associated with lighting.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment.

Emission estimates for operation of the project were calculated using CalEEMod. Model results are shown in Table 3.B. Trip generation rates for the project were based on the project's trip generation estimate, as identified in Section 3.17, Transportation. Based on the trip generation estimates, the proposed project would generate approximately 95 average daily trips.

Table 3.B: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Pounds Per Day				
Area Source Emissions	<0.1	0.0	0.0	0.0
Energy Source Emissions	0.0	0.0	0.0	0.0
Mobile Source Emissions	0.1	0.5	0.4	0.1
Total Emissions	**0.1**	**0.5**	**0.4**	**0.1**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**
Tons Per Year				
Area Source Emissions	<0.1	0.0	0.0	0.0
Energy Source Emissions	0.0	0.0	0.0	0.0
Mobile Source Emissions	<0.1	0.1	0.1	<0.1
Total Emissions	**<0.1**	**0.1**	**0.1**	**<0.1**
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA (April 2021).

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project, emissions are released in other areas of the Air Basin. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table 3.B for ROG, NO_x, PM_{10}, and $PM_{2.5}$.

The results shown in Table 3.B indicate the project would not exceed the significance criteria for daily or annual ROG, NO_x, PM_{10} or $PM_{2.5}$ emissions. Therefore, operation of the proposed project would not 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 standards. Impacts would be less than significant.

Localized CO Impacts. Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD 2017 CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project 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, or below-grade roadway).

Implementation of the proposed project would not conflict with the policies or programs of the Alameda County Transportation Commission. As identified in Section 3.17, Transportation, the proposed project would generate approximately 8 AM peak hour trips and 14 PM peak hour trips; therefore, the project's contribution to peak hour traffic volumes at intersections in the vicinity of the project site would be well below 44,000 vehicles per hour. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards and impacts would be less than significant.

c. Would the project expose sensitive receptors to substantial pollutant concentrations? ***(Less-Than-Significant Impact)***

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

Adjacent land uses include the Grace Baptist Church to the southeast; the Tiburcio Vasquez Health Center, undeveloped land and multi-family residential uses to the southwest; Mateo Street to the northeast; and single-family and multi-family residential uses to the north and west. Commercial uses are located further to the southwest along East 14th Street. The closest sensitive receptors to the proposed project include the single-family residences located immediately north of the project site along Rochi Court and Grace Baptist Church located immediately southeast of the project site.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement Mitigation Measure AIR-1 described above. With implementation of this mitigation measure, project construction pollutant emissions would be below the BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial pollutant emissions. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction and operation, and potential impacts would be considered less than significant.

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

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. This impact would be less than significant.

3.4 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 Game 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, regulations or by the California Department of Fish and Game 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?	☐	☐	☐	☒

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 Game or U.S. Fish and Wildlife Service? ***(Less-Than-Significant with Mitigation Incorporated)***

Numerous special-status plant and animal species are known to occur in western Alameda County; the majority of these species occur in areas supporting upland shrub and/or grassland, riparian, and freshwater aquatic habitats located in the hills east of the urbanized lowlands along the Bay or in saltmarsh habitats along the Bay Shore. Such natural habitats are not located on or adjacent to the project site. In general, special-status species are habitat specialists and are restricted to specific habitat types such as saltmarsh or coastal sage scrub. Due to the complete absence of natural habitats within or adjacent to the project site no special-status species would occur and the proposed project would have no adverse effects on any special-status species.

The site contains a few large mature trees or shrubs that may provide some shelter and nesting habitat for resident and migratory bird species occurring in the region (e.g., scrub jay, Northern mocking bird, American crow, collared dove, and mourning dove). Although the species likely to use

the project site are considered common and widespread, their active nests are protected from removal by a variety of State and federal laws including California Fish and Game Code Sections 3503, 3503.5, and 3513 and the Migratory Bird Treaty Act.

If construction would be conducted during the nesting season, potential disturbance or loss of nesting birds protected under California Fish and Game Code Sections 3503, 3503.5, and 3513 and the Migratory Bird Treaty Act could occur as a result of construction activity. This impact would be considered significant. Implementation of Mitigation Measure BIO-1 would reduce this impact to nesting and breeding birds to less than significant by avoiding the nesting season, identifying the presence or absence of active migratory bird nests, and if present, preventing the loss of eggs or young. With implementation of Mitigation Measure BIO-1 this impact would be less than significant.

Mitigation Measure BIO-1: **Nesting Bird Protection**. Tree and vegetation removal activities shall be scheduled to occur outside the nesting period of migratory birds, from September 1 through January 31 of each given year. If construction, vegetation removal, or ground disturbance activities occur during the breeding season (February 1 - August 31), pre-construction breeding bird surveys shall be conducted within 14 days of the start of these activities to avoid disturbance to active nests, eggs, and/or young. If construction, vegetation removal, or ground disturbance activities stop or lapse for a period of 14 days or more during the breeding season, a follow-up breeding bird survey shall be conducted to ensure no new breeding activity has occurred for the anticipated impacted area. Outside of the breeding season, no pre-construction breeding bird survey would be required for construction, vegetation removal, or ground disturbance activities. Surveys can be used to detect the nests of special-status as well as non-special status birds. An exclusion zone where no construction would be allowed shall be established around any active nests of any avian species protected by the MBTA and CDFW found in the project site until a qualified biologist has determined that all young have fledged. Suggested exclusion zone distances differ depending on species, location, and placement of nest, and shall be at the discretion of the biologist and, if necessary, the USFWS and CDFW. No pre-construction breeding bird surveys are necessary if construction starts during the non-breeding season (September 1 - January 31) and does not lapse for a period of 14 days or more with the breeding bird season.

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, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ***(No Impact)***

No riparian habitat or other sensitive natural communities are present at the project site. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ***(No Impact)***

The site does not contain federally protected wetlands, as defined by Section 404 of the Clean Water Act. The nearest "blue line" stream is an unnamed drainage feature located approximately 0.4 miles west of the project site. The project site is currently developed and contains no evidence of wetlands. Further, project activities would not include direct removal, filling, hydrological interruption, or other disruptions of natural hydrological regimes. Therefore, the proposed project would not have an adverse effect on any riparian habitat or other sensitive natural community. No impact would occur.

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? ***(No Impact)***

The project site is located an urbanized area, surrounded by residential and commercial development, and public facilities (e.g., church). No identified linkages or movement corridors are connected to the project site. Proposed activities are not expected to interfere with the migration of wildlife species, such as birds and/or bats. No potential for bat maternity roosts to be present exists, as the site lacks trees and the buildings to be demolished are currently occupied. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors or impede the use of native wildlife nursery sites. No impact would occur.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***(Less-Than-Significant Impact)***

Alameda County requires a permit for the removal of trees along the public right-of-way that are protected under the County's Tree Preservation Ordinance. Qualified trees would include any woody perennial plant characterized by having a single trunk or multi-trunk structure at least 10-feet high and having a major trunk that is at least 2 inches in diameter taken at breast height (4.5 feet from the ground). Other protected trees include those plants generally designated as trees and any trees that have been planted as replacement trees under the County Tree Ordinance or any trees planted by the County.

Implementation of the proposed project may require limited removal or disturbance of trees; however, no trees within the County's public right-of-way would be impacted. New trees would be planted as part of the proposed project, which would replace any trees to be removed. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This impact would be less than significant.

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? ***(No Impact)***

The proposed project is not within the East Alameda County Conservation Strategy area or any other approved local, regional, or state conservation plan. Therefore, the project would not conflict with approved local, regional, or state habitat conservation plan

3.5 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? ***(Less Than Significant with Mitigation Incorporated)***

CEQA defines a "historical resource" as a resource which meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register);
- Listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);
- Identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code; or
- Determined to be a historical resource by a project's lead agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5[a]).

The California Register defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Under CEQA, historical resources can include precontact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

LSA conducted a cultural resources study for the proposed project consisting of background research and a field survey. The results of the study are summarized below.

Background Research. At LSA's request, the staff of the Northwest Information Center (NWIC) conducted a records search (#20-1738) of the project site and a 500-foot radius. The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official State repository of cultural resource records and reports for Alameda County. As part of the background research, LSA also reviewed local and State inventories for cultural resources, contacted the Native American Heritage Commission (NAHC) in Sacramento, and contacted the Hayward Area Historical Society and the San Leandro Historical Society. No recorded cultural resources were identified within the project site or within a 500-foot radius.

Sacred Lands File Search. On March 30, 2021, LSA sent an email describing the project with maps depicting the study area to the NAHC requesting a review of the Sacred Lands File to determine the potential presence of Native American cultural resources that might be affected by the proposed project. Ms. Sarah Fonseca, NAHC Cultural Resource Analyst, responded via email on April 8, 2021, stating that a search of the Sacred Lands File for the study area had negative results for Native American cultural resources within the project site.

Field Survey. On April 5, 2021, a pedestrian field survey was conducted to identify potential archaeological and built environment cultural resources within the project site, as well as to obtain information about the architectural context and land use patterns of the neighborhood.

Summary of Results. The NWIC records search identified no cultural resources on the project site. As outlined in Section 1.0 Project Information, the project site is currently developed with several single-family residences constructed between 1930 and 1960. Review of historical records indicates that the property was occupied by Henry Hemenez and Hank's Automotive Service since at least the 1960s. An architectural historian with LSA who meets the Secretary of the Interior's Professional Qualification Standards in history and architectural history assessed the existing structures for their potential historical significance and integrity. Based on background research and the field survey, LSA concludes the residential properties in the project site are associated with the mid-20th century growth of Ashland and Alameda County. The property is also associated with Henry "Hank" Hemenez, a local businessman who operated an automotive repair and towing service in the area from 1949 to his death in 2008. The buildings possess several characteristics of the Vernacular architectural style, a style common to the built environment of Ashland, Alameda County, and Statewide. The existing buildings on the site do not appear significant under the established criteria, and as a result their integrity was not assessed. For these reasons, none of the buildings in the project site appear eligible for inclusion in the California Register individually or as part of a yet unidentified district. Therefore, the buildings in the project site do not qualify as historical resources for the purposes of CEQA as defined at PRC Section 21084.1, as defined in Section 5020.1(k), or deemed significant pursuant to criteria set forth in Section 5024.1(g).

As described above, the existing buildings on the site do not appear eligible for listing in either the National Register of Historic Places or the California Register, nor do they otherwise constitute a historical resource for the purposes of CEQA. Project activities would primarily disturb areas that have been previously disturbed and the geomorphology of the site make it unlikely that intact subsurface archaeological deposits are present. Therefore, there is a minimal potential for project construction activities to encounter and disturb intact archaeological cultural resources.

Despite the negative results of the field survey, it cannot be entirely be ruled out that archaeological cultural resources could be encountered during project construction at the project site. Should archaeological deposits be encountered during project ground disturbance, a substantial adverse change in the significance of a historical resource would occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired (CEQA Guidelines Section 15064.5(b)(1)). To mitigate this potential impact, HARD would be required to implement Mitigation Measure CULT-1. With implementation of Mitigation Measure CULT-1, potential impacts to historical resources would be reduced to less than significant.

Mitigation Measure CULT-1: **Accidental Discovery of Archaeological Historical Resources.** Should an archaeological deposit be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology contacted to assess the situation, determine if the deposit qualifies as a historical resource, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. If the deposit is found to be significant (i.e., eligible for listing in the California Register of Historical Resources), HARD shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include recording the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared by the qualified archaeologist and submitted to HARD for review, and the final report shall be submitted to the Northwest Information Center at Sonoma State University. Significant archaeological materials shall be submitted to an appropriate local curation facility and used for future research and public interpretive displays, as appropriate.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ***(Less Than Significant with Mitigation Incorporated)***

According to the CEQA Guidelines, "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource" (CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed to determine if these qualify as "unique archaeological resources" (California PRC Section 21083.2).

Archaeological deposits identified during project construction (if any) shall be treated by HARD—in consultation with a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology—in accordance with Mitigation Measure CULT-1. With implementation of Mitigation Measure CULT-1, identified above, impacts to archaeological resources would be less than significant.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries? ***(Less-Than-Significant Impact)***

Based on previous archaeological investigation and analysis, there is a low potential for the disturbance of archaeological cultural resources or human remains. However, if human remains are encountered at the project site, State Health and Safety Code Section 7050.5 and State CEQA Guidelines Section 15064.5(e)(1) state that no further disturbance shall occur to the area of the find until the County Coroner has made a determination of origin and disposition of the human bone pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately and shall make a determination within two working days of being notified. If the remains are determined to be Native American, the County Coroner shall notify the NAHC by phone within 24 hours, and the NAHC shall then immediately determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment of the remains within 48 hours of being granted access to the site. MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Compliance with Section 7050.5 of the California Health and Safety Code and Public Resources Code Section 5097.98 regarding the treatment of human remains would ensure that potential impacts to human remains would be less than significant.

3.6 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? **(Less-Than-Significant Impact)***

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

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over a 12-month period. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction of the proposed park improvements. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, the idling times for construction vehicles would be restricted to 5 minutes or less and construction workers would be required to shut off idle equipment, as required by Mitigation Measure AIR-1. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant.

Operational Energy Use. Typically, energy consumption is associated with fuel used for vehicle trips and electricity and natural gas use. The proposed project would develop a new neighborhood park. None of the proposed project improvements would require the use of natural gas. Therefore, energy use consumed by the proposed project would only be associated with minimal electricity consumption associated with lighting and fuel usage associated with vehicle trips to the park.

Electricity consumption associated with the proposed project would be limited to pedestrian-scaled lighting provided along the proposed main pathways and security lighting consisting of pole-mounted light fixtures along the main interior pathways. Light levels in the park would be kept low

after hours to provide for safety/security, but are not intended to promote use of the park after the park is closed. Motion sensors would be installed to intensify light levels when movement is detected. Therefore, it is assumed that electricity consumption would be minimal.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 202,820 VMT per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015.[8] Therefore, using the USEPA fuel economy estimates for 2015, the proposed project would result in the consumption of approximately 9,219 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[9] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California. In addition, the proposed project would be accessible by non-vehicular travel modes and it is not expected that the proposed project would result in significant increased traffic volumes.

Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Construction and operation period impacts related to consumption of energy resources would be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ***(Less-Than-Significant Impact)***

In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

In compliance with the requirements of SB 1389, the CEC adopts an Integrated Energy Policy Report every 2 years and an update every other year. The CEC approved the 2019 Integrated Energy Policy Report in February 2020.[10] The 2019 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity,

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8 U.S. Department of Transportation. 2017. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: www.bts.gov/archive/publications/national_transportation_statistics/table_04_23 (accessed April 2021).

9 California Energy Commission. 2017. California Gasoline Data, Facts, and Statistics. Website: www.energy.ca.gov/almanac/transportation_data/gasoline (accessed April 2021).

10 California Energy Commission. 2019. *Notice of Request for Public Comments on the Draft Scoping Order for the 2019 Integrated Energy Policy Report*. Docket No. 19-IEPR-01.

integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC 2019 Integrated Energy Policy Report. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and this impact would be less than significant.

3.7 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:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. 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 18-1-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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ***(Less-Than-Significant Impact)***

The State of California enacted the Alquist-Priolo Earthquake Fault Zoning Act in 1972, requiring the State Geologist to delineate Earthquake Fault Zones (EFZ) along known active faults that have high potential for fault rupture. Active faults are defined as a fault that has surface displacement within the last 11,000 years.[11] State regulations prohibit habitable structures from being sited within 50 feet of an active fault. The project site is not located within or adjacent to an Alquist-Priolo

[11] California, State of. 2019. Department of Conservation. Alquist-Priolo Earthquake Fault Zones. Website: www.conservation.ca.gov/cgs/alquist-priolo (accessed April 8, 2021).

Earthquake Fault Zone.[12] Therefore, the project would have a less than significant impact on people and structures related to fault rupture.

ii. Strong seismic ground shaking? ***(Less-Than-Significant with Mitigation Incorporated)***

The project site and the entire San Francisco Bay Area are located in a seismically active region subject to strong seismic ground shaking. Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground-shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The magnitude of a seismic event is a measure of the energy released by an earthquake; it is assessed by seismographs that measure the amplitude of seismic waves. The intensity of an earthquake is a subjective measure of the perceptible effects of a seismic event at a given point. The Modified Mercalli Intensity (MMI) scale is the most commonly used scale to measure the subjective effects of earthquake intensity. It uses values ranging from I to XII.[13]

Mapping has been compiled by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) for the likely shaking intensities in the Bay Area that would have a 10 percent chance of occurring in any 50-year period. A large earthquake (magnitude 6.7 or greater) on one of the major active faults in the region would generate violent (MMI 9) ground shaking at the project site.[14]

The most significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements. No habitable structures would be constructed as part of the proposed project; however, implementation of the proposed project would increase the use of the project site and result in the construction of improvements in areas subject to seismic shaking. The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in building codes. Alameda County has adopted the 2019 California Building Code (Title 24, Part 2 of the California Code of Regulations [CBC]), which provides for stringent construction requirements on projects in areas of high seismic risk. The design and construction for the proposed project would be required to conform with, or exceed, current best standards for earthquake resistant construction in accordance with the most recent CBC adopted by the County and with the generally accepted standards of geotechnical practice for seismic design in Northern California.

Adherence to the 2019 CBC requires a site-specific geotechnical investigation to be performed for the proposed project to evaluate soil stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and

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12 California Geological Survey. 2019. California Earthquake Hazards Zone Application. Website: maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 8, 2021).

13 United States Geological Survey. 2018. The Modified Mercalli Intensity Scale. Website: www.usgs.gov/natural-hazards/earthquake-hazards/science/modified-mercalli-intensity-scale?qt-science_center_objects=0#qt-science_center_objects, (accessed February 8, 2021).

14 Metropolitan Transportation Commission and Association of Bay Area Governments. 2018. Probabilistic Earthquake Shaking Hazard Map. Website: mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8 (accessed April 8, 2021).

expansiveness; and that a geotechnical report be prepared to provide recommendations on foundation type and design criteria. Implementation of the following mitigation measure would reduce potential impacts associated with ground shaking to less than significant.

Mitigation Measure GEO-1: **Geotechnical Review.** Prior to grading, excavation, and construction of any park improvements, a design-level geotechnical report shall be prepared by a licensed professional and submitted to Alameda County for review and approval. The geotechnical review shall specifically address potential adverse geological conditions at the site, including but not limited to expansive soils and seismic shaking and verify that the project plans incorporate the current California Building Code requirements, and other applicable design standards. All design measures, recommendations, design criteria, and specifications set forth in the design-level geotechnical review shall be implemented as a condition of project approval.

iii. Seismic-related ground failure, including liquefaction? ***(Less-Than-Significant with Mitigation Incorporated)***

Liquefaction is the transformation of loose, fine-grained sediment to a fluid-like state similar to quicksand. This phenomenon occurs due to strong seismic activity, and lessens the soil's ability to support a structural foundation. The primary factors affecting the possibility of liquefaction in soil are: (1) intensity and duration of earthquake shaking; (2) soil type and relative density; (3) overburden pressures; and (4) depth to groundwater. Soil most susceptible to liquefaction is clean, loose, fine-grained sands and non-plastic silts that are saturated.

The California Geological Survey (CGS) has mapped Seismic Hazard Zones that delineate areas susceptible to liquefaction and/or landslides that require proposed new developments in these areas to conduct additional investigation to determine the extent and magnitude of potential ground failure. According to mapping by CGS,[15] the project site is located in an area mapped as a liquefaction hazard zone. The proposed project would be designed and constructed consistent with the most current earthquake resistance standards for Seismic Zone 4 in the CBC, which includes specifications for site preparation, such as compaction requirements for foundations. In addition, implementation of Mitigation Measure GEO-1, described above, would reduce potential impacts associated with these hazards to less than significant.

iv. Landslides? ***(Less-Than-Significant Impact)***

The proposed project is located on gently sloping terrain and the potential for landslide is low. The project would not result in any new habitable structures and therefore would not expose people or structures to potential substantial adverse effects from landslides. This impact would be less than significant.

[15] California Geological Survey. 2019, op. cit.

b. Would the project result in substantial soil erosion or the loss of topsoil? ***(Less-Than-Significant Impact)***

The potential for soil erosion exists during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established or hardscape is installed. Exposed soils could be entrained in stormwater runoff and transported off the project site. Construction specifications require the preparation of a Stormwater Pollution and Prevention Plan (SWPPP) prior to any ground disturbance activities as required by the National Pollutant Discharge Elimination System (NPDES) General Permit (GP) for Construction (Order 2009-009-DWQ). The SWPPP would provide the details of the erosion control measures to be applied on the project site during the construction period, including Best Management Practices (BMPs) for erosion control that are recognized by the RWQCB. Additional details regarding the SWPPP are provided in Section 3.9, Hydrology and Water Quality. Implementation of a SWPPP would reduce potential impacts to soil erosion or the loss of topsoil to a less than significant level.

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? ***(Less-Than-Significant Impact)***

Please refer to Section 3.7.a. The proposed project would be designed and constructed in accordance with standard engineering practices and the CBC. The project site not anticipated to become unstable as a result of the proposed project, or potentially result in on- or off-site landslides, liquefaction, or lateral spreading. Further, implementation of Mitigation Measure GEO-1, which would require preparation of a site-specific geotechnical evaluation and implementation of proposed geotechnical recommendations, would ensure that the proposed project would not result in a geologic hazard from landslide, lateral spreading, subsidence, liquefaction or collapse. This impact would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? ***(Less-Than-Significant Impact)***

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. Soils underlying the project site are composed of Clear Lake clay, drained, 0 to 2 percent slopes, according to the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey.[16] Clear Lake clay is a very deep, poorly drained soil type, with high shrink-swell potential.[17] According to the Subsurface Investigation Report prepared for the project,[18] the

[16] United States Department of Agriculture. Natural Resources Conservation Service. Web Soil Survey. Website: websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed April 8, 2021).

[17] United States Department of Agriculture Soil Conservation Service. 1975. *Soil Survey of Alameda County, Western Part*. Available online at: www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/california/CA610/0/alameda.pdf (accessed April 8, 2021).

[18] ACC Environmental Consultants, Inc. 2020, op. cit.

project site contains up to 2.5 feet of fill, based on soil borings conducted at the site. As outlined in Section 1.0, Project Information, the proposed project would include treatment of site soils, including full or partial removal of contaminated soil and import of clean soil material to the project site. Imported soil would comply with CBC requirements for backfill materials, which would reduce the potential for impacts associated with expansive soils. Implementation of Mitigation Measure GEO-1, described above, would further reduce potential impacts related to expansive soils. Therefore, this impact would be less than significant.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ***(No Impact)***

The proposed project would connect to the existing wastewater conveyance system. On-site treatment and disposal of wastewater is not proposed for the project; therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Less-Than-Significant with Mitigation Incorporated)***

No paleontological resources or unique geologic features are known to exist within the project site and ground disturbance for the proposed project is not expected to extend below a depth of 5 feet. Therefore, construction activities for the proposed project are not expected to extend deep enough to affect native soils or to impact scientifically important paleontological resources. Implementation of Mitigation Measure GEO-2, described below, would mitigate direct or indirect impacts to unique paleontological resources or unique geologic features in the event such resources are encountered during ground disturbance. With implementation of Mitigation Measure GEO-2, impacts to paleontological resources would be less than significant.

Mitigation Measure GEO-2: If paleontological resources are encountered during the course of ground disturbance, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for scientific significance. If determined to be significant, the fossil shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection.

3.8 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?	☐	☐	☒	☐

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one

unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***(Less-Than-Significant Impact)***

This section describes the proposed project's construction- and operational-related GHG emissions and contribution to global climate change. The BAAQMD has not addressed emission thresholds for construction in their CEQA Guidelines; however, the BAAQMD encourages quantification and disclosure. Thus, construction emissions are discussed in this section.

Construction Activities. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. As discussed in Section 3.3, Air Quality, construction emissions were estimated for the project using CalEEMod. As discussed in Section 1.0, Project Information, development of the project site would require the treatment of lead and PCB-impacted soils. At this time, two approaches are being considered for addressing hazardous materials at the project site. Treatment Approach 1 would remove and off-haul approximately 4,000 cubic yards of material and import approximately 5,200 cubic yards of material. Treatment Approach 2 would remove and off-haul approximately 1,200 cubic yards of material and import approximately 2,400 cubic yards of material. Both treatment approaches were evaluated in CalEEMod. Construction of the proposed project is anticipated to commence in 2024 and would extend for approximately 12 months. Construction would require use of typical construction equipment for grading the site and installing park facilities. In addition, the proposed project would require the demolition of the onsite buildings, which was included in CalEEMod. This analysis also assumes the use of Tier 2 construction equipment. CalEEMod output sheets are included in Appendix A.

Using CalEEMod, it is estimated that construction of the proposed project using Treatment Approach 1 would generate approximately 307.0 metric tons of CO_2e and construction of the proposed project using Treatment Approach 2 would generate approximately 282.1 metric tons of CO_2e. Implementation of Mitigation Measure AIR-1 would reduce GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. Therefore, project construction impacts associated with GHG emissions would be less than significant.

Operational Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks and buses), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste

disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The BAAQMD adopted quantitative GHG thresholds of significance for operational emissions in its CEQA Guidelines. According to the BAAQMD CEQA Guidelines, if a project is consistent with an adopted qualified GHG Reduction Strategy that meets the standards, it can be presumed that the project will not have significant GHG emission impacts. This approach is consistent with the State CEQA Guidelines, Section 15183.5, and is used in this analysis. Alameda County's Climate Action Plan meets the BAAQMD requirements for a Qualified GHG Reduction Strategy and is designed to streamline environmental review of future development projects in the County consistent with CEQA Guidelines Section 15183.5(b) and the BAAQMD CEQA Air Quality Guidelines. However, the County's Climate Action Plan identifies emission reduction goals to reduce GHG emissions in Alameda County by 15 percent below the 2020 business-as-usual emissions level, consistent with Assembly Bill (AB) 32. The proposed project would not be operational until post-2020; therefore, because the County's Climate Action Plan was prepared based on the 2020 GHG targets, which are now superseded by the 2030 GHG targets established in Senate Bill (SB) 32, the County's Climate Action Plan would not apply for streamlining.

In addition, the BAAQMD adopted quantitative GHG thresholds of significance for operational emissions in its CEQA Guidelines. The numeric thresholds set by the BAAQMD were also calculated to achieve the State's 2020 target for GHG emissions levels (and not the SB 32 specified target of 40 percent below the 1990 GHG emissions level). Because the project would begin operations in the post-2020 timeframe, the 2020 efficiency target of 1,100 metric tons of CO_2e per year threshold and 4.6 metric tons of CO_2e per year per service population, which has been the threshold most recently applied to development projects, would not apply.

The California Air Resources Board (CARB) has completed a Scoping Plan, which will be utilized by the BAAQMD to establish the 2030 GHG efficiency threshold. BAAQMD has yet to publish a quantified GHG efficiency threshold for the 2030 target. A scaled threshold consistent with State goals detailed in SB 32, Executive Order B-30-15, and Executive Order S-3-05 to reduce GHG emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, respectively was developed for 2021. Though the BAAQMD has not published a quantified threshold beyond 2020, this assessment uses a threshold of 880 metric tons of CO_2e per year or 3.7 metric tons of CO_2e per capita service population (employees plus residents) per year, which was calculated for the buildout year of 2025 based on the GHG reduction goals of SB 32 and Executive Order B-30-15.

Given the above, the proposed project would not have a significant effect on the environment if it would meet one of the following criteria:

- Result in operational-related GHG emissions of less than 880 metric tons of CO_2e a year; or
- Result in operational-related GHG emissions of less than 3.7 metric tons of CO_2e per capita service population (employees plus residents) per year.

Following guidance from the BAAQMD, GHG emissions were estimated using CalEEMod. Table 3.C shows the calculated GHG emissions for the proposed project. CalEEMod output sheets are included in Appendix A.

Table 3.C: GHG Emissions (Metric Tons Per Year)

Emissions Source	Operational Emissions			
	CO_2	CH_4	N_2O	CO_2e
Area Source Emissions	<0.1	0.0	0.0	<0.1
Energy Source Emissions	0.0	0.0	0.0	0.0
Mobile Source Emissions	73.4	<0.1	0.0	73.4
Waste Source Emissions	<0.1	<0.1	0.0	0.1
Water Source Emissions	0.8	<0.1	<0.1	0.8
Total Project Annual Emissions				**74.3**
BAAQMD Threshold				**880**
Exceed?				**No**

Source: LSA (April 2021).

As shown in Table 3.C, the proposed project would generate approximately 74.3 metric tons of CO_2e which be well below the numeric threshold of 880 metric tons CO_2e. The proposed project would not include any new residents or employees; therefore, the service population threshold would not apply. Since the proposed project would not exceed the numeric threshold of 880 metric tons CO_2e, operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment and this impact would be less than significant.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ***(Less-Than-Significant Impact)***

As discussed above, Alameda County's Climate Action Plan identifies emission reduction goals to reduce GHG emissions in Alameda County by 15 percent below the 2020 business-as-usual emissions level, consistent with AB 32. The proposed project would not be operational until post-2020; therefore, because the County's Climate Action Plan was prepared based on the 2020 GHG targets, which are now superseded by the 2030 GHG targets established in SB 32, the County's Climate Action Plan would not apply for streamlining. However, the Climate Action Plan sets forth goals and measures to achieve emission reductions; therefore, a qualitative analysis of the proposed project's consistency with these policies and strategies is provided. These policies and other strategies include measures in transportation, land use, building energy, water, waste, and green infrastructure. Since the proposed project would develop a new park and would not include new buildings, many of the Climate Action Plan measures related to land use, building energy, and waste wouldn't apply to the proposed project. The following measures are applicable to the proposed project:

- T-1: Improve bicycle infrastructure near community activity areas.
- T-3: Retrofit bicycle racks and parking facilities in underserved civic and commercial areas.
- T-4: Enhance pedestrian infrastructure within easy walking distance from community activity centers.
- T-5: Expand the traffic calming program to improve pedestrian safety.
- T-6: Improve pedestrian connectivity and route choice in neighborhoods.
- WT-2: Require new landscape projects to reduce outdoor potable water use by 40 percent.
- G-1: Expand the urban forest (e.g., street trees and trees on private lots) in order to sequester carbon and reduce building energy consumption.
- G-3: Establish a local community garden program to increase local food security and provide local recreation amenities.

The proposed project would develop a new neighborhood park in the Ashland community in unincorporated Alameda County. The proposed project would provide recreation and gathering space for this densely populated community. The proposed project is not expected to result in a significant increase in the generation of vehicle trips or VMT. In addition, the project site is located within walking or cycling distance from the surrounding residential area, and therefore would support the applicable Climate Action Plan transportation measures.

In addition, the proposed project would include demonstration gardens that may include native planting, drought tolerant planting, pollinating gardens, and succulent gardens. Furthermore, trees, shrubs, and groundcovers would be used throughout the park and most would be either native species or drought tolerant species for water conservation. The turf grass areas would require typical maintenance such as fertilizer and irrigation. An automatic irrigation system would be designed to minimize water use and be adapted to weather conditions and stormwater collection and treatment systems such a swales, detention basins, and storm drain lines would be included to address drainage within the project site. As such, the proposed project would support the applicable Climate Action Plan water and green infrastructure measures.

As described above, the proposed project would be consistent with applicable Climate Action Plan measures. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the GHG emissions. This impact would be less than significant.

3.9 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 one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☐	☒

A Phase I Environmental Site Assessment (ESA) was prepared for the project site.[19] The Phase I ESA evaluated the potential for past land uses to have impacted the environmental condition of the site through the review of historical information sources (e.g., historic aerial photos and maps) and government databases that list hazardous materials release sites and facilities that handle hazardous materials.

The Phase I ESA recommended that a Phase II ESA be conducted to evaluate the potential for petroleum hydrocarbon impacts to soil and groundwater at the project site. Given the age of the existing structures, the Phase I ESA also identified the potential for both lead-based paint (LBP) and asbestos-containing material (ACM) to be present within the existing structures on the site.

As described in the Phase I ESA, the project site has an open LUST case, associated with a former on-site underground storage tank (UST) that was reportedly installed in 1979 and removed in March 1988. Based on available information, soil and groundwater beneath the former UST were not sampled during removal of the former UST. A subsurface investigation of the site was conducted in

[19] Engeo Incorporated. 2019. *Phase I Environmental Site Assessment, Hemenez Property, San Leandro, California*. September 17.

November 2019 to assess the former UST and general subsurface conditions because of historic site use.[20] The study included 18 soil borings to approximately 3 feet bgs and another 11 soil borings for additional soil and groundwater sampling. Results from this study indicate that lead and PCBs are the primary constituents of concern in soils at the site. Six groundwater samples were also collected and groundwater was encountered at approximately 7 feet bgs. Volatile organic compounds (VOCs) were not detected in groundwater, with the exception of methyl tert-butyl ether (MTBE).

Soil analytical data were submitted to the ACDEH. ACDEH correspondence dated November 4, 2019 states that regulatory oversight to assess/remediate the site is required. The prior property owner entered into a Voluntary Cleanup Agreement (VCA) with the ACDEH. The case is currently regulated by ACDEH and identified as "Former Hank's Automotive Redevelopment" (Case # RO3392).[21]

On March 30 and 31, 2020, a subsurface investigation was conducted in which 44 shallow soil borings were done to assess the vertical and lateral extent of lead and PCB impacts to shallow soils at the project site. The investigation focused on soils at 1 foot bgs based on previous soil data for 0.5, 2, and 3 feet bgs. Soil analytical results were compared to the RWQCB ESLs. Lead was detected in soil up to a concentration of 320 milligrams per kilogram (mg/kg), which exceeds the corresponding Tier 1 ESL. PCBs were not detected in soil during this sampling event.

The subsurface investigation concludes that lead impacts at the residential portions of the project site are associated primarily with aerially-deposited lead-based paint. Lead concentrations decrease with distance from the houses, but are still generally elevated in surface soils throughout these locations. Based on available data lead impacts extend to approximately 1 foot bgs in the residential areas, but extends to approximately 2.5 feet bgs directly adjacent to the houses.

Lead and PCB impacts to soil at the existing tow yard are believed to be associated with fill material historically imported to the site. The fill material generally extends to approximately 2 feet bgs, but extends to 1 foot bgs at some portions of the project site and to approximately 2.5 feet bgs at other limited portions of the project site. As outlined in Section 1.0, Project Information, HARD proposes to implement soil treatment at the project site during the proposed park development, consistent with regulatory requirements and in coordination with ACDEH.

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***(Less Than Significant with Mitigation Incorporated)***

Construction. Construction of the proposed park would occur in two phases: (1) demolition and removal of the existing structures and debris on the site; and (2) soil treatment and construction of park improvements. Each phase of construction would require transport, use or disposal of hazardous materials.

Project construction would require demolition of the existing site structures, which require further investigation to determine if LBP and ACM are present. In addition, demolition activities would likely

[20] ACC Environmental Consultants, Inc. 2020, op. cit.
[21] Ibid.

disturb soils around these structures, which are known to contain lead. If these hazardous building materials were not appropriately abated and disposed of, demolition of existing structures could result in the release of these hazardous building materials into the environment and exposure of construction workers and the public.

The removal of hazardous building materials prior to demolition of structures is governed by federal and State laws and regulations. Federal regulations require that lead-based paint be removed prior to demolition if the paint is loose and peeling. Loose and peeling paint must be disposed of as a State and/or federal hazardous waste, if the concentration of lead exceeds applicable waste thresholds. State and federal construction worker health and safety regulations require air monitoring and other protective measures during demolition activities where lead-based paint is present, and notification to the California Division of Occupational Safety and Health (DOSH) for abatement activities.

Workers who conduct hazardous materials abatement and demolition activities must be trained in accordance with Occupational Health and Safety Administration (OSHA) and California OSHA (Cal-OSHA) requirements. Hazardous building materials removed during construction must be transported in accordance with U.S. Department of Transportation (DOT) regulations and disposed of in accordance with the federal Resource Conservation and Recovery Act (RCRA), the California Code of Regulations, and/or the California Universal Waste Rule at a facility permitted to accept the wastes. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. If asbestos is identified, the BAAQMD Regulation 11-2-401.3 requires notification to be made to BAAQMD prior to demolition activities. Other hazardous building materials, such as electrical equipment and fluorescent light ballasts containing PCBs, and fluorescent tubes or thermostats containing mercury, must be removed from buildings prior to demolition and disposed of in accordance with the California Universal Waste Rule and other federal and State regulations. Compliance with these regulations would ensure that demolition and removal of existing structures on the project site would be less than significant.

As described above, contaminated soil has been identified in areas through the project site. The proposed project development would include treatment of site soils, through either full removal of the contaminated soils or partial removal /capping. As a result, the proposed project would involve the excavation, transportation and disposal of approximately 1,200 to 4,000 cubic yards (1,680 to 5,600 tons) of soil containing lead and PCBs. The disturbance and improper management of contaminated soil during construction could cause the release of contaminants into the environment, and could result in exposure of the public and construction workers to hazardous materials. As described further below, consistent with regulatory requirements, HARD would prepare a CAP, as well as a Corrective Action Implementation Plan (CAIP) for ACDEH approval to ensure protection of construction workers, current and future site occupants, and the community during and subsequent to any soil treatment work. In addition, implementation of Mitigation Measure HAZ-1, which requires preparation and implementation of a Health and Safety Plan would ensure impacts to construction and maintenance workers during any disturbance of contaminated on-site soils would be less than significant.

Mitigation Measure HAZ-1: HARD shall hire a qualified contractor to prepare a site-specific Health and Safety Plan (HSP). The HSP shall establish soil management and control specifications for excavation, grading, and construction activities, including procedures for evaluation of soil disposal options, and health and safety provisions for monitoring the exposure of construction workers to contaminants. The HSP shall be submitted to HARD and ACDEH for review and approval. ACDEH would review and approve the HSP and the project contractor would implement the recommended soil management and control specifications.

During construction of proposed park improvements, hazardous materials (e.g., fuel, oils, and paints) would be routinely transported, stored, and used at the project site. Because the proposed project would result in soil disturbance greater than 1 acre, management of hazardous materials during construction activities would be subject to the requirements of the Stormwater Construction General Permit (described in detail under Section 3.10, Hydrology and Water Quality), which requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed (completely enclosed). Compliance with existing regulations and implementation of the SWPPP during construction would ensure that potential impacts associated with hazardous material use, transport, and disposal are considered less than significant.

Operation. The proposed project would result in the development of a park. Normal operations would not introduce potentially hazardous materials. As outlined in the project description, the turf areas would require typical maintenance such as fertilizer and irrigation. California law requires all facilities that use or store more than certain quantities of hazardous materials on-site to file hazardous materials business plans that list and map the location of onsite hazardous materials storage and use and that describe procedures in the event of an accident.

As outlined in Section 1.0, Project Information, the proposed project would include treatment of site soils, through either full removal of the contaminated soils or partial removal /capping. Soil treatment would be conducted with oversight from ACDEH and in compliance with State and federal regulations to ensure safety of park users.

Compliance with existing regulations described above and implementation of the CAP/CAIP and the HSP, required by Mitigation Measure HAZ-1, would ensure that potential impacts from the routine transport, use, or disposal of hazardous materials during construction and operation of the proposed project would be less than significant.

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? ***(Less Than Significant with Mitigation Incorporated)***

Construction. As described above, construction of the proposed project would require demolition and removal of existing structures and contaminated soil from the project site, as well as use of

hazardous materials (e.g., oils, fuels, solvents, paints) associated with construction of proposed park improvements. An accidental release of these hazardous materials during project construction could result in exposure of construction workers, the public, and/or the environment to hazardous materials.

As discussed above, the proposed project would be subject to the requirements of the Construction General Permit, which requires preparation and implementation of a SWPPP to reduce the risk of spills or leaks from reaching the environment, including procedures to address minor spills of hazardous materials. Measures to control spills, leakage, and dumping must be addressed through structural as well as nonstructural BMPs, as required by the Construction General Permit. For example, equipment and materials for cleanup of spills must be available on site, and spills and leaks must be cleaned up immediately and disposed of properly. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

The transportation of hazardous materials is subject to both RCRA and DOT regulations. Hazardous materials would be transported by a licensed hazardous waste hauler and disposed of at facilities that are permitted to accept such materials. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill), and is responsible for the discharge cleanup.

As described above, consistent with regulatory requirements, HARD would prepare a CAP that ACDEH would review and approve prior to approval of the Conditional Use Permit (CUP) for the project. HARD would also be required to prepare a CAIP, which would be reviewed and approved by ACDEH prior to demolition/construction activities. In addition, an HSP would be prepared and implemented consistent with Mitigation Measure HAZ-1, to ensure contaminated soils and materials are appropriately handled, removed from the site and disposed of, in compliance with federal, State and local regulations. The HSP would address potential impacts to construction workers per Cal-OSHA requirements; the CAP would addresses off-site receptors, soil disposal, and perimeter air monitoring. With implementation of Mitigation Measure HAZ-1 and compliance with regulatory requirements, impacts associated with the accidental release of hazardous materials would be less than significant.

Operation. The proposed project would not involve storage or use of hazardous materials (except for small quantities for landscape maintenance as described above) or generation of significant hazardous wastes. In addition, as described above, HARD would remove and/or cap the contaminated on-site soils prior to construction of park improvements, as required by and with oversight from ACDEH to ensure the safety of park users. As such, potential significant impacts related to a foreseeable upset associated with operation of the proposed park would not be expected. This impact would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***(Less Than Significant with Mitigation Incorporated)***

The project site is located approximately 0.2 miles southeast of Hillside Elementary School, located at 15980 Marcella Street, San Leandro. As described in Sections 3.8.a and 3.8.b, HARD would require the project contractor follow the ACDEH-approved CAIP, which would reduce the potential for release of hazardous materials. In addition, HARD would be required to comply with all applicable local, State, and federal regulations and standards related to hazardous emissions and materials. With implementation of Mitigation Measure HAZ-1 and compliance with regulatory requirements, impacts associated with the emission or handling of hazardous materials within 0.25 miles of an existing or proposed school would be less than significant.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ***(Less Than Significant with Mitigation Incorporated)***

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop, at least annually, an updated list of hazardous materials release sites known as the Cortese List. As described in the Phase I ESA, the project site is included on several regulatory databases. The case is currently regulated by ACDEH and identified as "Former Hank's Automotive Redevelopment" (Case # RO3392). The project area is therefore included on lists of hazardous materials release sites compiled pursuant to Government Code Section 65962.5. As discussed above, the disturbance of soil impacted with hazardous materials could result in a release of hazardous materials into the environment. Implementation of Mitigation Measure HAZ-1 would reduce potential impacts associated with the release of hazardous materials to less than significant. Therefore, with implementation of Mitigation Measure HAZ-1, the proposed project would not create a significant hazard to the public or the environment as a result of being located on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5.

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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? ***(Less-Than-Significant Impact)***

The project site is not located within an airport land use plan, or within 2 miles of a public airport or public use airport. The closest airports to the project site are the Hayward Executive Airport, located approximately 2.6 miles south of the project site and the Oakland International Airport, located approximately 5 miles west of the project site. The proposed project would include development of a neighborhood park, with passive recreation uses. Proposed improvements would be largely at-grade. The proposed project would not increase residential density, would not be an incompatible land use, would not increase the height such that it would create a hazard or obstruction, and would not result in the addition of a characteristic that would create a hazard to air navigation. Therefore, the proposed project would have a less-than-significant impact related to airport safety hazards.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***(Less-Than-Significant Impact)***

The Alameda County Emergency Operations Center (EOC) is coordinated and maintained by the Alameda County Sheriff's Office of Emergency Services (OES). Alameda County OES coordinates county-wide emergency response efforts including the preparation and implementation of the Alameda County Emergency Operations Plan (EOP)[22] and the Alameda County Local Hazard Mitigation Plan.[23] However, the EOP does not indicate the specific emergency evacuation routes within Alameda County. The proposed project would construct a community park within an existing residential neighborhood. It is not located along an identified evacuation route, nor would it affect local roadways. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Because the proposed project would not substantially alter or block the adjacent roadways, the proposed project would not be expected to impair the function of nearby emergency evacuation routes. Therefore, the proposed project would have a less than significant impact on implementation of an adopted emergency response plan or emergency evacuation plan.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ***(No Impact)***

The project site is in an urban area and is not within or adjacent to a wildland fire hazard area.[24] Therefore, the proposed project would not expose people or structures to a significant loss, injury or death involving wildland fires.

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22 Alameda County Sheriff's Office of Homeland Security and Emergency Services. 2007. *Emergency Operation Plan.* Available online at: www.acgov.org/gsa/purchasing/document/EXHIBIT_R _Emergency_Operation_Plan.pdf (Accessed April 13, 2021)

23 Alameda, County of. 2016. *County of Alameda 2016 Local Hazard Mitigation Plan.* October.

24 CAL FIRE. 2020. California Fire Hazard Severity Zone Viewer. Website: gis.data.ca.gov/datasets/ 789d5286736248f69c4515c04f58f414 (accessed April 13, 2021).

3.10 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 groundwater 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 offsite;	☐	☐	☒	☐
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?	☐	☐	☒	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ***(Less-Than-Significant Impact)***

The State Water Resources Control Board (State Water Board) and nine Regional Water Quality Control Boards regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, including the project site, the Water Board is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region.

Runoff water quality is regulated by the NPDES Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Locally, the NPDES Program is administered by the Water Board. The project site would be under the jurisdiction of the San Francisco RWQCB, and the Alameda Countywide Clean Water Program (ACCWP), of which Alameda County is a participant. ACCWP is a group of local government agencies that operate under one common NPDES Municipal Regional Stormwater Discharge Permit. Compliance with the Municipal NPDES Permit is required by State and federal law, and new construction projects must comply with the NPDES Construction General Permit.

Construction activities associated with the proposed project would cause disturbance of soil during excavation work, which could adversely impact water quality. Contaminants from construction vehicles and equipment and sediment from soil erosion could increase the pollutant load in runoff being transported to receiving waters during development. Although surface runoff from the site would likely decrease with the proposed project (due to the proposed stormwater treatment measures), runoff from the proposed landscaped areas may contain residual pesticides and nutrients (associated with landscaping) and sediment and trace metals (associated with atmospheric deposition) during operation of the project.

Construction Activities. Any construction activities, including grading, that would result in the disturbance of 1 acre or more would require compliance with the State Water Resources Control Board's NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, NPDES No. CAS000002) (Construction General Permit).[25] The project site is approximately 1.4 acres and as such, would be required to comply with the Construction General Permit. On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and soil stockpiling. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments, and construction materials and must include a list of Best Management Practices (BMPs) to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exits and perimeter controls to avoid tracking sediment off-site onto adjacent roadways. A SWPPP also defines proper building material staging and storage areas, paint and concrete washout areas, describes proper equipment/vehicle fueling and maintenance practices, measures to control equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan. Compliance with the requirements of the Construction General Permit would ensure that the proposed project would result in less-than-significant impacts to water quality during construction.

Operation Activities. Implementation of the proposed park project would replace the existing impervious surfaces at the project site with largely pervious surface areas, including landscaping and turf areas, which would improve filtration of stormwater runoff. Although runoff from the proposed landscaped areas may contain residual pesticides and nutrients (associated with landscaping) and sediment and trace metals (associated with atmospheric deposition) operation of the proposed project is not anticipated to contribute to the long-term degradation of runoff water quality and as a result, adversely affect water quality in the receiving waters and San Francisco Bay. The proposed project would be considered a "regulated project" under the Regional Water Quality Control Board Municipal Regional Permit (MRP)[26] implemented in November 2015 by Order R2-2015-0049, indicating that the State Water Board has determined the size and nature of the project has the

[25] State Water Resources Control Board. 2009. Division of Water Quality. *Construction General Permit Fact Sheet*. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ

[26] California Regional Water Quality Control Board San Francisco Bay Region. 2015. Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008. November 15.

potential to discharge a significant pollutant load to stormwater runoff and receiving waters. Provision C.3 of the MRP requires new development and redevelopment projects that would replace more than 10,000 square feet of existing impervious surfaces to include post-construction stormwater control in project designs. Under the C.3 requirements, the preparation and submittal of a Stormwater Control Plan (SCP) would be required for the project site. The purpose of a SCP is to detail the design elements and implementation measures necessary to meet the post-construction stormwater control requirements of the MRP. In particular, SCPs must include Low Impact Development (LID) design measures, which reduce water quality impacts by preserving and recreating natural landscape features, minimizing imperviousness, and using stormwater as a resource, rather than a waste product. The proposed project would also be required to prepare a Stormwater Facility Operation and Maintenance Plan to ensure that stormwater control measures are inspected, maintained, and funded for the life of the project. Compliance with the C.3 requirements of the MRP would ensure that operation-period impacts to water quality would be less than significant.

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? ***(No Impact)***

The proposed project would not require the use of groundwater, as no restrooms are proposed and limited potable water would be required to serve the project site. Due to the depth of groundwater, dewatering is not anticipated during construction activities. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. No impact would occur.

c. 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:

i. Result in substantial erosion or siltation on- or off-site; ***(Less-Than-Significant Impact)***

During construction activities, soil would be exposed and disturbed, and drainage patterns would be temporarily altered, resulting in an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. As discussed above in Section 3.10.a above, the Construction General Permit requires preparation of a SWPPP and implementation of construction BMPs to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Therefore, adherence to the requirements of the Construction General Permit would ensure that construction of the project would result in a less than significant impact related to this topic.

Implementation of the proposed park project would not result in a significant increase in impervious surface area or an associated increase in the volume and rate of runoff during a storm. Additionally, the proposed project would implement design features to protect existing drainage patterns and avoid impacts to drainage areas. Therefore, no significant change to the existing drainage pattern

would occur resulting in on-site or off-site effects from erosion and siltation. This impact would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; ***(Less-Than-Significant Impact)***

Construction activities associated with implementation of the proposed project would temporarily alter on-site drainage patterns and compact soil, which can increase the volume and velocity of storm water runoff. However, construction activities would be temporary, and the increase in runoff would not be substantial. As discussed in Section 3.10.a above, the Construction General Permit requires the preparation of a SWPPP to identify construction BMPs to be implemented as part of the project to reduce impacts to water quality during construction, including those impacts associated with flooding. Therefore, adherence to the Construction General Permit would ensure that construction activities would result in a less than significant impact.

Implementation of the proposed project would not result in a significant increase in impervious surface area or an associated increase in the volume and rate of runoff during a storm. No significant change to the existing drainage pattern which would result in on-site or off-site flooding would occur. This impact would be less than significant.

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 ***(Less-Than-Significant Impact)***

Refer to Section 3.9.a and 3.9.c. The proposed project would not create or contribute runoff that would exceed the existing or planned stormwater drainage systems. The proposed project could result in additional sources of polluted runoff; however, compliance with State and City requirements for preparation of a SWPPP and a SCP would ensure that potential impacts associated with runoff and stormwater drainage systems would be less than significant.

iv. Impede or redirect flood flows? ***(Less-Than-Significant Impact)***

The project site is not located within a flood hazard area mapped by the Federal Emergency Management Agency (FEMA).[27] Implementation of the proposed project would result in the development of a neighborhood park. Proposed park facilities would not impede or redirect flood flows. This impact would be less than significant.

[27] Federal Emergency Management Agency. 2009. FEMA Flood Map Service Center: Search by Address. Website: msc.fema.gov/portal/search?AddressQuery=16081%20Mateo%20Street%2C%20San%20Leandro#searchresultsanchor (accessed April 12, 2021). August.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ***(Less-Than-Significant Impact)***

The project site is not located within a mapped tsunami inundation area for Alameda County,[28] and no seismically induced seiche waves have ever been documented in the San Francisco Bay area.[29] As described above, the project site is not located within a flood hazard area mapped by FEMA. Additionally, the proposed project would implement various design features to ensure contaminants would be contained. Therefore, this impact would be less than significant.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ***(Less-Than-Significant Impact)***

As noted above, the proposed project would implement various design features to ensure the proposed project would have a less-than-significant impact related to water quality. Additionally, the proposed project would not include the use of groundwater and would not substantially increase the amount of impervious surfaces on the project site, and therefore would not interfere with groundwater recharge in the vicinity of the project site. Therefore, this impact would be less than significant.

[28] California, State of. 2021. California Emergency Management Agency. Tsunami Hazard Area Map Application. Website: www.conservation.ca.gov/cgs/tsunami/maps#how-to-cite (accessed April 12, 2021)

[29] Association of Bay Area Governments and Metropolitan Transportation Commission. 2017. *Plan Bay Area 2040 Final Environmental Impact Report*. July 16.

3.11 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? ***(Less-Than-Significant Impact)***

The physical division of an established community typically refers to the construction of a feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

The project area is located in an urban area and is surrounded by commercial, residential, and public uses. The proposed project would result in the construction of a new neighborhood park within an existing residential neighborhood. Access to the project site would be via an existing roadway. The proposed project would not result in the realignment or closure of any existing roads. Therefore, the proposed project would not result in the physical division of an established community or adversely affect the continuity of land uses in the vicinity, and this impact would be less than significant.

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? ***(Less-Than-Significant Impact)***

The project site is located within an urban area in unincorporated Alameda County. The project site consists of a 1.4-acre property comprised of three separate parcels, which are currently developed with single-family residences, a small office structure, a small storage shed, a car port, two storage containers, and a repair shop with a roll-up garage door. The site is surrounded by commercial and residential land uses.

The project site is located within the Ashland area of unincorporated Alameda County and is subject to the land use and zoning designations of the Eden Area General Plan (2010) and the Alameda County zoning ordinance (Title 17, Zoning, of the Alameda County Municipal Code [1966, as amended through 2021]).

Following is an evaluation of the proposed project's consistency with the applicable goals and policies of the General Plan and Zoning Ordinance. In reviewing this section, it is important to understand that the determination of whether a project is consistent with a specific policy can be subjective, and that consistency determinations are best made with a broad understanding of the

often-competing policy objectives in a planning document. As a result, policy consistency determinations are ultimately made by the local decision-making body. As previously discussed, HARD is the lead agency for environmental review. The West County Zoning Adjustment Board would determine the proposed project's consistency with the County's applicable plans and policies, as part of the Conditional Use Permit approval. The analysis in this chapter is intended to provide decision-makers with a list of the goals and policies that are pertinent to the proposed project and the project site, and a recommendation regarding whether or not the proposed project would directly conflict with relevant planning directives. These recommendations are intended to supplement decision-makers' own understanding of the various policy considerations. A conflict with an applicable policy is not itself a significant impact unless it results in a significant environmental impact, as described below.

Per CEQA Guidelines, policy conflicts do not, in and of themselves, constitute significant environmental impacts. Policy conflicts are considered to be environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this Initial Study/Mitigated Negative Declaration (IS/MND) under specific topical sections.

General Plan. The Eden Area General Plan designates the site as MDR. The MDR designation allows for a mix of single-family, duplex, triplex, townhouse and multi-family buildings with densities ranging from 10 to 22 dwelling units per acre. Mobile home parks are also allowed, where appropriate. Uses such as community centers, parks, schools, places of worship, care centers and home occupations may also be permitted in residential areas.

The proposed project would be consistent with the following applicable General Plan goals and policies as discussed below.

Goal LU 5. Allow appropriately scaled development in Neighborhoods.

- **Policy P3.** The creation of new parks shall be encouraged within Neighborhoods on vacant or underutilized parcels.

Goal PR 1. Improve the quality of life in the Eden Area through the maintenance and improvement of parks and recreation facilities.

- **Policy P1.** A full range of parks and recreational facilities should be provided for Eden Area residents of all ages and physical capabilities.

- **Policy P3.** Park facilities in the Eden Area should maintain a balance between active and passive recreation and should ensure that the park system benefits a diverse range of interest groups.

- **Policy P4.** The County, working with HARD, shall strive to achieve a combined park acreage-to-population ratio of five acres per 1,000 population for local and community parks in the Eden Area.

- **Policy P5.** The County shall work with HARD to locate a park that is accessible to every Eden Area resident by foot or transit.
- **Policy P6.** The County shall work with HARD to identify sufficient, appropriately-located land to meet the park standards identified in HARD's parks Master Plan.
- **Policy P7.** New and rehabilitated parks in the Eden Area shall comply with the requirements and standards in the Americans with Disabilities Act (ADA).
- **Policy P9.** All park and recreation lands shall, to the greatest extent feasible, be dedicated and held inviolate in perpetuity, protected by law against diversion to non-recreational purposes and against invasion by inappropriate uses. Exceptions to this policy may be made in the interest of acquiring additional park land or recreation facilities.

Goal PR 2 Develop new parks and recreational facilities in the Eden Area to meet existing deficiencies.

- **Policy P1.** Work with HARD to identify strategic locations for new or expanded parks in the Eden Area.
- **Policy P2.** Given limited land availability, the County shall work with HARD to establish highly programmed recreation centers.
- **Policy P3.** Priorities for new park and recreational facilities should include: community centers, playgrounds, swimming pools, dog parks, athletic fields, a gymnasium, picnic sites and a skate park.
- **Policy P7.** New parks and recreation facilities shall be designed to maximize usable open space, avoid conflicts with adjacent neighborhoods and provide direct pedestrian and bicycle access between homes and parks.
- **Policy P8.** To the extent feasible, new investments in parks should be focused on neighborhoods that are the least served in terms of park access and variety of recreational amenities.
- **Policy P9.** To the greatest extent feasible, new neighborhood and community parks should be located in predominantly residential areas.

The proposed project would involve the development of a new neighborhood park within an existing residential neighborhood. The proposed project would redevelop an existing site with a mix of recreational facilities that would serve community needs and provide opportunities for increased physical activity and social interaction within a currently underserved neighborhood. The proposed park would be compatible with the mix and intensity of uses located within the vicinity of the site, which generally consist of residential, commercial, and public uses.

Zoning Ordinance. The project site is located within the RS-D15, Suburban Residential (minimum 1,500 square feet per dwelling unit) zoning district. The Suburban Residential districts were

established to regulate and control the development in appropriate areas of relatively large building sites at various densities in harmony with the character of existing or proposed development in the neighborhood, and to assure the provision of light, air and privacy, and the maintenance of usable open space in amounts appropriate to the specific types and numbers of dwellings permitted. Adherence to a specified site development review plan is required. Permitted uses in the RS district include one-family dwelling, two family dwelling, multiple dwelling or dwelling group; field crop, orchard or garden; medical or residential care facility for up to six persons per unit; and licensed transitional or supportive housing for up to six persons per unit. Community facilities are permitted as a conditional use, if approved by the Board of Zoning Adjustments.

The proposed project would construct a neighborhood park, which is permitted under the County's zoning ordinance with a Conditional Use Permit. Further, the proposed project would contribute to implementing the Eden Area General Plan goals and policies related to the provision of parks and recreation facilities.

Additional relevant policies relate to the protection of natural resources, water quality, cultural resources, visual resources, air quality, public safety from natural and human-caused hazards, provision of public services, noise and traffic. Many of the project impacts related to these topics are less than significant or are limited to the short-term construction phase of the project as described in the relevant sections of this document. With implementation of the mitigation measures contained in this document, the proposed project is consistent with all the relevant regulations and policies contained in these documents. This impact would be less than significant.

3.12 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? **(No Impact)***

Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat and oil bearing rock, but excluding geothermal resources, natural gas and petroleum. Rock, sand, gravel and earth are also considered minerals by the Department of Conservation when extracted by surface mining operations. The project site is currently developed with residential and automobile repair uses. It is not located in a designated mineral resource area. Therefore, the project would not result in the loss of available of a known mineral resources that would be of value of the region and residents of the state. No impact would occur.

*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? **(No Impact)***

Please refer to Section 3.11.a. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery site. Therefore, no impact related to the availability of a mineral resources recovery site would occur.

3.13 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 2 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?	☐	☐	☐	☒

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, Alameda County.

Alameda County outlines noise standards within Chapter 6.60, Noise of the Municipal Code. The noise ordinance sets exterior noise level standards for receiving land uses, as identified in Table 3.D below. In addition, as identified in the Municipal Code, construction noise is exempt from the County's noise standards when activities occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. to 5:00 p.m. Saturday and Sunday.

Table 3.D: Receiving Land Use – Noise Level Standards, dBA

Category	Cumulative Number of Minutes in Any One Hour	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
Single or Multiple-Family Residential, School, Hospital, Church, or Public Library Properties			
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65
Commercial Properties			
1	30	65	60
2	15	70	65
3	5	75	70
4	1	80	75
5	0	85	80

Source: Alameda County, Code of Ordinances, Title 6 – Health and safety. Chapter 6.60 Noise (March 2021).

Certain land uses are considered more sensitive to noise than others. Examples of these land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. Adjacent land uses include the Grace Baptist Church to the southeast; the Tiburcio Vasquez Health Center, undeveloped land and multi-family residential uses to the southwest; Mateo Street to the northeast; and single-family and multi-family residential uses to the north and west. Commercial uses are located further to the southwest along East 14th Street. The closest sensitive receptors to the proposed project include the single-family residences located immediately north of the project site along Rochi Court.

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? ***(Less Than Significant with Mitigation Incorporated)***

The following section describes how the short-term construction and long-term operational noise impacts of the proposed project would be less than significant with mitigation.

Short-Term (Construction) Noise Impacts. Project construction would result in short-term noise impacts on the nearby sensitive receptors. Maximum construction noise would be short-term,

generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table 3.E lists typical construction equipment noise levels (L_{max}) recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site, which would incrementally increase noise levels on roads leading to the site. As shown in Table 3.E, there would be a relatively high single-event noise exposure potential at a maximum level of 84 dBA L_{max} with trucks passing at 50 feet.

Table 3.E: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet[1]
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
L_{max} = maximum instantaneous sound level

The second type of short-term noise impact is related to noise generated during grading and construction on the project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table 3.E lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Typical maximum noise levels range up to 87 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As discussed in the Section 1.0, Project Information, construction is anticipated to commence in 2024 and would extend for approximately 12 months. Construction would require use of typical construction equipment for grading the site and installing park facilities. Construction would occur daily during daylight hours, from approximately 7:00 a.m. to 5:00 p.m. Construction staging would occur on the project site. Construction workers, equipment and deliveries would access the site via Mateo Street.

Other construction details (e.g., construction worker and truck trips and fleet activities) are not yet known; therefore, this analysis assumes that a dump truck and scraper would be operating simultaneously during construction. Based on the typical construction equipment noise levels shown in Table 3.E, noise levels associated with a dump truck and scraper operating simultaneously would be approximately 87 dBA L_{max} at 50 feet.

As noted above, the closest sensitive receptors to the proposed project include the single-family residences located immediately north of the project site along Rochi Court and Grace Baptist Church located immediately southeast of the project site. The property lines of these sensitive receptors are located immediately adjacent to the project site; however the closest sensitive receptor buildings are located approximately 5 feet from the project site. At 5 feet, there would be an increase of approximately 20 dBA from the increased distance compared to the noise level measured at 50 feet from the active construction area. Therefore, the closest sensitive receptor may be subject to short-term maximum construction noise reaching 107 dBA L_{max} during construction. However, all surrounding sensitive receptors have a solid wood fence, which would reduce construction noise by a minimum of 5 dBA. Therefore, the closest sensitive receptor may be subject to short-term maximum construction noise reaching 102 dBA L_{max} during construction. In addition, construction equipment would operate at various locations within the 1.4-acre project site and would only generate this maximum noise level when operations occur closest to the receptor.

Construction of the proposed project would occur during daylight hours, from approximately 7:00 a.m. to 5:00 p.m. daily. Construction noise is permitted by Alameda County when activities occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. to 5:00 p.m. Saturday and Sunday. In addition, Mitigation Measure NOI-1 would be required to limit construction activities to daytime hours and would reduce potential construction period noise impacts for the indicated sensitive receptors to less-than-significant levels.

Mitigation Measure NOI-1: The project contractor shall implement the following measures during construction of the project:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.
- Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all construction activities.
- Ensure that all general construction related activities are restricted at a minimum to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. to 5:00 p.m. Saturday and Sunday for consistency with the County ordinance.
- Designate a "disturbance coordinator" at the County who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem.

Implementation of Mitigation Measure NOI-1 would limit construction hours and require the construction contractor to implement noise reducing measures during construction, which would reduce short-term construction noise impacts to a less-than-significant level.

Operational Noise Impacts. The project would generate long-term noise impacts from both traffic and stationary noise sources, as discussed below.

Traffic Noise Impacts. Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic

speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level.

As identified in Section 3.17, Transportation, the proposed project would generate approximately 95 average daily trips, with approximately 8 trips occurring in the AM peak hour and approximately 14 trips occurring in the PM peak hour. Due to the minimal increase in average daily trips, project trips would not result in a perceptible noise increase along any roadway segment in the project vicinity and therefore, would be less than significant.

Stationary Noise Impacts. The proposed project would include a new neighborhood park that would provide recreation and gathering space. Outdoor activity typically generates maximum noise levels of 70 dBA L_{max} at 50 feet.

The closest sensitive receptors to outdoor activity areas include the Grace Baptist Church located immediately southeast of the project site, approximately 30 feet south of the multi-use court and the single-family residences located immediately north of the project site, approximately 50 feet from the multi-purpose lawn. At 30 feet, there would be an increase of approximately 4 dBA due to the decreased distance from the baseline noise level of 70 dBA L_{max} at 50 feet. Therefore, maximum noise levels generated by outdoor activity areas would be approximately 74 dBA L_{max} at the closest sensitive receptors. Due to the intermittent nature of outdoor play noise, when averaged over a 30-minute period, this noise level would be expected to be below the County's daytime standard of 50 dBA L_{eq} for receiving residential land uses and 65 dBA L_{eq} at the nearest receiving commercial land use. The proposed project would not be operational between 10:00 p.m. and 7:00 a.m., therefore the County's nighttime (10:00 p.m. to 7:00 a.m.) exterior noise level standard of 45 dBA L_{eq} for receiving residential land uses and 60 dBA L_{eq} for receiving commercial land uses would not be exceeded.

Furthermore, the project site is currently developed and consists of several single-family residences, a small office structure, a small storage shed, a car port, two storage containers, and a repair shop with a roll-up garage door. As such, it is expected that noise levels associated with the proposed project would be similar to existing conditions. Therefore, stationary source noise impacts would be less than significant.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ***(Less Than Significant with Mitigation Incorporated)***

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves.

Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis of on-road vehicles is necessary. Therefore, once constructed, the proposed project would not contain uses that would generate groundborne vibration. This impact would be less than significant.

Construction Vibration. Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in vibration velocity in decibels (VdB) and will assess the potential for building damages using vibration levels in peak particle velocity (PPV) (in/sec) because vibration levels calculated in root-mean-square (RMS) are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 3.F shows the PPV and VdB values at 25 feet from a construction vibration source. As shown in Table 3.F, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment. At this level, groundborne vibration would result in potential annoyance to residents and workers, but would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels.

Table 3.F: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 feet	
	PPV (in/sec)	L_V (VdB)[a]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2018).
[a] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
µin/sec = micro-inches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_v dB\ (D) = L_v dB\ (25\ ft) - 30\ Log\ (D/25)$$
$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet. The project site is surrounded by a variety of residential and commercial uses. Adjacent land uses include the Grace Baptist Church to the southeast; the Tiburcio Vasquez Health Center, undeveloped land and multi-family residential uses to the southwest; Mateo Street to the northeast; and single-family and multi-family residential uses to the north and west. Commercial uses are located further to the southwest along East 14th Street. The closest sensitive receptors to the proposed project include the single-family residences located immediately north of the project site along Rochi Court, approximately 10 feet from the existing structures that would be demolished. Using the formula above, groundborne vibration levels associated with demolition and heavy construction equipment would exceed the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage when heavy construction equipment is used within 15 feet of existing structures. Therefore, implementation of Mitigation Measure NOI-2 would be required to reduce construction-related vibration impacts.

Mitigation Measure NOI-2: The project contractor shall implement the following measures during construction of the project:

- Operate demolition and earth-moving equipment on the project site as far away from existing structures as possible.

- Phase demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period.
- Select demolition methods involving little to no impact, where possible. For example, sawing structures into sections that can be loaded onto trucks results in lower vibration levels than impact demolition by pavement breakers. Milling generates lower vibration levels than excavation using clam shell or chisel drops.
- Avoid the use of heavy construction equipment within 15 feet of existing structures.

Implementation of Mitigation Measure NOI-2, would ensure that construction vibration level would be below the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage. Although construction vibration levels at nearby buildings would have the potential to result in annoyance, these vibration levels would no longer occur once construction of the project is completed. Therefore, groundborne vibration impacts from construction activities associated with the proposed project would be considered less than significant.

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 2 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? ***(No Impact)***

The project area is not located within an airport land use plan, or within 2 miles of a public airport or public use airport. Aircraft noise is occasionally audible at the project site; however, no portion of the project site lies within the 60 dBA CNEL noise contours of any public airport nor does any portion of the project site lie within 2 miles of any private airfield or heliport. Therefore, the proposed project would not result in the exposure of people residing or working in the project area to excessive noise levels. There would be no impact.

3.14 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 (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing 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)? ***(No Impact)***

The proposed project would improve the project site as a neighborhood park. No new housing, commercial or industrial space would be developed as part of the proposed project. The proposed project would not result in the conversion of adjacent land uses, or provide access to previously inaccessible areas. It would not provide additional major infrastructure or increase the capacity of the existing water system. Therefore, the proposed project would not directly or indirectly induce substantial population growth.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ***(Less-Than-Significant Impact)***

As outlined in Section 1.0, Project Information, the project site is currently developed with several single-family residences constructed between 1930 and 1960, a small office structure, a small storage shed, a car port, two storage containers, and an automotive repair shop with a roll-up garage door. These facilities would be demolished prior to commencement of park construction. Although the proposed project would result in the removal of three residences at the project site, these houses are currently vacant and the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, this impact would be less than significant.

3.15 PUBLIC SERVICES

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

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

i. Fire protection? ***(Less-Than-Significant Impact)***

The Alameda County Fire Department (ACFD) provides fire protection and emergency services to the unincorporated areas of Alameda County (excluding Fairview), the cities of San Leandro, Dublin, Newark, Union City and Emeryville. ACFD has 20 fire stations, including a station in Sunol staffed by the California Department of Forestry through a contract with ACFD.[30] The nearest fire station to the project site is Ashland Station #3 located at 164th Avenue. The station consists of one Heavy Rescue Unit and one reserve engine, and serves all of Ashland, as well as major sections of Interstate 580 and Interstate 238.

Implementation of the proposed project would improve the site as a neighborhood park to serve the surrounding residential neighborhood. Use of the site could increase as a result of proposed improvements. However, visitors to the site are anticipated to come primarily from the local neighborhood, those people who generally reside within walking distance of the project site. Because proposed improvements would be for recreation, and would not include housing units or other structures, the incremental increase in demand for fire protection services would not be significant and would not exceed the physical and financial capabilities of the ACFD, resulting in the need for new or expanded fire services. In addition, proposed improvements would be located within a park facility, which would be clearly marked and signed to aid in access and timely response in medical emergencies. Therefore, impacts to fire protection would be less than significant.

30 Alameda County Community Development Agency. 2010, op. cit.

ii. Police protection? ***(Less-Than-Significant Impact)***

The Alameda County Sheriff's Office provides police protection services in the Eden Area, including the project site. The Alameda County Sheriff's Office has three main facilities in the project area:

- Eden Township Substation, located at 15001 Foothill Boulevard at 150th Street. The Eden Township Substation also functions as the Sheriff's main station for municipal police services;
- Emergency Services Dispatch Center, located on 150th Avenue. The Emergency Services Dispatch Center is across the street from the Eden Township Substation; and
- Community Crime Prevention Unit Office, located at the Ashland Community Center.

Implementation of the proposed project would improve the site as a neighborhood park to serve the surrounding residential neighborhood. Use of the site could increase as a result of proposed improvements. However, visitors to the site are anticipated to come primarily from the local neighborhood, those people who generally reside within walking distance of the project site. Because proposed improvements would be for recreation, and would not include housing units or other structures, the incremental increase in demand for police protection services would not be significant and would not exceed the physical and financial capabilities of the Sherriff's Office, resulting in the need for new or expanded police protection services. In addition, provision of the proposed park would mitigate blight and enhance the quality of life for the community, which promotes community cohesion and reduces crime. Implementation of parks and other community-oriented projects is consistent with the Community Capitals Policing approach[31] adopted by the Alameda County Sheriff's Office. Therefore, impacts to police protection would be less than significant.

iii. Schools? ***(No Impact)***

The project site is served by the San Lorenzo Unified School District, which operates nine elementary, three middle, and two high schools within the Eden Area of Alameda County. Implementation of the proposed project would not result in any local or regional population increase. Therefore, the project would not require construction of new schools, or result in schools exceeding their capacities. No impact would occur.

iv. Parks? ***(Less-Than-Significant Impact)***

Implementation of the proposed project would improve the site as a neighborhood park to serve the adjacent residential development. Therefore, the proposed project would not result in substantial adverse physical impacts associated with new parks or the need for new parks, which could cause environmental impacts. This impact would be less than significant.

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[31] Alameda County Sheriff's Office. 2019. Community Capitals Policing, A New Brand of Public Safety presentation. Available online at: www.acgov.org/board/bos_calendar/documents/DocsAgendaReg_1_10_19/GENERAL%20ADMINISTRATION/Regular%20Calendar/Community_capitals_policing_1_10_19.pdf. (accessed April 27, 2021).

v. Other public facilities? ***(No Impact)***

Other public facilities would include facilities such as libraries, post offices, meeting rooms, or hospitals. The proposed project would improve the project site as a neighborhood park. Because it would not result in any local or regional population increase, it would not result in substantial adverse physical impacts associated with the provision of other public facilities. No impact would occur.

3.16 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? ***(Less-Than-Significant Impact)***

The proposed project would re-develop the existing site as a neighborhood park. Implementation of the proposed project would provide public access to the project site for use as a neighborhood park, alleviating some recreation needs in the surrounding neighborhood. The proposed project would have a beneficial impact to existing recreational facilities, as use at other existing neighborhood and regional parks or other recreational facilities may be reduced. Therefore, this impact would be less than significant.

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? ***(Less-Than-Significant Impact)***

Refer to Section 3.15.a. The proposed project would improve the project site for use as a neighborhood park. The intent of the planning process was to minimize adverse physical effects on the environment. Potential adverse effects on the environment related to the development of the proposed project have been evaluated in this IS/MND. Implementation of the mitigation measures contained in this IS/MND would reduce potential impacts to less than significant.

3.17 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 §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (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? ***(Less-Than-Significant Impact)***

The Alameda County Transportation Commission has established a 100 net new peak-hour trip threshold for requiring preparation of a traffic impact analysis. LSA has examined the peak trip generation potential during the construction period below.

Construction. Construction is anticipated to require approximately 12 months. Construction would require use of typical construction equipment for grading the site and installing park facilities. Construction would occur during daylight hours, from approximately 7:00 a.m. to 5:00 p.m., daily. Construction staging would occur on the project site. Construction workers, equipment and deliveries would access the site via Mateo Street. Given the size of the project site, it is anticipated that fewer than 100 construction workers would be required on any given day, resulting in fewer than 100 peak hour trips. Therefore, impacts associated with construction traffic would be less than significant.

Operation. The project would construct a 1.4-acre park to serve the surrounding neighborhood. Trip generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition identify vehicle trips associated with various land uses based on surveys of similar sites around the country. As shown in Table 3.G, application of the ITE trip rates for a public park would indicate that the proposed project would not generate vehicle trips during the typical AM and PM commute periods. The ITE trip rates would suggest that no trips would occur as walking or biking trips from the surrounding neighborhood. However, in order to present a conservative analysis, LSA examined park elements that might have the potential to generate trips at a more intensive rate than a passive park.

The ITE *Trip Generation Manual* does not contain specific rates for these park elements, but close approximations could be found. For one of those elements, the multi-use court, trip rates for a tennis court was selected to estimate trip generation. LSA examined the various trip rates available

for different types of spaces and selected the highest trip rate. The total trip generation potential using this conservative methodology is displayed in Table 3.G. As shown in the table, the trip generation during either peak commute hour is well below the County's threshold for providing traffic impact analysis.

Table 3.G: Trip Generation Summary

Land Use (Land Use Code)	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Park (411)	–	Acre	0.78	0.01	0.01	0.02	0.06	0.05	0.11
Tennis Court (490)	–	Court	30.32	0	0	0	2.11	2.10	4.21
Small Office Building (712)	–	Emp	7.98	0.87	0.16	1.03	0.42	0.78	1.20
Trip Generation									
Park	1.4	Acre	1	0	0	0	0	0	0
Multi-Use Court	1	Court	30	0	0	0	2	2	4
Outdoor Workspaces	8	Spaces	64	7	1	8	3	6	9
Total	–	–	95	7	1	8	5	8	13

Source: LSA Associates, Inc. (2021).
[1] Trip rates referenced from the ITE *Trip Generation Manual*, 10th Edition
ADT = average daily trips
Emp = employee
ITE = Institute of Transportation Engineers

The proposed project would not alter or interfere with transit or bicycle facilities. The proposed project maintains the sidewalk along the south side of Mateo Street and allows for potential future pedestrian connections to an adjacent church and/or community center.

Because the project's trip generation is below the established threshold for providing additional traffic analysis and does not interfere with transit, bicycle, or pedestrian facilities, the project would have a less-than-significant impact related to conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

*b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? **(Less-Than-Significant Impact)***

According to the screening threshold for small projects, defined in the State of California Governor's Office of Planning and Research *Technical Advisory On Evaluating Transportation Impacts in CEQA* dated December 2018, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."

As described above, during the short-term construction activity, a conservatively high 95 daily trips are anticipated. Therefore, in accordance with the Technical Advisory, impacts related to CEQA Guidelines section 15064.3, subdivision (b) can be assumed to be less than significant.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***(Less-Than-Significant Impact)***

The proposed project would eliminate the multiple existing vehicular access points at Mateo Street and allow one maintenance/emergency vehicular access on site. The proposed vehicular access would not change the layout of Mateo Street. The access entry point would be controlled with removable bollards to prevent unauthorized traffic. The design of the driveway at Mateo Street right–of-way would follow Alameda County Public Works Agency design standards. Therefore, the proposed project would result in a less-than-significant impact related to hazards associated with a design feature or incompatible uses.

d. Would the project result in inadequate emergency access? ***(Less-Than-Significant Impact)***

The proposed project would not result in inadequate emergency access. Emergency vehicle access to the project site would continue to be provided via Mateo Street. Therefore, the project's impact would be less than significant.

3.18 TRIBAL 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 tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource 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, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. ***(Less-Than-Significant Impact)***

AB 52, which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process, and equates significant impacts to "tribal cultural resources" with significant environmental impacts. PRC Section 21074 states that "tribal cultural resources" are:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are one of the following:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources.
- Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
- 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

A "historical resource" (PRC Section 21084.1), a "unique archaeological resource" (PRC Section 21083.2(g)), or a "nonunique archaeological resource" (PRC Section 21083.2 (h)) may also be a tribal cultural resource if it is included or determined to be eligible for inclusion in the California Register.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency's notification list for CEQA projects. Within 14 days of determining that a project application is complete, or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency's notification list. California Native American tribes must be recognized by the California Native American Heritage Commission as traditionally and culturally affiliated with the project site and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following notification of a project to request consultation with the lead agency.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or Mitigated Negative Declaration, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, 21082.3).

None of the tribes contacted for this project responded to HARD's invitation to consult within the 30-day notification period, consistent with the requirements of PRC 21080.3.1. As such, tribal consultation for the proposed project was not conducted and the HARD's obligation under AB 52 is complete.

As discussed in Section 3.5, Cultural Resources, the NWIC records search and the archaeological survey completed for the project did not identify evidence of Native American archaeological deposits or ancestral remains. The proposed project would have no impact on known tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, nor has HARD identified a tribal cultural resource at the project site. As noted in Section 3.5, Cultural Resources, implementation of Mitigation Measure CULT-1 would ensure that potential impacts related to previously undiscovered historic or archaeological resources, which are considered tribal cultural resources, would be less than significant.

3.19 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 stormwater 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 stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ***(Less-Than-Significant Impact)***

A variety of local and regional purveyors in this area provide and maintain utility and service system facilities associated with electricity, water, stormwater, wastewater, solid waste, communications and natural gas.

Water. The East Bay Municipal Utility District (EBMUD) provides water service at the project site. EBMUD's water service system consists of a network of reservoirs, aqueducts (pipelines), water treatment plants (WTP), pumping plants, and other distribution facilities and pipelines that convey Mokelumne River water from Pardee Reservoir to EBMUD customers.[32] The water distribution network includes 4,200 miles of pipe, 131 pumping plants, and 167 water distribution reservoirs. EBMUD has water rights for up to 325 million gallons per day (mgd) from the Mokelumne River watershed.[33]

No restrooms are proposed as part of the park project; however, a water fountain may be installed and the turf grass areas would require typical maintenance such as fertilizer and irrigation. An automatic irrigation system would be designed to minimize water use and be adapted to weather conditions. The proposed irrigation system is anticipated to generate a water demand of

[32] East Bay Municipal Utility District. 2021. *Urban Water Management Plan, Public Draft.* April.
[33] Ibid.

approximately 732,000 gallons per year (.002mgd) for landscape irrigation. This additional water demand would account for approximately 0.00065 percent of EBMUD's daily water capacity. In addition, current water demand associated with the existing residences on the site would no longer be needed following project construction. Therefore, the proposed project would not require the construction or expansion of new or existing water facilities, and this impact would be less than significant.

Wastewater. Wastewater treatment service at the project site is provided by Oro Loma Sanitary District (OLSD), which serves Ashland, Cherryland, San Lorenzo and Hayward Acres. The Oro Loma Sanitary District/Castro Valley Sanitary District Water Pollution Control Plant (WPCP), located on Grant Avenue, handles most of the wastewater from the Eden Area. The WPCP has a permitted capacity of 20.0 mgd, and treats an average dry weather flow of 12.4 mgd.[34] Therefore, the WPCP has a minimum available capacity of approximately 7.6 mgd. The OLSD sewer collection system includes 13 sewage lift stations and approximately 273 miles of sewer lines. As outlined in Section 1.0, Project Information, no restroom facilities would be provided as part of the proposed project; therefore, the proposed project would not generate wastewater. In fact, implementation of the proposed project would reduce the amount of wastewater generated at the site, since the existing residences would be removed. Implementation of the proposed project would not require or result in construction of new wastewater treatment facilities or require the expansion of existing facilities, which could cause significant environmental effects. This impact would be less than significant.

Stormwater. Drainage and flood control in the Eden Area is the responsibility of the Alameda County Flood Control and Water Conservation District, which has adopted plans to serve cities within the County, as well as, the unincorporated areas. In the Eden Area, stormwater runoff that does not infiltrate into the subsurface is directed into a constructed stormwater drainage system consisting of crowned streets, curbside gutters, drainage inlets, subsurface pipes, and engineered canals and creeks. Surface water runoff drains to Estudillo Canal (located in San Leandro), San Lorenzo Creek, or Bockman Canal, and eventually to the San Francisco Bay.[35]

As described in Section 3.10, Hydrology and Water Quality, the proposed project would be required to comply with the MRP that requires implementation of measures for site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification management. Hydromodification is the alteration of the natural flow of water through a landscape, and often takes the form of creek channel erosion. Hydromodification is one of the leading sources of impairment in streams, lakes, and estuaries. The MRP also requires implementation of LID Standards.

Per the MRP, regulated projects (which includes implementation of the proposed project) to include facilities designed to evapotranspire, infiltrate, harvest/use and biotreat stormwater to meet at least one of the hydraulic sizing criteria included in the MRP. As part of the project, HARD would prepare a Storm Water Mitigation Plan (to identify permanent stormwater controls) and an SWPPP (to identify temporary construction of stormwater controls) in compliance with existing stormwater

[34] Oro Loma Sanitary District. 2021. About Us. Website: oroloma.org/about-oro-loma-general-information/ (accessed April 8, 2021).

[35] Alameda County Community Development Agency. 2010, op. cit.

protection requirements. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities and this impact would be less than significant.

Electricity. East Bay Community Energy (EBCE) provides electricity to residential and commercial properties in the Eden Area. Operation of the proposed park would result in no change to existing natural gas or telecommunications usage, as no such facilities would be constructed or required as part of park development. As described in Section 1.0, Project Information, lighting is proposed to promote security and safety for park users. Proposed lighting would tie into existing electric utilities and is not anticipated to generate substantial additional demand such that new facilities or expansion of facilities would be required. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded gas, electricity or telecommunications facilities. This impact would be less than significant.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ***(Less-Than-Significant Impact)***

As noted in Section 3.19.a., no restrooms are proposed as part of the park project. Proposed landscaping would be either native species or drought tolerant species for water conservation; however, the turf grass areas would require typical maintenance such as fertilizer and irrigation. An automatic irrigation system would be designed to minimize water use and be adapted to weather conditions. The proposed irrigation system is anticipated to generate a water demand of approximately 732,000 gallons per year (.002 mgd) for landscape irrigation. This water demand would account for approximately 0.00065 percent of EBMUD's daily water capacity. Additionally, a water fountain may be installed as part of the proposed improvements; however, a proposed water fountain would not generated substantial additional demand for potable water. Therefore, sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. This impact would be less than significant.

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? ***(No Impact)***

As noted above, the proposed project would not include the construction of any new facilities that would generate demand for wastewater services. Therefore, there would be no impact to wastewater treatment services.

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? ***(Less-Than-Significant Impact)***

Solid waste and recycling collection service and programming in the Eden Area is overseen by the Alameda County Waste Management Authority. The project site is located within the OLSD. OLSD oversees scheduled refuse collection services provided by a private collection company (Waste Management of Alameda County) for customers within its service area. Operating landfills in Alameda County include the Altamont Landfill Resource Recovery Facility near Altamont Pass and

the Vasco Road Landfill north of Livermore. The Altamont Landfill Resource Recovery Facility has a maximum daily permitted throughput of 11,150 tons per day and a remaining capacity of approximately 65.4 million cubic yards.[36] The Altamont Landfill's estimated closure date is currently December 2070.

Operation of the proposed project is not anticipated to generate a significant amount of solid waste. Users of the Mateo Street Park and other recreation facilities at the project site would dispose of garbage, but not in amounts that would greatly exceed average per capita garbage generation rates. In addition recycling receptacles would be located throughout the park, allowing the proposed project to be in full compliance with waste diversion goals mandated by the California Integrated Waste Management Act.

As outlined in Section 1.0, Project Information, the proposed project would require the demolition and removal of the existing structures at the project site, as well as, the removal of up to 4,000 cubic yards of contaminated soil. Contaminated soil would be transported to a landfill authorized to handle hazardous waste. The amount of solid waste generated by both users of the park and construction of park facilities or infrastructure would not substantially decrease the amount of space in the Altamont Landfill. Solid waste disposal off-site would comply with all local, State, and federal requirements. Therefore, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and this impact would be less than significant.

e. Would the project comply with federal, state, and local statutes and regulations related to solid waste? ***(No Impact)***

The California Integrated Waste Management Act of 1989 (AB 939) reorganized solid waste disposal planning within the State of California. The legislation required every county to adopt a Countywide Integrated Waste Management Plan (CoIWMP) describing local waste diversion and disposal conditions as well as create programs to meet State goals for diverting waste from landfills. A mandatory diversion goal was established diverting 25 percent of waste from landfills by 1995 and 50 percent by 2000 and maintaining 50 percent thereafter.

Alameda County is a member agency of the Alameda County Waste Management Authority Board, a public agency that is responsible for preparation of the Alameda County ColWMP. First adopted in 1997, the ColWMP was most recently updated in April 2020 and established a countywide goal of 75 percent waste diversion from landfills compared to 1990 and a 75 percent reduction in organics from landfills compared to 2014.[37] The proposed project would comply with all regulations outlined in the ColWMP, as well as any other federal, State, and local statutes and regulations related to solid wastes, including waste diversion programs. No impact related to this topic would occur as a result of implementation of the proposed project. Please refer to Section 3.19.d.

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36 CalRecycle. 2019. Facility/Site Summary Details: Altamont Landfill & Resource Recovery (01-AA-0009). Website: www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/7?siteID=7 (accessed April 8, 2021).

37 Alameda County Waste Management Authority. 2020, op. cit.

3.20 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 downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ***(Less-Than-Significant Impact)***

The project site is not located in a State Responsibility Area for fire hazards, as mapped by CAL FIRE. Additionally, as noted in Section 3.9, Hazards and Hazardous Materials, the project site is not located within an area identified by the California Department of Forestry and Fire Protection as a community at risk for wildland fire (Section 3.9.g). Due to the nature of the proposed project, no impairment or interference with emergency response or emergency evacuation plans would occur (Section 3.9.f). Therefore, this impact would be less than significant.

b. 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? ***(Less-Than-Significant Impact)***

The proposed project would consist of development of a neighborhood park within an existing residential neighborhood. As noted in Section 3.9, Hazards and Hazardous Materials, the proposed project does not involve construction of residential or commercial structures or any other structures for human occupation (Section 3.9.g) and people would use the park for a limited duration of time. Therefore, the proposed project would not exacerbate wildfire risks, and this impact would be less than significant.

c. 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? ***(Less-Than-Significant Impact)***

As noted above, the proposed project would include development of a neighborhood park within an existing residential neighborhood. The proposed project would not require fuel breaks, emergency water sources, power lines, or other utilities to be installed that may exacerbate fire risk or result in impacts to the environment. Therefore, this impact would be less than significant.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ***(Less-Than-Significant Impact)***

The project site is generally level and is not located within an State responsibility area for fire service or a very high fire hazard severity zone. As noted in Section 3.10, Hydrology and Water Quality, the proposed project would include stormwater collection and treatment systems such a swales, detention basins and storm drain lines to address drainage within the project site, in compliance with the C.3 Provisions of the Municipal Regional Permit. Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability or drainage changes. This impact would be less than significant.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to 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. 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.)	☐	☐	☒	☐
c. Does the project 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? ***(Less Than Significant with Mitigation Incorporated)***

Implementation of the mitigation measures recommended in this IS/MND would ensure that the construction and operation of the proposed project would not substantially degrade the quality of the environment; reduce the habitat, population, or range of a plant or animal species; or eliminate important examples of California history or prehistory. Section 3.4, Biological Resources, includes mitigation measures to minimize impacts to nesting birds that could occur on the project site. Mitigation is provided in Section 3.5, Cultural Resources, in the event that unanticipated archeological resources and/or human remains are identified in the project area during construction. With implementation of these mitigation measures, the proposed project would result in less than significant impacts to the quality of the environment. No additional mitigation is required.

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)? ***(Less-Than-Significant Impact)***

The CEQA Guidelines require a discussion of significant environmental impacts that would result from project-related actions in combination with “closely related past, present, and probable future

projects: located in the immediate vicinity (CEQA Guidelines Section 15130[b][1][A]). Cumulative environmental impacts are those impacts that by themselves are not significant, but when considered with impacts occurring from other projects in the vicinity would result in a cumulative impact. Related projects considered to have the potential of creating cumulative impacts in association with the proposed project consist of projects that are reasonably foreseeable and that would be constructed or operated during the life of the proposed project.

The proposed project would be located in a highly developed urban area that is largely built out. This project is anticipated to start in 2024. No other construction projects are anticipated in the immediate area of the project within this timeframe. As described in this IS/MND, the majority of environmental impacts associated with the proposed project would be temporary, construction-related and would be reduced to less than significant with implementation of the mitigation measures contained herein. Therefore, the proposed project would not make a considerable contribution toward a cumulative impact related to construction. Additionally, the proposed project would not generate a significant amount of greenhouse gas emissions and would therefore not result in a cumulatively considerable impact to global climate change. Therefore, cumulative impacts would be less than significant, the project's contribution to cumulative impacts would not be cumulatively considerable, and no mitigation is required.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***(Less Than Significant with Mitigation Incorporated)***

As described in this IS/MND, any potential environmental impacts from the project would be reduced to less than significant with the implementation of the recommended mitigation measures. With implementation of measures both incorporated into the project design and recommended as mitigations to reduce the impacts associated with air quality, cultural resources, geology and soils, hazards, hydrology, and noise, the project would not result in substantial adverse effects on human beings.

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APPENDIX A

SUMMARY OF REGULATORY PERMIT REQUIREMENTS

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A.1 SUMMARY OF REGULATORY PERMITTING REQUIREMENTS

While HARD is the CEQA Lead Agency for the proposed project, other agencies also have discretionary authority related to the project and approvals, or serve as a responsible and/or trustee agency in connection to the proposed project. A list of these agencies and potential permits and approvals that may be required is provided in Table A-1.

Table A-1: Potential Permits and Approvals

Regulatory Agency	Permits/Approvals
Alameda County Planning Department	• Conditional Use Permit approved by Eden Mac & West County Zoning Adjustment Board • Site Development Review
Alameda County Department of Environmental Health	• Review and approval of CAP and CAIP • Post Development Monitoring plan if capping option elected.
Alameda County Department of Public Works	• Demolition Permit • Building Permit for the proposed shade structure • Grading & Stormwater Permit • Encroachment Permit
Oro Loma Sanitary Sewer District	• Permit to plug existing sewer connection
Bay Area Air Quality Management District	• Asbestos J# Notification prior to demolition
State Water Resources Control Board	• Construction General Permit
Regional Water Quality Control Board	• Municipal Regional Stormwater Permit

Source: LSA and HARD (2021).

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APPENDIX B

AIR QUALITY MODELING RESULTS

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Mateo Street Park Project - Soil Treatment Approach 1

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.40	Acre	1.40	60,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use -

Construction Phase - Construction is anticipated to commence in 2024 and would extend for approximately 12 months.

Grading - Treatment Approach 1 would remove and off-haul approximately 4,000 cubic yards of material and import approximately 5,200 cubic yards of material.

Demolition - The total square footage of the existing structures to be demolished, including houses and garages, is 8,500 square feet.

Vehicle Trips - Trip rates based on trip generation prepared by LSA.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - Assuming use of water-efficient irrigation systems.

Mateo Street Park Project - Soil Treatment Approach 1 - Bay Area AQMD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstructionPhase	NumDays	4.00	30.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	12/9/2024	1/3/2025
tblConstructionPhase	PhaseEndDate	11/11/2024	12/6/2024
tblConstructionPhase	PhaseEndDate	2/5/2024	3/15/2024
tblConstructionPhase	PhaseEndDate	11/25/2024	12/20/2024
tblConstructionPhase	PhaseEndDate	1/30/2024	2/2/2024
tblConstructionPhase	PhaseStartDate	11/26/2024	12/23/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	3/18/2024
tblConstructionPhase	PhaseStartDate	1/31/2024	2/5/2024
tblConstructionPhase	PhaseStartDate	11/12/2024	12/9/2024
tblGrading	AcresOfGrading	11.25	1.40
tblGrading	AcresOfGrading	2.50	1.40
tblGrading	MaterialExported	0.00	4,000.00
tblGrading	MaterialImported	0.00	5,200.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	22.75	67.86
tblVehicleTrips	SU_TR	16.74	67.86
tblVehicleTrips	WD_TR	1.89	67.86

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					
2024	0.1816	1.5716	1.5744	3.5300e-003	0.1257	0.0583	0.1840	0.0559	0.0557	0.1116	0.0000	305.4340	305.4340	0.0465	0.0000	306.5965
2025	2.7000e-004	1.7300e-003	2.8400e-003	0.0000	6.0000e-005	8.0000e-005	1.4000e-004	2.0000e-005	8.0000e-005	9.0000e-005	0.0000	0.4258	0.4258	2.0000e-005	0.0000	0.4263
Maximum	**0.1816**	**1.5716**	**1.5744**	**3.5300e-003**	**0.1257**	**0.0583**	**0.1840**	**0.0559**	**0.0557**	**0.1116**	**0.0000**	**305.4340**	**305.4340**	**0.0465**	**0.0000**	**306.5965**

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					
2024	0.1112	2.3192	1.7363	3.5300e-003	0.0778	0.0851	0.1628	0.0309	0.0850	0.1159	0.0000	305.4338	305.4338	0.0465	0.0000	306.5963
2025	1.9000e-004	3.5400e-003	2.8700e-003	0.0000	6.0000e-005	1.4000e-004	2.0000e-004	2.0000e-005	1.4000e-004	1.6000e-004	0.0000	0.4258	0.4258	2.0000e-005	0.0000	0.4263
Maximum	**0.1112**	**2.3192**	**1.7363**	**3.5300e-003**	**0.0778**	**0.0851**	**0.1628**	**0.0309**	**0.0850**	**0.1159**	**0.0000**	**305.4338**	**305.4338**	**0.0465**	**0.0000**	**306.5963**

	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	**38.76**	**-47.63**	**-10.26**	**0.00**	**38.10**	**-45.85**	**11.47**	**44.64**	**-52.66**	**-3.99**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2024**	**3-31-2024**	0.4896	0.6160
2	**4-1-2024**	**6-30-2024**	0.4341	0.6189
3	**7-1-2024**	**9-30-2024**	0.4389	0.6257
4	**10-1-2024**	**12-31-2024**	0.3526	0.5170
5	**1-1-2025**	**3-31-2025**	0.0014	0.0027
		Highest	0.4896	0.6257

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	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-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	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320
Waste						0.0000	0.0000		0.0000	0.0000	0.0244	0.0000	0.0244	1.4400e-003	0.0000	0.0604
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.8209	0.8209	8.0000e-005	2.0000e-005	0.8276
Total	**0.0193**	**0.0864**	**0.2036**	**8.0000e-004**	**0.0755**	**6.5000e-004**	**0.0761**	**0.0203**	**6.1000e-004**	**0.0209**	**0.0244**	**74.1904**	**74.2148**	**4.0200e-003**	**2.0000e-005**	**74.3200**

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	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-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	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320
Waste						0.0000	0.0000		0.0000	0.0000	0.0244	0.0000	0.0244	1.4400e-003	0.0000	0.0604
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.7709	0.7709	7.0000e-005	1.0000e-005	0.7771
Total	**0.0193**	**0.0864**	**0.2036**	**8.0000e-004**	**0.0755**	**6.5000e-004**	**0.0761**	**0.0203**	**6.1000e-004**	**0.0209**	**0.0244**	**74.1404**	**74.1647**	**4.0100e-003**	**1.0000e-005**	**74.2695**

	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**	**0.07**	**0.07**	**0.25**	**50.00**	**0.07**

3.0 Construction Detail

Construction Phase

Mateo Street Park Project - Soil Treatment Approach 1 - Bay Area AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	1/26/2024	5	20	
2	Site Preparation	Site Preparation	1/27/2024	2/2/2024	5	5	
3	Grading	Grading	2/5/2024	3/15/2024	5	30	
4	Building Construction	Building Construction	3/18/2024	12/6/2024	5	190	
5	Paving	Paving	12/9/2024	12/20/2024	5	10	
6	Architectural Coating	Architectural Coating	12/23/2024	1/3/2025	5	10	

Acres of Grading (Site Preparation Phase): 1.4

Acres of Grading (Grading Phase): 1.4

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

Mateo Street Park Project - Soil Treatment Approach 1 - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	39.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,150.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

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					4.1800e-003	0.0000	4.1800e-003	6.3000e-004	0.0000	6.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0144	0.1389	0.1349	2.4000e-004		6.3100e-003	6.3100e-003		5.8900e-003	5.8900e-003	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250
Total	**0.0144**	**0.1389**	**0.1349**	**2.4000e-004**	**4.1800e-003**	**6.3100e-003**	**0.0105**	**6.3000e-004**	**5.8900e-003**	**6.5200e-003**	**0.0000**	**21.0916**	**21.0916**	**5.3400e-003**	**0.0000**	**21.2250**

3.2 Demolition - 2024

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	1.0000e-004	3.1700e-003	1.0000e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.4000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.3893	1.3893	7.0000e-005	0.0000	1.3909
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	3.3000e-004	2.0000e-004	2.2800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.7727	0.7727	1.0000e-005	0.0000	0.7730
Total	**4.3000e-004**	**3.3700e-003**	**3.2800e-003**	**2.0000e-005**	**1.3600e-003**	**2.0000e-005**	**1.3700e-003**	**3.6000e-004**	**2.0000e-005**	**3.8000e-004**	**0.0000**	**2.1619**	**2.1619**	**8.0000e-005**	**0.0000**	**2.1639**

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					1.8800e-003	0.0000	1.8800e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.8600e-003	0.2121	0.1542	2.4000e-004		7.1800e-003	7.1800e-003		7.1800e-003	7.1800e-003	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250
Total	**8.8600e-003**	**0.2121**	**0.1542**	**2.4000e-004**	**1.8800e-003**	**7.1800e-003**	**9.0600e-003**	**2.9000e-004**	**7.1800e-003**	**7.4700e-003**	**0.0000**	**21.0915**	**21.0915**	**5.3400e-003**	**0.0000**	**21.2250**

3.2 Demolition - 2024

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	1.0000e-004	3.1700e-003	1.0000e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.4000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.3893	1.3893	7.0000e-005	0.0000	1.3909
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	3.3000e-004	2.0000e-004	2.2800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.7727	0.7727	1.0000e-005	0.0000	0.7730
Total	**4.3000e-004**	**3.3700e-003**	**3.2800e-003**	**2.0000e-005**	**1.3600e-003**	**2.0000e-005**	**1.3700e-003**	**3.6000e-004**	**2.0000e-005**	**3.8000e-004**	**0.0000**	**2.1619**	**2.1619**	**8.0000e-005**	**0.0000**	**2.1639**

3.3 Site Preparation - 2024

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					0.0139	0.0000	0.0139	7.3200e-003	0.0000	7.3200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7700e-003	0.0296	0.0166	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.7782	3.7782	1.2200e-003	0.0000	3.8087
Total	**2.7700e-003**	**0.0296**	**0.0166**	**4.0000e-005**	**0.0139**	**1.2100e-003**	**0.0151**	**7.3200e-003**	**1.1100e-003**	**8.4300e-003**	**0.0000**	**3.7782**	**3.7782**	**1.2200e-003**	**0.0000**	**3.8087**

3.3 Site Preparation - 2024

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	5.0000e-005	3.0000e-005	3.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1189	0.1189	0.0000	0.0000	0.1189
Total	**5.0000e-005**	**3.0000e-005**	**3.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1189**	**0.1189**	**0.0000**	**0.0000**	**0.1189**

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					6.2600e-003	0.0000	6.2600e-003	3.2900e-003	0.0000	3.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2300e-003	0.0374	0.0246	4.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	3.7782	3.7782	1.2200e-003	0.0000	3.8087
Total	**1.2300e-003**	**0.0374**	**0.0246**	**4.0000e-005**	**6.2600e-003**	**9.4000e-004**	**7.2000e-003**	**3.2900e-003**	**9.4000e-004**	**4.2300e-003**	**0.0000**	**3.7782**	**3.7782**	**1.2200e-003**	**0.0000**	**3.8087**

3.3 Site Preparation - 2024

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	5.0000e-005	3.0000e-005	3.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1189	0.1189	0.0000	0.0000	0.1189
Total	**5.0000e-005**	**3.0000e-005**	**3.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1189**	**0.1189**	**0.0000**	**0.0000**	**0.1189**

3.4 Grading - 2024

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					0.0690	0.0000	0.0690	0.0374	0.0000	0.0374	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0137	0.1460	0.0832	2.1000e-004		6.0000e-003	6.0000e-003		5.5200e-003	5.5200e-003	0.0000	18.5700	18.5700	6.0100e-003	0.0000	18.7202
Total	**0.0137**	**0.1460**	**0.0832**	**2.1000e-004**	**0.0690**	**6.0000e-003**	**0.0750**	**0.0374**	**5.5200e-003**	**0.0429**	**0.0000**	**18.5700**	**18.5700**	**6.0100e-003**	**0.0000**	**18.7202**

3.4 Grading - 2024

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	2.8900e-003	0.0934	0.0295	4.2000e-004	9.7100e-003	1.7000e-004	9.8800e-003	2.6700e-003	1.6000e-004	2.8300e-003	0.0000	40.9654	40.9654	1.9500e-003	0.0000	41.0141
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	3.0000e-004	1.8000e-004	2.1100e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7132	0.7132	1.0000e-005	0.0000	0.7136
Total	**3.1900e-003**	**0.0936**	**0.0316**	**4.3000e-004**	**0.0107**	**1.8000e-004**	**0.0108**	**2.9200e-003**	**1.7000e-004**	**3.0900e-003**	**0.0000**	**41.6787**	**41.6787**	**1.9600e-003**	**0.0000**	**41.7276**

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					0.0311	0.0000	0.0311	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.1840	0.1213	2.1000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	18.5700	18.5700	6.0100e-003	0.0000	18.7201
Total	**6.0900e-003**	**0.1840**	**0.1213**	**2.1000e-004**	**0.0311**	**4.6600e-003**	**0.0357**	**0.0168**	**4.6600e-003**	**0.0215**	**0.0000**	**18.5700**	**18.5700**	**6.0100e-003**	**0.0000**	**18.7201**

3.4 Grading - 2024

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	2.8900e-003	0.0934	0.0295	4.2000e-004	9.7100e-003	1.7000e-004	9.8800e-003	2.6700e-003	1.6000e-004	2.8300e-003	0.0000	40.9654	40.9654	1.9500e-003	0.0000	41.0141
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	3.0000e-004	1.8000e-004	2.1100e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7132	0.7132	1.0000e-005	0.0000	0.7136
Total	**3.1900e-003**	**0.0936**	**0.0316**	**4.3000e-004**	**0.0107**	**1.8000e-004**	**0.0108**	**2.9200e-003**	**1.7000e-004**	**3.0900e-003**	**0.0000**	**41.6787**	**41.6787**	**1.9600e-003**	**0.0000**	**41.7276**

3.5 Building Construction - 2024

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	0.1349	1.0511	1.1891	2.1000e-003		0.0428	0.0428		0.0413	0.0413	0.0000	172.5307	172.5307	0.0287	0.0000	173.2490
Total	**0.1349**	**1.0511**	**1.1891**	**2.1000e-003**		**0.0428**	**0.0428**		**0.0413**	**0.0413**	**0.0000**	**172.5307**	**172.5307**	**0.0287**	**0.0000**	**173.2490**

3.5 Building Construction - 2024

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	2.0400e-003	0.0717	0.0201	2.4000e-004	6.2300e-003	8.0000e-005	6.3100e-003	1.8000e-003	8.0000e-005	1.8800e-003	0.0000	23.5523	23.5523	9.7000e-004	0.0000	23.5765
Worker	6.2100e-003	3.8100e-003	0.0434	1.6000e-004	0.0195	1.2000e-004	0.0196	5.1900e-003	1.1000e-004	5.3000e-003	0.0000	14.6808	14.6808	2.7000e-004	0.0000	14.6875
Total	**8.2500e-003**	**0.0755**	**0.0635**	**4.0000e-004**	**0.0258**	**2.0000e-004**	**0.0260**	**6.9900e-003**	**1.9000e-004**	**7.1800e-003**	**0.0000**	**38.2331**	**38.2331**	**1.2400e-003**	**0.0000**	**38.2640**

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	0.0798	1.6463	1.2805	2.1000e-003		0.0695	0.0695		0.0695	0.0695	0.0000	172.5305	172.5305	0.0287	0.0000	173.2488
Total	**0.0798**	**1.6463**	**1.2805**	**2.1000e-003**		**0.0695**	**0.0695**		**0.0695**	**0.0695**	**0.0000**	**172.5305**	**172.5305**	**0.0287**	**0.0000**	**173.2488**

3.5 Building Construction - 2024

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	2.0400e-003	0.0717	0.0201	2.4000e-004	6.2300e-003	8.0000e-005	6.3100e-003	1.8000e-003	8.0000e-005	1.8800e-003	0.0000	23.5523	23.5523	9.7000e-004	0.0000	23.5765
Worker	6.2100e-003	3.8100e-003	0.0434	1.6000e-004	0.0195	1.2000e-004	0.0196	5.1900e-003	1.1000e-004	5.3000e-003	0.0000	14.6808	14.6808	2.7000e-004	0.0000	14.6875
Total	**8.2500e-003**	**0.0755**	**0.0635**	**4.0000e-004**	**0.0258**	**2.0000e-004**	**0.0260**	**6.9900e-003**	**1.9000e-004**	**7.1800e-003**	**0.0000**	**38.2331**	**38.2331**	**1.2400e-003**	**0.0000**	**38.2640**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0900e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.0900e-003**	**0.0293**	**0.0441**	**7.0000e-005**		**1.4100e-003**	**1.4100e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**5.8870**	**5.8870**	**1.8700e-003**	**0.0000**	**5.9337**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.1400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3863	0.3863	1.0000e-005	0.0000	0.3865
Total	**1.6000e-004**	**1.0000e-004**	**1.1400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.3863**	**0.3863**	**1.0000e-005**	**0.0000**	**0.3865**

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	2.7500e-003	0.0587	0.0493	7.0000e-005		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7500e-003**	**0.0587**	**0.0493**	**7.0000e-005**		**2.0600e-003**	**2.0600e-003**		**2.0600e-003**	**2.0600e-003**	**0.0000**	**5.8870**	**5.8870**	**1.8700e-003**	**0.0000**	**5.9337**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.1400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3863	0.3863	1.0000e-005	0.0000	0.3865
Total	**1.6000e-004**	**1.0000e-004**	**1.1400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.3863**	**0.3863**	**1.0000e-005**	**0.0000**	**0.3865**

3.7 Architectural Coating - 2024

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
Off-Road	6.3000e-004	4.2700e-003	6.3400e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949
Total	**6.3000e-004**	**4.2700e-003**	**6.3400e-003**	**1.0000e-005**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.8936**	**0.8936**	**5.0000e-005**	**0.0000**	**0.8949**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.1000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1040	0.1040	0.0000	0.0000	0.1041
Total	**4.0000e-005**	**3.0000e-005**	**3.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1040**	**0.1040**	**0.0000**	**0.0000**	**0.1041**

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
Off-Road	4.0000e-004	8.2300e-003	6.4100e-003	1.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949
Total	**4.0000e-004**	**8.2300e-003**	**6.4100e-003**	**1.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**	**0.0000**	**0.8936**	**0.8936**	**5.0000e-005**	**0.0000**	**0.8949**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.1000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1040	0.1040	0.0000	0.0000	0.1041
Total	**4.0000e-005**	**3.0000e-005**	**3.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1040**	**0.1040**	**0.0000**	**0.0000**	**0.1041**

3.7 Architectural Coating - 2025

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
Off-Road	2.6000e-004	1.7200e-003	2.7100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	**2.6000e-004**	**1.7200e-003**	**2.7100e-003**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3835**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0428	0.0428	0.0000	0.0000	0.0428
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0428**	**0.0428**	**0.0000**	**0.0000**	**0.0428**

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
Off-Road	1.7000e-004	3.5300e-003	2.7500e-003	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	**1.7000e-004**	**3.5300e-003**	**2.7500e-003**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3835**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0428	0.0428	0.0000	0.0000	0.0428
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0428**	**0.0428**	**0.0000**	**0.0000**	**0.0428**

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	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320
Unmitigated	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	95.00	95.00	95.00	202,820	202,820
Total	95.00	95.00	95.00	202,820	202,820

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.581705	0.037849	0.193793	0.109044	0.014574	0.005304	0.018664	0.026966	0.002656	0.002072	0.005755	0.000900	0.000719

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					
City Park	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					
City Park	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			
City Park	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			
City Park	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	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-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	5.7000e-004					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	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Total	**5.7000e-004**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-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	5.7000e-004					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	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Total	**5.7000e-004**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.7709	7.0000e-005	1.0000e-005	0.7771
Unmitigated	0.8209	8.0000e-005	2.0000e-005	0.8276

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.66807	0.8209	8.0000e-005	2.0000e-005	0.8276
Total		**0.8209**	**8.0000e-005**	**2.0000e-005**	**0.8276**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.56632	0.7709	7.0000e-005	1.0000e-005	0.7771
Total		**0.7709**	**7.0000e-005**	**1.0000e-005**	**0.7771**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0244	1.4400e-003	0.0000	0.0604
Unmitigated	0.0244	1.4400e-003	0.0000	0.0604

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.12	0.0244	1.4400e-003	0.0000	0.0604
Total		**0.0244**	**1.4400e-003**	**0.0000**	**0.0604**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.12	0.0244	1.4400e-003	0.0000	0.0604
Total		**0.0244**	**1.4400e-003**	**0.0000**	**0.0604**

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

Mateo Street Park Project - Soil Treatment Approach 1

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.40	Acre	1.40	60,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use -

Construction Phase - Construction is anticipated to commence in 2024 and would extend for approximately 12 months.

Grading - Treatment Approach 1 would remove and off-haul approximately 4,000 cubic yards of material and import approximately 5,200 cubic yards of material.

Demolition - The total square footage of the existing structures to be demolished, including houses and garages, is 8,500 square feet.

Vehicle Trips - Trip rates based on trip generation prepared by LSA.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - Assuming use of water-efficient irrigation systems.

Mateo Street Park Project - Soil Treatment Approach 1 - Bay Area AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	200.00	190.00
tblConstructionPhase	NumDays	4.00	30.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	12/9/2024	1/3/2025
tblConstructionPhase	PhaseEndDate	11/11/2024	12/6/2024
tblConstructionPhase	PhaseEndDate	2/5/2024	3/15/2024
tblConstructionPhase	PhaseEndDate	11/25/2024	12/20/2024
tblConstructionPhase	PhaseEndDate	1/30/2024	2/2/2024
tblConstructionPhase	PhaseStartDate	11/26/2024	12/23/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	3/18/2024
tblConstructionPhase	PhaseStartDate	1/31/2024	2/5/2024
tblConstructionPhase	PhaseStartDate	11/12/2024	12/9/2024
tblGrading	AcresOfGrading	11.25	1.40
tblGrading	AcresOfGrading	2.50	1.40
tblGrading	MaterialExported	0.00	4,000.00
tblGrading	MaterialImported	0.00	5,200.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	22.75	67.86
tblVehicleTrips	SU_TR	16.74	67.86
tblVehicleTrips	WD_TR	1.89	67.86

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					
2024	1.5091	15.8740	13.8378	0.0429	5.6320	0.6323	6.1146	2.9459	0.5906	3.3900	0.0000	4,453.0322	4,453.0322	0.5972	0.0000	4,467.6080
2025	0.1832	1.1517	1.8990	3.3100e-003	0.0411	0.0517	0.0928	0.0109	0.0517	0.0626	0.0000	315.2418	315.2418	0.0159	0.0000	315.6402
Maximum	**1.5091**	**15.8740**	**13.8378**	**0.0429**	**5.6320**	**0.6323**	**6.1146**	**2.9459**	**0.5906**	**3.3900**	**0.0000**	**4,453.0322**	**4,453.0322**	**0.5972**	**0.0000**	**4,467.6080**

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					
2024	0.9295	21.5351	15.7652	0.0429	2.8059	0.7336	3.1280	1.3353	0.7335	1.7103	0.0000	4,453.0322	4,453.0322	0.5972	0.0000	4,467.6080
2025	0.1263	2.3587	1.9223	3.3100e-003	0.0411	0.0953	0.1364	0.0109	0.0953	0.1062	0.0000	315.2418	315.2418	0.0159	0.0000	315.6402
Maximum	**0.9295**	**21.5351**	**15.7652**	**0.0429**	**2.8059**	**0.7336**	**3.1280**	**1.3353**	**0.7335**	**1.7103**	**0.0000**	**4,453.0322**	**4,453.0322**	**0.5972**	**0.0000**	**4,467.6080**

	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	**37.62**	**-40.34**	**-12.40**	**0.00**	**49.82**	**-21.18**	**47.41**	**54.47**	**-29.03**	**47.39**	**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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609
Total	**0.1220**	**0.4624**	**1.1613**	**4.6300e-003**	**0.4308**	**3.5800e-003**	**0.4343**	**0.1152**	**3.3400e-003**	**0.1186**		**469.4816**	**469.4816**	**0.0152**	**0.0000**	**469.8612**

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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609
Total	**0.1220**	**0.4624**	**1.1613**	**4.6300e-003**	**0.4308**	**3.5800e-003**	**0.4343**	**0.1152**	**3.3400e-003**	**0.1186**		**469.4816**	**469.4816**	**0.0152**	**0.0000**	**469.8612**

	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	1/1/2024	1/26/2024	5	20	
2	Site Preparation	Site Preparation	1/27/2024	2/2/2024	5	5	
3	Grading	Grading	2/5/2024	3/15/2024	5	30	
4	Building Construction	Building Construction	3/18/2024	12/6/2024	5	190	
5	Paving	Paving	12/9/2024	12/20/2024	5	10	
6	Architectural Coating	Architectural Coating	12/23/2024	1/3/2025	5	10	

Acres of Grading (Site Preparation Phase): 1.4

Acres of Grading (Grading Phase): 1.4

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

Mateo Street Park Project - Soil Treatment Approach 1 - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	39.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,150.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

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					0.4184	0.0000	0.4184	0.0633	0.0000	0.0633			0.0000			0.0000
Off-Road	1.4397	13.8867	13.4879	0.0241		0.6311	0.6311		0.5895	0.5895		2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**1.4397**	**13.8867**	**13.4879**	**0.0241**	**0.4184**	**0.6311**	**1.0495**	**0.0633**	**0.5895**	**0.6528**		**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.6800e-003	0.3120	0.0979	1.4400e-003	0.0341	5.7000e-004	0.0346	9.3400e-003	5.4000e-004	9.8800e-003		154.2367	154.2367	7.1500e-003		154.4155
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0438**	**0.3298**	**0.3498**	**2.3600e-003**	**0.1409**	**1.2000e-003**	**0.1421**	**0.0377**	**1.1200e-003**	**0.0388**		**245.8326**	**245.8326**	**8.8200e-003**		**246.0533**

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					0.1883	0.0000	0.1883	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	0.8857	21.2053	15.4154	0.0241		0.7182	0.7182		0.7182	0.7182	0.0000	2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**0.8857**	**21.2053**	**15.4154**	**0.0241**	**0.1883**	**0.7182**	**0.9064**	**0.0285**	**0.7182**	**0.7467**	**0.0000**	**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.6800e-003	0.3120	0.0979	1.4400e-003	0.0341	5.7000e-004	0.0346	9.3400e-003	5.4000e-004	9.8800e-003		154.2367	154.2367	7.1500e-003		154.4155
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0438**	**0.3298**	**0.3498**	**2.3600e-003**	**0.1409**	**1.2000e-003**	**0.1421**	**0.0377**	**1.1200e-003**	**0.0388**		**245.8326**	**245.8326**	**8.8200e-003**		**246.0533**

3.3 Site Preparation - 2024

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					5.5663	0.0000	5.5663	2.9285	0.0000	2.9285			0.0000			0.0000
Off-Road	1.1067	11.8407	6.6317	0.0172		0.4823	0.4823		0.4437	0.4437		1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**1.1067**	**11.8407**	**6.6317**	**0.0172**	**5.5663**	**0.4823**	**6.0485**	**2.9285**	**0.4437**	**3.3722**		**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.0210**	**0.0110**	**0.1550**	**5.7000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**56.3667**	**56.3667**	**1.0300e-003**		**56.3925**

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					2.5048	0.0000	2.5048	1.3178	0.0000	1.3178			0.0000			0.0000
Off-Road	0.4908	14.9460	9.8221	0.0172		0.3747	0.3747		0.3747	0.3747	0.0000	1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**0.4908**	**14.9460**	**9.8221**	**0.0172**	**2.5048**	**0.3747**	**2.8795**	**1.3178**	**0.3747**	**1.6925**	**0.0000**	**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.0210**	**0.0110**	**0.1550**	**5.7000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**56.3667**	**56.3667**	**1.0300e-003**		**56.3925**

3.4 Grading - 2024

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					4.6007	0.0000	4.6007	2.4933	0.0000	2.4933			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.9132**	**9.7297**	**5.5468**	**0.0141**	**4.6007**	**0.4001**	**5.0008**	**2.4933**	**0.3681**	**2.8614**		**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.1902	6.1333	1.9252	0.0282	0.6699	0.0111	0.6810	0.1836	0.0107	0.1942		3,032.0033	3,032.0033	0.1406		3,035.5193
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.2112**	**6.1443**	**2.0802**	**0.0288**	**0.7356**	**0.0115**	**0.7471**	**0.2010**	**0.0110**	**0.2120**		**3,088.3700**	**3,088.3700**	**0.1417**		**3,091.9117**

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					2.0703	0.0000	2.0703	1.1220	0.0000	1.1220			0.0000			0.0000
Off-Road	0.4059	12.2633	8.0841	0.0141		0.3106	0.3106		0.3106	0.3106	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.4059**	**12.2633**	**8.0841**	**0.0141**	**2.0703**	**0.3106**	**2.3809**	**1.1220**	**0.3106**	**1.4326**	**0.0000**	**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.1902	6.1333	1.9252	0.0282	0.6699	0.0111	0.6810	0.1836	0.0107	0.1942		3,032.0033	3,032.0033	0.1406		3,035.5193
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.2112**	**6.1443**	**2.0802**	**0.0288**	**0.7356**	**0.0115**	**0.7471**	**0.2010**	**0.0110**	**0.2120**		**3,088.3700**	**3,088.3700**	**0.1417**		**3,091.9117**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0210	0.7485	0.1988	2.6000e-003	0.0677	8.5000e-004	0.0685	0.0195	8.1000e-004	0.0203		276.1953	276.1953	0.0109		276.4669
Worker	0.0682	0.0356	0.5038	1.8400e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		183.1918	183.1918	3.3500e-003		183.2755
Total	**0.0891**	**0.7841**	**0.7026**	**4.4400e-003**	**0.2813**	**2.1100e-003**	**0.2834**	**0.0761**	**1.9700e-003**	**0.0781**		**459.3871**	**459.3871**	**0.0142**		**459.7424**

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	0.8395	17.3294	13.4786	0.0221		0.7315	0.7315		0.7315	0.7315	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**0.8395**	**17.3294**	**13.4786**	**0.0221**		**0.7315**	**0.7315**		**0.7315**	**0.7315**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0210	0.7485	0.1988	2.6000e-003	0.0677	8.5000e-004	0.0685	0.0195	8.1000e-004	0.0203		276.1953	276.1953	0.0109		276.4669
Worker	0.0682	0.0356	0.5038	1.8400e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		183.1918	183.1918	3.3500e-003		183.2755
Total	**0.0891**	**0.7841**	**0.7026**	**4.4400e-003**	**0.2813**	**2.1100e-003**	**0.2834**	**0.0761**	**1.9700e-003**	**0.0781**		**459.3871**	**459.3871**	**0.0142**		**459.7424**

3.6 Paving - 2024

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	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0341**	**0.0178**	**0.2519**	**9.2000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**91.5959**	**91.5959**	**1.6700e-003**		**91.6378**

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	0.5500	11.7418	9.8512	0.0136		0.4113	0.4113		0.4113	0.4113	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5500**	**11.7418**	**9.8512**	**0.0136**		**0.4113**	**0.4113**		**0.4113**	**0.4113**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0341**	**0.0178**	**0.2519**	**9.2000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**91.5959**	**91.5959**	**1.6700e-003**		**91.6378**

3.7 Architectural Coating - 2024

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
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**0.1808**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0131	6.8500e-003	0.0969	3.5000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		35.2292	35.2292	6.4000e-004		35.2453
Total	**0.0131**	**6.8500e-003**	**0.0969**	**3.5000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**35.2292**	**35.2292**	**6.4000e-004**		**35.2453**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0131	6.8500e-003	0.0969	3.5000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		35.2292	35.2292	6.4000e-004		35.2453
Total	**0.0131**	**6.8500e-003**	**0.0969**	**3.5000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**35.2292**	**35.2292**	**6.4000e-004**		**35.2453**

3.7 Architectural Coating - 2025

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
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.1709**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0124	6.2300e-003	0.0899	3.4000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		33.7938	33.7938	5.8000e-004		33.8084
Total	**0.0124**	**6.2300e-003**	**0.0899**	**3.4000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**33.7938**	**33.7938**	**5.8000e-004**		**33.8084**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0124	6.2300e-003	0.0899	3.4000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		33.7938	33.7938	5.8000e-004		33.8084
Total	**0.0124**	**6.2300e-003**	**0.0899**	**3.4000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**33.7938**	**33.7938**	**5.8000e-004**		**33.8084**

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	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609
Unmitigated	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	95.00	95.00	95.00	202,820	202,820
Total	95.00	95.00	95.00	202,820	202,820

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.581705	0.037849	0.193793	0.109044	0.014574	0.005304	0.018664	0.026966	0.002656	0.002072	0.005755	0.000900	0.000719

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					
City Park	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					
City Park	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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Unmitigated	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

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

Mateo Street Park Project - Soil Treatment Approach 1

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.40	Acre	1.40	60,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use -

Construction Phase - Construction is anticipated to commence in 2024 and would extend for approximately 12 months.

Grading - Treatment Approach 1 would remove and off-haul approximately 4,000 cubic yards of material and import approximately 5,200 cubic yards of material.

Demolition - The total square footage of the existing structures to be demolished, including houses and garages, is 8,500 square feet.

Vehicle Trips - Trip rates based on trip generation prepared by LSA.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - Assuming use of water-efficient irrigation systems.

Mateo Street Park Project - Soil Treatment Approach 1 - Bay Area AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	200.00	190.00
tblConstructionPhase	NumDays	4.00	30.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	12/9/2024	1/3/2025
tblConstructionPhase	PhaseEndDate	11/11/2024	12/6/2024
tblConstructionPhase	PhaseEndDate	2/5/2024	3/15/2024
tblConstructionPhase	PhaseEndDate	11/25/2024	12/20/2024
tblConstructionPhase	PhaseEndDate	1/30/2024	2/2/2024
tblConstructionPhase	PhaseStartDate	11/26/2024	12/23/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	3/18/2024
tblConstructionPhase	PhaseStartDate	1/31/2024	2/5/2024
tblConstructionPhase	PhaseStartDate	11/12/2024	12/9/2024
tblGrading	AcresOfGrading	11.25	1.40
tblGrading	AcresOfGrading	2.50	1.40
tblGrading	MaterialExported	0.00	4,000.00
tblGrading	MaterialImported	0.00	5,200.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	22.75	67.86
tblVehicleTrips	SU_TR	16.74	67.86
tblVehicleTrips	WD_TR	1.89	67.86

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					
2024	1.5152	15.9768	13.8241	0.0424	5.6320	0.6323	6.1146	2.9459	0.5906	3.3900	0.0000	4,397.2632	4,397.2632	0.5974	0.0000	4,411.9710
2025	0.1841	1.1532	1.8921	3.2800e-003	0.0411	0.0517	0.0928	0.0109	0.0517	0.0626	0.0000	312.5835	312.5835	0.0159	0.0000	312.9808
Maximum	**1.5152**	**15.9768**	**13.8241**	**0.0424**	**5.6320**	**0.6323**	**6.1146**	**2.9459**	**0.5906**	**3.3900**	**0.0000**	**4,397.2632**	**4,397.2632**	**0.5974**	**0.0000**	**4,411.9710**

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					
2024	0.9347	21.5443	15.7516	0.0424	2.8059	0.7336	3.1283	1.3353	0.7335	1.7103	0.0000	4,397.2632	4,397.2632	0.5974	0.0000	4,411.9710
2025	0.1272	2.3601	1.9153	3.2800e-003	0.0411	0.0953	0.1364	0.0109	0.0953	0.1062	0.0000	312.5835	312.5835	0.0159	0.0000	312.9808
Maximum	**0.9347**	**21.5443**	**15.7516**	**0.0424**	**2.8059**	**0.7336**	**3.1283**	**1.3353**	**0.7335**	**1.7103**	**0.0000**	**4,397.2632**	**4,397.2632**	**0.5974**	**0.0000**	**4,411.9710**

	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	**37.51**	**-39.55**	**-12.41**	**0.00**	**49.82**	**-21.19**	**47.41**	**54.47**	**-29.03**	**47.39**	**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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144
Total	**0.1047**	**0.4822**	**1.1718**	**4.3400e-003**	**0.4308**	**3.6000e-003**	**0.4344**	**0.1152**	**3.3500e-003**	**0.1186**		**440.0259**	**440.0259**	**0.0156**	**0.0000**	**440.4147**

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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144
Total	**0.1047**	**0.4822**	**1.1718**	**4.3400e-003**	**0.4308**	**3.6000e-003**	**0.4344**	**0.1152**	**3.3500e-003**	**0.1186**		**440.0259**	**440.0259**	**0.0156**	**0.0000**	**440.4147**

	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	1/1/2024	1/26/2024	5	20	
2	Site Preparation	Site Preparation	1/27/2024	2/2/2024	5	5	
3	Grading	Grading	2/5/2024	3/15/2024	5	30	
4	Building Construction	Building Construction	3/18/2024	12/6/2024	5	190	
5	Paving	Paving	12/9/2024	12/20/2024	5	10	
6	Architectural Coating	Architectural Coating	12/23/2024	1/3/2025	5	10	

Acres of Grading (Site Preparation Phase): 1.4

Acres of Grading (Grading Phase): 1.4

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

Mateo Street Park Project - Soil Treatment Approach 1 - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	39.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,150.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

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					0.4184	0.0000	0.4184	0.0633	0.0000	0.0633			0.0000			0.0000
Off-Road	1.4397	13.8867	13.4879	0.0241		0.6311	0.6311		0.5895	0.5895		2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**1.4397**	**13.8867**	**13.4879**	**0.0241**	**0.4184**	**0.6311**	**1.0495**	**0.0633**	**0.5895**	**0.6528**		**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.9400e-003	0.3171	0.1032	1.4100e-003	0.0341	5.8000e-004	0.0347	9.3400e-003	5.5000e-004	9.8900e-003		151.6254	151.6254	7.4300e-003		151.8111
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0464**	**0.3391**	**0.3362**	**2.2600e-003**	**0.1409**	**1.2100e-003**	**0.1421**	**0.0377**	**1.1300e-003**	**0.0388**		**236.0123**	**236.0123**	**8.9800e-003**		**236.2367**

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					0.1883	0.0000	0.1883	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	0.8857	21.2053	15.4154	0.0241		0.7182	0.7182		0.7182	0.7182	0.0000	2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**0.8857**	**21.2053**	**15.4154**	**0.0241**	**0.1883**	**0.7182**	**0.9064**	**0.0285**	**0.7182**	**0.7467**	**0.0000**	**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.9400e-003	0.3171	0.1032	1.4100e-003	0.0341	5.8000e-004	0.0347	9.3400e-003	5.5000e-004	9.8900e-003		151.6254	151.6254	7.4300e-003		151.8111
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0464**	**0.3391**	**0.3362**	**2.2600e-003**	**0.1409**	**1.2100e-003**	**0.1421**	**0.0377**	**1.1300e-003**	**0.0388**		**236.0123**	**236.0123**	**8.9800e-003**		**236.2367**

3.3 Site Preparation - 2024

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					5.5663	0.0000	5.5663	2.9285	0.0000	2.9285			0.0000			0.0000
Off-Road	1.1067	11.8407	6.6317	0.0172		0.4823	0.4823		0.4437	0.4437		1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**1.1067**	**11.8407**	**6.6317**	**0.0172**	**5.5663**	**0.4823**	**6.0485**	**2.9285**	**0.4437**	**3.3722**		**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.0224**	**0.0135**	**0.1434**	**5.2000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**51.9304**	**51.9304**	**9.5000e-004**		**51.9542**

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					2.5048	0.0000	2.5048	1.3178	0.0000	1.3178			0.0000			0.0000
Off-Road	0.4908	14.9460	9.8221	0.0172		0.3747	0.3747		0.3747	0.3747	0.0000	1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**0.4908**	**14.9460**	**9.8221**	**0.0172**	**2.5048**	**0.3747**	**2.8795**	**1.3178**	**0.3747**	**1.6925**	**0.0000**	**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.0224**	**0.0135**	**0.1434**	**5.2000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**51.9304**	**51.9304**	**9.5000e-004**		**51.9542**

3.4 Grading - 2024

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					4.6007	0.0000	4.6007	2.4933	0.0000	2.4933			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.9132**	**9.7297**	**5.5468**	**0.0141**	**4.6007**	**0.4001**	**5.0008**	**2.4933**	**0.3681**	**2.8614**		**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.1954	6.2335	2.0286	0.0278	0.6699	0.0114	0.6813	0.1836	0.0109	0.1945		2,980.6705	2,980.6705	0.1460		2,984.3206
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.2179**	**6.2470**	**2.1720**	**0.0283**	**0.7356**	**0.0118**	**0.7474**	**0.2010**	**0.0113**	**0.2123**		**3,032.6009**	**3,032.6009**	**0.1470**		**3,036.2748**

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					2.0703	0.0000	2.0703	1.1220	0.0000	1.1220			0.0000			0.0000
Off-Road	0.4059	12.2633	8.0841	0.0141		0.3106	0.3106		0.3106	0.3106	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.4059**	**12.2633**	**8.0841**	**0.0141**	**2.0703**	**0.3106**	**2.3809**	**1.1220**	**0.3106**	**1.4326**	**0.0000**	**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.1954	6.2335	2.0286	0.0278	0.6699	0.0114	0.6813	0.1836	0.0109	0.1945		2,980.6705	2,980.6705	0.1460		2,984.3206
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.2179**	**6.2470**	**2.1720**	**0.0283**	**0.7356**	**0.0118**	**0.7474**	**0.2010**	**0.0113**	**0.2123**		**3,032.6009**	**3,032.6009**	**0.1470**		**3,036.2748**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7521	0.2250	2.5400e-003	0.0677	8.8000e-004	0.0686	0.0195	8.4000e-004	0.0203		269.2679	269.2679	0.0117		269.5592
Worker	0.0729	0.0439	0.4659	1.6900e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		168.7738	168.7738	3.0900e-003		168.8511
Total	**0.0952**	**0.7960**	**0.6909**	**4.2300e-003**	**0.2813**	**2.1400e-003**	**0.2834**	**0.0761**	**2.0000e-003**	**0.0781**		**438.0418**	**438.0418**	**0.0147**		**438.4104**

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	0.8395	17.3294	13.4786	0.0221		0.7315	0.7315		0.7315	0.7315	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**0.8395**	**17.3294**	**13.4786**	**0.0221**		**0.7315**	**0.7315**		**0.7315**	**0.7315**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7521	0.2250	2.5400e-003	0.0677	8.8000e-004	0.0686	0.0195	8.4000e-004	0.0203		269.2679	269.2679	0.0117		269.5592
Worker	0.0729	0.0439	0.4659	1.6900e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		168.7738	168.7738	3.0900e-003		168.8511
Total	**0.0952**	**0.7960**	**0.6909**	**4.2300e-003**	**0.2813**	**2.1400e-003**	**0.2834**	**0.0761**	**2.0000e-003**	**0.0781**		**438.0418**	**438.0418**	**0.0147**		**438.4104**

3.6 Paving - 2024

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	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0365**	**0.0220**	**0.2330**	**8.5000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**84.3869**	**84.3869**	**1.5500e-003**		**84.4256**

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	0.5500	11.7418	9.8512	0.0136		0.4113	0.4113		0.4113	0.4113	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5500**	**11.7418**	**9.8512**	**0.0136**		**0.4113**	**0.4113**		**0.4113**	**0.4113**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0365**	**0.0220**	**0.2330**	**8.5000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**84.3869**	**84.3869**	**1.5500e-003**		**84.4256**

3.7 Architectural Coating - 2024

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
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**0.1808**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	8.4500e-003	0.0896	3.3000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		32.4565	32.4565	5.9000e-004		32.4714
Total	**0.0140**	**8.4500e-003**	**0.0896**	**3.3000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**32.4565**	**32.4565**	**5.9000e-004**		**32.4714**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	8.4500e-003	0.0896	3.3000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		32.4565	32.4565	5.9000e-004		32.4714
Total	**0.0140**	**8.4500e-003**	**0.0896**	**3.3000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**32.4565**	**32.4565**	**5.9000e-004**		**32.4714**

3.7 Architectural Coating - 2025

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
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.1709**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0133	7.6800e-003	0.0829	3.1000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		31.1355	31.1355	5.4000e-004		31.1489
Total	**0.0133**	**7.6800e-003**	**0.0829**	**3.1000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**31.1355**	**31.1355**	**5.4000e-004**		**31.1489**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0133	7.6800e-003	0.0829	3.1000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		31.1355	31.1355	5.4000e-004		31.1489
Total	**0.0133**	**7.6800e-003**	**0.0829**	**3.1000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**31.1355**	**31.1355**	**5.4000e-004**		**31.1489**

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	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144
Unmitigated	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	95.00	95.00	95.00	202,820	202,820
Total	95.00	95.00	95.00	202,820	202,820

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.581705	0.037849	0.193793	0.109044	0.014574	0.005304	0.018664	0.026966	0.002656	0.002072	0.005755	0.000900	0.000719

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					
City Park	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					
City Park	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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Unmitigated	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

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

Mateo Street Park Project - Soil Treatment Approach 2

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.40	Acre	1.40	60,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use -

Construction Phase - Construction is anticipated to commence in 2024 and would extend for approximately 12 months.

Grading - Treatment Approach 2 would remove and off-haul approximately 1,200 cubic yards of material and import approximately 2,400 cubic yards of material.

Demolition - The total square footage of the existing structures to be demolished, including houses and garages, is 8,500 square feet.

Vehicle Trips - Trip rates based on trip generation prepared by LSA.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - Assuming use of water-efficient irrigation systems.

Mateo Street Park Project - Soil Treatment Approach 2 - Bay Area AQMD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	200.00	190.00
tblConstructionPhase	NumDays	4.00	30.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	12/9/2024	1/3/2025
tblConstructionPhase	PhaseEndDate	11/11/2024	12/6/2024
tblConstructionPhase	PhaseEndDate	2/5/2024	3/15/2024
tblConstructionPhase	PhaseEndDate	11/25/2024	12/20/2024
tblConstructionPhase	PhaseEndDate	1/30/2024	2/2/2024
tblConstructionPhase	PhaseStartDate	11/26/2024	12/23/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	3/18/2024
tblConstructionPhase	PhaseStartDate	1/31/2024	2/5/2024
tblConstructionPhase	PhaseStartDate	11/12/2024	12/9/2024
tblGrading	AcresOfGrading	11.25	1.40
tblGrading	AcresOfGrading	2.50	1.40
tblGrading	MaterialExported	0.00	1,200.00
tblGrading	MaterialImported	0.00	2,400.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	22.75	67.86
tblVehicleTrips	SU_TR	16.74	67.86
tblVehicleTrips	WD_TR	1.89	67.86

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					
2024	0.1799	1.5148	1.5565	3.2800e-003	0.1195	0.0582	0.1777	0.0542	0.0556	0.1098	0.0000	280.4986	280.4986	0.0453	0.0000	281.6314
2025	2.7000e-004	1.7300e-003	2.8400e-003	0.0000	6.0000e-005	8.0000e-005	1.4000e-004	2.0000e-005	8.0000e-005	9.0000e-005	0.0000	0.4258	0.4258	2.0000e-005	0.0000	0.4263
Maximum	**0.1799**	**1.5148**	**1.5565**	**3.2800e-003**	**0.1195**	**0.0582**	**0.1777**	**0.0542**	**0.0556**	**0.1098**	**0.0000**	**280.4986**	**280.4986**	**0.0453**	**0.0000**	**281.6314**

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					
2024	0.1094	2.2623	1.7183	3.2800e-003	0.0717	0.0850	0.1567	0.0293	0.0849	0.1142	0.0000	280.4983	280.4983	0.0453	0.0000	281.6312
2025	1.9000e-004	3.5400e-003	2.8700e-003	0.0000	6.0000e-005	1.4000e-004	2.0000e-004	2.0000e-005	1.4000e-004	1.6000e-004	0.0000	0.4258	0.4258	2.0000e-005	0.0000	0.4263
Maximum	**0.1094**	**2.2623**	**1.7183**	**3.2800e-003**	**0.0717**	**0.0850**	**0.1567**	**0.0293**	**0.0849**	**0.1142**	**0.0000**	**280.4983**	**280.4983**	**0.0453**	**0.0000**	**281.6312**

	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	**39.14**	**-49.41**	**-10.38**	**0.00**	**39.94**	**-45.93**	**11.79**	**45.98**	**-52.76**	**-4.07**	**0.00**	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2024**	**3-31-2024**	0.4337	0.5601
2	**4-1-2024**	**6-30-2024**	0.4341	0.6189
3	**7-1-2024**	**9-30-2024**	0.4389	0.6257
4	**10-1-2024**	**12-31-2024**	0.3526	0.5170
5	**1-1-2025**	**3-31-2025**	0.0014	0.0027
		Highest	0.4389	0.6257

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	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-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	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320
Waste						0.0000	0.0000		0.0000	0.0000	0.0244	0.0000	0.0244	1.4400e-003	0.0000	0.0604
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.8209	0.8209	8.0000e-005	2.0000e-005	0.8276
Total	**0.0193**	**0.0864**	**0.2036**	**8.0000e-004**	**0.0755**	**6.5000e-004**	**0.0761**	**0.0203**	**6.1000e-004**	**0.0209**	**0.0244**	**74.1904**	**74.2148**	**4.0200e-003**	**2.0000e-005**	**74.3200**

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	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-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	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320
Waste						0.0000	0.0000		0.0000	0.0000	0.0244	0.0000	0.0244	1.4400e-003	0.0000	0.0604
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.7709	0.7709	7.0000e-005	1.0000e-005	0.7771
Total	**0.0193**	**0.0864**	**0.2036**	**8.0000e-004**	**0.0755**	**6.5000e-004**	**0.0761**	**0.0203**	**6.1000e-004**	**0.0209**	**0.0244**	**74.1404**	**74.1647**	**4.0100e-003**	**1.0000e-005**	**74.2695**

	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**	**0.07**	**0.07**	**0.25**	**50.00**	**0.07**

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	1/1/2024	1/26/2024	5	20	
2	Site Preparation	Site Preparation	1/27/2024	2/2/2024	5	5	
3	Grading	Grading	2/5/2024	3/15/2024	5	30	
4	Building Construction	Building Construction	3/18/2024	12/6/2024	5	190	
5	Paving	Paving	12/9/2024	12/20/2024	5	10	
6	Architectural Coating	Architectural Coating	12/23/2024	1/3/2025	5	10	

Acres of Grading (Site Preparation Phase): 1.4

Acres of Grading (Grading Phase): 1.4

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

Mateo Street Park Project - Soil Treatment Approach 2 - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	39.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	450.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

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					4.1800e-003	0.0000	4.1800e-003	6.3000e-004	0.0000	6.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0144	0.1389	0.1349	2.4000e-004		6.3100e-003	6.3100e-003		5.8900e-003	5.8900e-003	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250
Total	**0.0144**	**0.1389**	**0.1349**	**2.4000e-004**	**4.1800e-003**	**6.3100e-003**	**0.0105**	**6.3000e-004**	**5.8900e-003**	**6.5200e-003**	**0.0000**	**21.0916**	**21.0916**	**5.3400e-003**	**0.0000**	**21.2250**

3.2 Demolition - 2024

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	1.0000e-004	3.1700e-003	1.0000e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.4000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.3893	1.3893	7.0000e-005	0.0000	1.3909
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	3.3000e-004	2.0000e-004	2.2800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.7727	0.7727	1.0000e-005	0.0000	0.7730
Total	**4.3000e-004**	**3.3700e-003**	**3.2800e-003**	**2.0000e-005**	**1.3600e-003**	**2.0000e-005**	**1.3700e-003**	**3.6000e-004**	**2.0000e-005**	**3.8000e-004**	**0.0000**	**2.1619**	**2.1619**	**8.0000e-005**	**0.0000**	**2.1639**

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					1.8800e-003	0.0000	1.8800e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.8600e-003	0.2121	0.1542	2.4000e-004		7.1800e-003	7.1800e-003		7.1800e-003	7.1800e-003	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250
Total	**8.8600e-003**	**0.2121**	**0.1542**	**2.4000e-004**	**1.8800e-003**	**7.1800e-003**	**9.0600e-003**	**2.9000e-004**	**7.1800e-003**	**7.4700e-003**	**0.0000**	**21.0915**	**21.0915**	**5.3400e-003**	**0.0000**	**21.2250**

3.2 Demolition - 2024

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	1.0000e-004	3.1700e-003	1.0000e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.4000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.3893	1.3893	7.0000e-005	0.0000	1.3909
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	3.3000e-004	2.0000e-004	2.2800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.7727	0.7727	1.0000e-005	0.0000	0.7730
Total	**4.3000e-004**	**3.3700e-003**	**3.2800e-003**	**2.0000e-005**	**1.3600e-003**	**2.0000e-005**	**1.3700e-003**	**3.6000e-004**	**2.0000e-005**	**3.8000e-004**	**0.0000**	**2.1619**	**2.1619**	**8.0000e-005**	**0.0000**	**2.1639**

3.3 Site Preparation - 2024

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					0.0139	0.0000	0.0139	7.3200e-003	0.0000	7.3200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7700e-003	0.0296	0.0166	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.7782	3.7782	1.2200e-003	0.0000	3.8087
Total	**2.7700e-003**	**0.0296**	**0.0166**	**4.0000e-005**	**0.0139**	**1.2100e-003**	**0.0151**	**7.3200e-003**	**1.1100e-003**	**8.4300e-003**	**0.0000**	**3.7782**	**3.7782**	**1.2200e-003**	**0.0000**	**3.8087**

3.3 Site Preparation - 2024

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	5.0000e-005	3.0000e-005	3.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1189	0.1189	0.0000	0.0000	0.1189
Total	**5.0000e-005**	**3.0000e-005**	**3.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1189**	**0.1189**	**0.0000**	**0.0000**	**0.1189**

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					6.2600e-003	0.0000	6.2600e-003	3.2900e-003	0.0000	3.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2300e-003	0.0374	0.0246	4.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	3.7782	3.7782	1.2200e-003	0.0000	3.8087
Total	**1.2300e-003**	**0.0374**	**0.0246**	**4.0000e-005**	**6.2600e-003**	**9.4000e-004**	**7.2000e-003**	**3.2900e-003**	**9.4000e-004**	**4.2300e-003**	**0.0000**	**3.7782**	**3.7782**	**1.2200e-003**	**0.0000**	**3.8087**

3.3 Site Preparation - 2024

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	5.0000e-005	3.0000e-005	3.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1189	0.1189	0.0000	0.0000	0.1189
Total	**5.0000e-005**	**3.0000e-005**	**3.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1189**	**0.1189**	**0.0000**	**0.0000**	**0.1189**

3.4 Grading - 2024

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					0.0687	0.0000	0.0687	0.0374	0.0000	0.0374	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0137	0.1460	0.0832	2.1000e-004		6.0000e-003	6.0000e-003		5.5200e-003	5.5200e-003	0.0000	18.5700	18.5700	6.0100e-003	0.0000	18.7202
Total	**0.0137**	**0.1460**	**0.0832**	**2.1000e-004**	**0.0687**	**6.0000e-003**	**0.0747**	**0.0374**	**5.5200e-003**	**0.0429**	**0.0000**	**18.5700**	**18.5700**	**6.0100e-003**	**0.0000**	**18.7202**

3.4 Grading - 2024

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	1.1300e-003	0.0366	0.0116	1.6000e-004	3.8000e-003	7.0000e-005	3.8700e-003	1.0500e-003	6.0000e-005	1.1100e-003	0.0000	16.0300	16.0300	7.6000e-004	0.0000	16.0490
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	3.0000e-004	1.8000e-004	2.1100e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7132	0.7132	1.0000e-005	0.0000	0.7136
Total	**1.4300e-003**	**0.0367**	**0.0137**	**1.7000e-004**	**4.7500e-003**	**8.0000e-005**	**4.8200e-003**	**1.3000e-003**	**7.0000e-005**	**1.3700e-003**	**0.0000**	**16.7432**	**16.7432**	**7.7000e-004**	**0.0000**	**16.7625**

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					0.0309	0.0000	0.0309	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.1840	0.1213	2.1000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	18.5700	18.5700	6.0100e-003	0.0000	18.7201
Total	**6.0900e-003**	**0.1840**	**0.1213**	**2.1000e-004**	**0.0309**	**4.6600e-003**	**0.0356**	**0.0168**	**4.6600e-003**	**0.0215**	**0.0000**	**18.5700**	**18.5700**	**6.0100e-003**	**0.0000**	**18.7201**

3.4 Grading - 2024

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	1.1300e-003	0.0366	0.0116	1.6000e-004	3.8000e-003	7.0000e-005	3.8700e-003	1.0500e-003	6.0000e-005	1.1100e-003	0.0000	16.0300	16.0300	7.6000e-004	0.0000	16.0490
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	3.0000e-004	1.8000e-004	2.1100e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7132	0.7132	1.0000e-005	0.0000	0.7136
Total	**1.4300e-003**	**0.0367**	**0.0137**	**1.7000e-004**	**4.7500e-003**	**8.0000e-005**	**4.8200e-003**	**1.3000e-003**	**7.0000e-005**	**1.3700e-003**	**0.0000**	**16.7432**	**16.7432**	**7.7000e-004**	**0.0000**	**16.7625**

3.5 Building Construction - 2024

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	0.1349	1.0511	1.1891	2.1000e-003		0.0428	0.0428		0.0413	0.0413	0.0000	172.5307	172.5307	0.0287	0.0000	173.2490
Total	**0.1349**	**1.0511**	**1.1891**	**2.1000e-003**		**0.0428**	**0.0428**		**0.0413**	**0.0413**	**0.0000**	**172.5307**	**172.5307**	**0.0287**	**0.0000**	**173.2490**

3.5 Building Construction - 2024

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	2.0400e-003	0.0717	0.0201	2.4000e-004	6.2300e-003	8.0000e-005	6.3100e-003	1.8000e-003	8.0000e-005	1.8800e-003	0.0000	23.5523	23.5523	9.7000e-004	0.0000	23.5765
Worker	6.2100e-003	3.8100e-003	0.0434	1.6000e-004	0.0195	1.2000e-004	0.0196	5.1900e-003	1.1000e-004	5.3000e-003	0.0000	14.6808	14.6808	2.7000e-004	0.0000	14.6875
Total	**8.2500e-003**	**0.0755**	**0.0635**	**4.0000e-004**	**0.0258**	**2.0000e-004**	**0.0260**	**6.9900e-003**	**1.9000e-004**	**7.1800e-003**	**0.0000**	**38.2331**	**38.2331**	**1.2400e-003**	**0.0000**	**38.2640**

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	0.0798	1.6463	1.2805	2.1000e-003		0.0695	0.0695		0.0695	0.0695	0.0000	172.5305	172.5305	0.0287	0.0000	173.2488
Total	**0.0798**	**1.6463**	**1.2805**	**2.1000e-003**		**0.0695**	**0.0695**		**0.0695**	**0.0695**	**0.0000**	**172.5305**	**172.5305**	**0.0287**	**0.0000**	**173.2488**

3.5 Building Construction - 2024

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	2.0400e-003	0.0717	0.0201	2.4000e-004	6.2300e-003	8.0000e-005	6.3100e-003	1.8000e-003	8.0000e-005	1.8800e-003	0.0000	23.5523	23.5523	9.7000e-004	0.0000	23.5765
Worker	6.2100e-003	3.8100e-003	0.0434	1.6000e-004	0.0195	1.2000e-004	0.0196	5.1900e-003	1.1000e-004	5.3000e-003	0.0000	14.6808	14.6808	2.7000e-004	0.0000	14.6875
Total	**8.2500e-003**	**0.0755**	**0.0635**	**4.0000e-004**	**0.0258**	**2.0000e-004**	**0.0260**	**6.9900e-003**	**1.9000e-004**	**7.1800e-003**	**0.0000**	**38.2331**	**38.2331**	**1.2400e-003**	**0.0000**	**38.2640**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0900e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.0900e-003**	**0.0293**	**0.0441**	**7.0000e-005**		**1.4100e-003**	**1.4100e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**5.8870**	**5.8870**	**1.8700e-003**	**0.0000**	**5.9337**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.1400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3863	0.3863	1.0000e-005	0.0000	0.3865
Total	**1.6000e-004**	**1.0000e-004**	**1.1400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.3863**	**0.3863**	**1.0000e-005**	**0.0000**	**0.3865**

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	2.7500e-003	0.0587	0.0493	7.0000e-005		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7500e-003**	**0.0587**	**0.0493**	**7.0000e-005**		**2.0600e-003**	**2.0600e-003**		**2.0600e-003**	**2.0600e-003**	**0.0000**	**5.8870**	**5.8870**	**1.8700e-003**	**0.0000**	**5.9337**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.1400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3863	0.3863	1.0000e-005	0.0000	0.3865
Total	**1.6000e-004**	**1.0000e-004**	**1.1400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.3863**	**0.3863**	**1.0000e-005**	**0.0000**	**0.3865**

3.7 Architectural Coating - 2024

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
Off-Road	6.3000e-004	4.2700e-003	6.3400e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949
Total	**6.3000e-004**	**4.2700e-003**	**6.3400e-003**	**1.0000e-005**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.8936**	**0.8936**	**5.0000e-005**	**0.0000**	**0.8949**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.1000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1040	0.1040	0.0000	0.0000	0.1041
Total	**4.0000e-005**	**3.0000e-005**	**3.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1040**	**0.1040**	**0.0000**	**0.0000**	**0.1041**

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
Off-Road	4.0000e-004	8.2300e-003	6.4100e-003	1.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949
Total	**4.0000e-004**	**8.2300e-003**	**6.4100e-003**	**1.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**	**0.0000**	**0.8936**	**0.8936**	**5.0000e-005**	**0.0000**	**0.8949**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.1000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1040	0.1040	0.0000	0.0000	0.1041
Total	**4.0000e-005**	**3.0000e-005**	**3.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1040**	**0.1040**	**0.0000**	**0.0000**	**0.1041**

3.7 Architectural Coating - 2025

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
Off-Road	2.6000e-004	1.7200e-003	2.7100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	**2.6000e-004**	**1.7200e-003**	**2.7100e-003**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3835**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0428	0.0428	0.0000	0.0000	0.0428
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0428**	**0.0428**	**0.0000**	**0.0000**	**0.0428**

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
Off-Road	1.7000e-004	3.5300e-003	2.7500e-003	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	**1.7000e-004**	**3.5300e-003**	**2.7500e-003**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3835**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0428	0.0428	0.0000	0.0000	0.0428
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0428**	**0.0428**	**0.0000**	**0.0000**	**0.0428**

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	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320
Unmitigated	0.0187	0.0864	0.2036	8.0000e-004	0.0755	6.5000e-004	0.0761	0.0203	6.1000e-004	0.0209	0.0000	73.3695	73.3695	2.5000e-003	0.0000	73.4320

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	95.00	95.00	95.00	202,820	202,820
Total	95.00	95.00	95.00	202,820	202,820

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.581705	0.037849	0.193793	0.109044	0.014574	0.005304	0.018664	0.026966	0.002656	0.002072	0.005755	0.000900	0.000719

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					
City Park	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					
City Park	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			
City Park	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			
City Park	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	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	5.7000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-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	5.7000e-004					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	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Total	**5.7000e-004**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-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	5.7000e-004					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	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Total	**5.7000e-004**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.7709	7.0000e-005	1.0000e-005	0.7771
Unmitigated	0.8209	8.0000e-005	2.0000e-005	0.8276

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.66807	0.8209	8.0000e-005	2.0000e-005	0.8276
Total		**0.8209**	**8.0000e-005**	**2.0000e-005**	**0.8276**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.56632	0.7709	7.0000e-005	1.0000e-005	0.7771
Total		**0.7709**	**7.0000e-005**	**1.0000e-005**	**0.7771**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0244	1.4400e-003	0.0000	0.0604
Unmitigated	0.0244	1.4400e-003	0.0000	0.0604

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.12	0.0244	1.4400e-003	0.0000	0.0604
Total		**0.0244**	**1.4400e-003**	**0.0000**	**0.0604**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.12	0.0244	1.4400e-003	0.0000	0.0604
Total		**0.0244**	**1.4400e-003**	**0.0000**	**0.0604**

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

Mateo Street Park Project - Soil Treatment Approach 2

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.40	Acre	1.40	60,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use -

Construction Phase - Construction is anticipated to commence in 2024 and would extend for approximately 12 months.

Grading - Treatment Approach 2 would remove and off-haul approximately 1,200 cubic yards of material and import approximately 2,400 cubic yards of material.

Demolition - The total square footage of the existing structures to be demolished, including houses and garages, is 8,500 square feet.

Vehicle Trips - Trip rates based on trip generation prepared by LSA.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - Assuming use of water-efficient irrigation systems.

Mateo Street Park Project - Soil Treatment Approach 2 - Bay Area AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	200.00	190.00
tblConstructionPhase	NumDays	4.00	30.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	12/9/2024	1/3/2025
tblConstructionPhase	PhaseEndDate	11/11/2024	12/6/2024
tblConstructionPhase	PhaseEndDate	2/5/2024	3/15/2024
tblConstructionPhase	PhaseEndDate	11/25/2024	12/20/2024
tblConstructionPhase	PhaseEndDate	1/30/2024	2/2/2024
tblConstructionPhase	PhaseStartDate	11/26/2024	12/23/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	3/18/2024
tblConstructionPhase	PhaseStartDate	1/31/2024	2/5/2024
tblConstructionPhase	PhaseStartDate	11/12/2024	12/9/2024
tblGrading	AcresOfGrading	11.25	1.40
tblGrading	AcresOfGrading	2.50	1.40
tblGrading	MaterialExported	0.00	1,200.00
tblGrading	MaterialImported	0.00	2,400.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	22.75	67.86
tblVehicleTrips	SU_TR	16.74	67.86
tblVehicleTrips	WD_TR	1.89	67.86

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					
2024	1.5091	14.2165	13.8378	0.0265	5.6320	0.6323	6.1146	2.9459	0.5906	3.3900	0.0000	2,607.4650	2,607.4650	0.5972	0.0000	2,619.9006
2025	0.1832	1.1517	1.8990	3.3100e-003	0.0411	0.0517	0.0928	0.0109	0.0517	0.0626	0.0000	315.2418	315.2418	0.0159	0.0000	315.6402
Maximum	**1.5091**	**14.2165**	**13.8378**	**0.0265**	**5.6320**	**0.6323**	**6.1146**	**2.9459**	**0.5906**	**3.3900**	**0.0000**	**2,607.4650**	**2,607.4650**	**0.5972**	**0.0000**	**2,619.9006**

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					
2024	0.9295	21.5351	15.7652	0.0265	2.5705	0.7336	2.9456	1.3353	0.7335	1.7103	0.0000	2,607.4650	2,607.4650	0.5972	0.0000	2,619.9006
2025	0.1263	2.3587	1.9223	3.3100e-003	0.0411	0.0953	0.1364	0.0109	0.0953	0.1062	0.0000	315.2418	315.2418	0.0159	0.0000	315.6402
Maximum	**0.9295**	**21.5351**	**15.7652**	**0.0265**	**2.5705**	**0.7336**	**2.9456**	**1.3353**	**0.7335**	**1.7103**	**0.0000**	**2,607.4650**	**2,607.4650**	**0.5972**	**0.0000**	**2,619.9006**

	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	**37.62**	**-55.48**	**-12.40**	**0.00**	**53.96**	**-21.18**	**50.35**	**54.47**	**-29.03**	**47.39**	**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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609
Total	**0.1220**	**0.4624**	**1.1613**	**4.6300e-003**	**0.4308**	**3.5800e-003**	**0.4343**	**0.1152**	**3.3400e-003**	**0.1186**		**469.4816**	**469.4816**	**0.0152**	**0.0000**	**469.8612**

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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609
Total	**0.1220**	**0.4624**	**1.1613**	**4.6300e-003**	**0.4308**	**3.5800e-003**	**0.4343**	**0.1152**	**3.3400e-003**	**0.1186**		**469.4816**	**469.4816**	**0.0152**	**0.0000**	**469.8612**

	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	1/1/2024	1/26/2024	5	20	
2	Site Preparation	Site Preparation	1/27/2024	2/2/2024	5	5	
3	Grading	Grading	2/5/2024	3/15/2024	5	30	
4	Building Construction	Building Construction	3/18/2024	12/6/2024	5	190	
5	Paving	Paving	12/9/2024	12/20/2024	5	10	
6	Architectural Coating	Architectural Coating	12/23/2024	1/3/2025	5	10	

Acres of Grading (Site Preparation Phase): 1.4

Acres of Grading (Grading Phase): 1.4

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

Mateo Street Park Project - Soil Treatment Approach 2 - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	39.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	450.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

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					0.4184	0.0000	0.4184	0.0633	0.0000	0.0633			0.0000			0.0000
Off-Road	1.4397	13.8867	13.4879	0.0241		0.6311	0.6311		0.5895	0.5895		2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**1.4397**	**13.8867**	**13.4879**	**0.0241**	**0.4184**	**0.6311**	**1.0495**	**0.0633**	**0.5895**	**0.6528**		**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.6800e-003	0.3120	0.0979	1.4400e-003	0.0341	5.7000e-004	0.0346	9.3400e-003	5.4000e-004	9.8800e-003		154.2367	154.2367	7.1500e-003		154.4155
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0438**	**0.3298**	**0.3498**	**2.3600e-003**	**0.1409**	**1.2000e-003**	**0.1421**	**0.0377**	**1.1200e-003**	**0.0388**		**245.8326**	**245.8326**	**8.8200e-003**		**246.0533**

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					0.1883	0.0000	0.1883	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	0.8857	21.2053	15.4154	0.0241		0.7182	0.7182		0.7182	0.7182	0.0000	2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**0.8857**	**21.2053**	**15.4154**	**0.0241**	**0.1883**	**0.7182**	**0.9064**	**0.0285**	**0.7182**	**0.7467**	**0.0000**	**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.6800e-003	0.3120	0.0979	1.4400e-003	0.0341	5.7000e-004	0.0346	9.3400e-003	5.4000e-004	9.8800e-003		154.2367	154.2367	7.1500e-003		154.4155
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0438**	**0.3298**	**0.3498**	**2.3600e-003**	**0.1409**	**1.2000e-003**	**0.1421**	**0.0377**	**1.1200e-003**	**0.0388**		**245.8326**	**245.8326**	**8.8200e-003**		**246.0533**

3.3 Site Preparation - 2024

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					5.5663	0.0000	5.5663	2.9285	0.0000	2.9285			0.0000			0.0000
Off-Road	1.1067	11.8407	6.6317	0.0172		0.4823	0.4823		0.4437	0.4437		1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**1.1067**	**11.8407**	**6.6317**	**0.0172**	**5.5663**	**0.4823**	**6.0485**	**2.9285**	**0.4437**	**3.3722**		**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.0210**	**0.0110**	**0.1550**	**5.7000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**56.3667**	**56.3667**	**1.0300e-003**		**56.3925**

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					2.5048	0.0000	2.5048	1.3178	0.0000	1.3178			0.0000			0.0000
Off-Road	0.4908	14.9460	9.8221	0.0172		0.3747	0.3747		0.3747	0.3747	0.0000	1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**0.4908**	**14.9460**	**9.8221**	**0.0172**	**2.5048**	**0.3747**	**2.8795**	**1.3178**	**0.3747**	**1.6925**	**0.0000**	**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.0210**	**0.0110**	**0.1550**	**5.7000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**56.3667**	**56.3667**	**1.0300e-003**		**56.3925**

3.4 Grading - 2024

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					4.5796	0.0000	4.5796	2.4901	0.0000	2.4901			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.9132**	**9.7297**	**5.5468**	**0.0141**	**4.5796**	**0.4001**	**4.9797**	**2.4901**	**0.3681**	**2.8582**		**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.0744	2.4000	0.7533	0.0111	0.2621	4.3600e-003	0.2665	0.0718	4.1700e-003	0.0760		1,186.4361	1,186.4361	0.0550		1,187.8119
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.0954**	**2.4110**	**0.9084**	**0.0116**	**0.3278**	**4.7500e-003**	**0.3326**	**0.0893**	**4.5300e-003**	**0.0938**		**1,242.8028**	**1,242.8028**	**0.0561**		**1,244.2043**

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					2.0608	0.0000	2.0608	1.1205	0.0000	1.1205			0.0000			0.0000
Off-Road	0.4059	12.2633	8.0841	0.0141		0.3106	0.3106		0.3106	0.3106	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.4059**	**12.2633**	**8.0841**	**0.0141**	**2.0608**	**0.3106**	**2.3714**	**1.1205**	**0.3106**	**1.4311**	**0.0000**	**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.0744	2.4000	0.7533	0.0111	0.2621	4.3600e-003	0.2665	0.0718	4.1700e-003	0.0760		1,186.4361	1,186.4361	0.0550		1,187.8119
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0210	0.0110	0.1550	5.7000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		56.3667	56.3667	1.0300e-003		56.3925
Total	**0.0954**	**2.4110**	**0.9084**	**0.0116**	**0.3278**	**4.7500e-003**	**0.3326**	**0.0893**	**4.5300e-003**	**0.0938**		**1,242.8028**	**1,242.8028**	**0.0561**		**1,244.2043**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0210	0.7485	0.1988	2.6000e-003	0.0677	8.5000e-004	0.0685	0.0195	8.1000e-004	0.0203		276.1953	276.1953	0.0109		276.4669
Worker	0.0682	0.0356	0.5038	1.8400e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		183.1918	183.1918	3.3500e-003		183.2755
Total	**0.0891**	**0.7841**	**0.7026**	**4.4400e-003**	**0.2813**	**2.1100e-003**	**0.2834**	**0.0761**	**1.9700e-003**	**0.0781**		**459.3871**	**459.3871**	**0.0142**		**459.7424**

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	0.8395	17.3294	13.4786	0.0221		0.7315	0.7315		0.7315	0.7315	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**0.8395**	**17.3294**	**13.4786**	**0.0221**		**0.7315**	**0.7315**		**0.7315**	**0.7315**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0210	0.7485	0.1988	2.6000e-003	0.0677	8.5000e-004	0.0685	0.0195	8.1000e-004	0.0203		276.1953	276.1953	0.0109		276.4669
Worker	0.0682	0.0356	0.5038	1.8400e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		183.1918	183.1918	3.3500e-003		183.2755
Total	**0.0891**	**0.7841**	**0.7026**	**4.4400e-003**	**0.2813**	**2.1100e-003**	**0.2834**	**0.0761**	**1.9700e-003**	**0.0781**		**459.3871**	**459.3871**	**0.0142**		**459.7424**

3.6 Paving - 2024

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	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0341**	**0.0178**	**0.2519**	**9.2000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**91.5959**	**91.5959**	**1.6700e-003**		**91.6378**

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	0.5500	11.7418	9.8512	0.0136		0.4113	0.4113		0.4113	0.4113	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5500**	**11.7418**	**9.8512**	**0.0136**		**0.4113**	**0.4113**		**0.4113**	**0.4113**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0178	0.2519	9.2000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		91.5959	91.5959	1.6700e-003		91.6378
Total	**0.0341**	**0.0178**	**0.2519**	**9.2000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**91.5959**	**91.5959**	**1.6700e-003**		**91.6378**

3.7 Architectural Coating - 2024

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
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**0.1808**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0131	6.8500e-003	0.0969	3.5000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		35.2292	35.2292	6.4000e-004		35.2453
Total	**0.0131**	**6.8500e-003**	**0.0969**	**3.5000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**35.2292**	**35.2292**	**6.4000e-004**		**35.2453**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0131	6.8500e-003	0.0969	3.5000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		35.2292	35.2292	6.4000e-004		35.2453
Total	**0.0131**	**6.8500e-003**	**0.0969**	**3.5000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**35.2292**	**35.2292**	**6.4000e-004**		**35.2453**

3.7 Architectural Coating - 2025

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
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.1709**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0124	6.2300e-003	0.0899	3.4000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		33.7938	33.7938	5.8000e-004		33.8084
Total	**0.0124**	**6.2300e-003**	**0.0899**	**3.4000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**33.7938**	**33.7938**	**5.8000e-004**		**33.8084**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0124	6.2300e-003	0.0899	3.4000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		33.7938	33.7938	5.8000e-004		33.8084
Total	**0.0124**	**6.2300e-003**	**0.0899**	**3.4000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**33.7938**	**33.7938**	**5.8000e-004**		**33.8084**

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	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609
Unmitigated	0.1189	0.4624	1.1611	4.6300e-003	0.4308	3.5800e-003	0.4343	0.1152	3.3400e-003	0.1186		469.4813	469.4813	0.0152		469.8609

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	95.00	95.00	95.00	202,820	202,820
Total	95.00	95.00	95.00	202,820	202,820

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.581705	0.037849	0.193793	0.109044	0.014574	0.005304	0.018664	0.026966	0.002656	0.002072	0.005755	0.000900	0.000719

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					
City Park	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					
City Park	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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Unmitigated	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

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

Mateo Street Park Project - Soil Treatment Approach 2

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	1.40	Acre	1.40	60,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use -

Construction Phase - Construction is anticipated to commence in 2024 and would extend for approximately 12 months.

Grading - Treatment Approach 2 would remove and off-haul approximately 1,200 cubic yards of material and import approximately 2,400 cubic yards of material.

Demolition - The total square footage of the existing structures to be demolished, including houses and garages, is 8,500 square feet.

Vehicle Trips - Trip rates based on trip generation prepared by LSA.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - Assuming use of water-efficient irrigation systems.

Mateo Street Park Project - Soil Treatment Approach 2 - Bay Area AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	200.00	190.00
tblConstructionPhase	NumDays	4.00	30.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	12/9/2024	1/3/2025
tblConstructionPhase	PhaseEndDate	11/11/2024	12/6/2024
tblConstructionPhase	PhaseEndDate	2/5/2024	3/15/2024
tblConstructionPhase	PhaseEndDate	11/25/2024	12/20/2024
tblConstructionPhase	PhaseEndDate	1/30/2024	2/2/2024
tblConstructionPhase	PhaseStartDate	11/26/2024	12/23/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	3/18/2024
tblConstructionPhase	PhaseStartDate	1/31/2024	2/5/2024
tblConstructionPhase	PhaseStartDate	11/12/2024	12/9/2024
tblGrading	AcresOfGrading	11.25	1.40
tblGrading	AcresOfGrading	2.50	1.40
tblGrading	MaterialExported	0.00	1,200.00
tblGrading	MaterialImported	0.00	2,400.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	22.75	67.86
tblVehicleTrips	SU_TR	16.74	67.86
tblVehicleTrips	WD_TR	1.89	67.86

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					
2024	1.5152	14.2257	13.8241	0.0264	5.6320	0.6323	6.1146	2.9459	0.5906	3.3900	0.0000	2,582.9420	2,582.9420	0.5974	0.0000	2,595.4281
2025	0.1841	1.1532	1.8921	3.2800e-003	0.0411	0.0517	0.0928	0.0109	0.0517	0.0626	0.0000	312.5835	312.5835	0.0159	0.0000	312.9808
Maximum	**1.5152**	**14.2257**	**13.8241**	**0.0264**	**5.6320**	**0.6323**	**6.1146**	**2.9459**	**0.5906**	**3.3900**	**0.0000**	**2,582.9420**	**2,582.9420**	**0.5974**	**0.0000**	**2,595.4281**

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					
2024	0.9347	21.5443	15.7516	0.0264	2.5705	0.7336	2.9456	1.3353	0.7335	1.7103	0.0000	2,582.9420	2,582.9420	0.5974	0.0000	2,595.4281
2025	0.1272	2.3601	1.9153	3.2800e-003	0.0411	0.0953	0.1364	0.0109	0.0953	0.1062	0.0000	312.5835	312.5835	0.0159	0.0000	312.9808
Maximum	**0.9347**	**21.5443**	**15.7516**	**0.0264**	**2.5705**	**0.7336**	**2.9456**	**1.3353**	**0.7335**	**1.7103**	**0.0000**	**2,582.9420**	**2,582.9420**	**0.5974**	**0.0000**	**2,595.4281**

	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	**37.51**	**-55.44**	**-12.41**	**0.00**	**53.96**	**-21.19**	**50.35**	**54.47**	**-29.03**	**47.39**	**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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144
Total	**0.1047**	**0.4822**	**1.1718**	**4.3400e-003**	**0.4308**	**3.6000e-003**	**0.4344**	**0.1152**	**3.3500e-003**	**0.1186**		**440.0259**	**440.0259**	**0.0156**	**0.0000**	**440.4147**

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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144
Total	**0.1047**	**0.4822**	**1.1718**	**4.3400e-003**	**0.4308**	**3.6000e-003**	**0.4344**	**0.1152**	**3.3500e-003**	**0.1186**		**440.0259**	**440.0259**	**0.0156**	**0.0000**	**440.4147**

	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	1/1/2024	1/26/2024	5	20	
2	Site Preparation	Site Preparation	1/27/2024	2/2/2024	5	5	
3	Grading	Grading	2/5/2024	3/15/2024	5	30	
4	Building Construction	Building Construction	3/18/2024	12/6/2024	5	190	
5	Paving	Paving	12/9/2024	12/20/2024	5	10	
6	Architectural Coating	Architectural Coating	12/23/2024	1/3/2025	5	10	

Acres of Grading (Site Preparation Phase): 1.4

Acres of Grading (Grading Phase): 1.4

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

Mateo Street Park Project - Soil Treatment Approach 2 - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	39.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	450.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

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					0.4184	0.0000	0.4184	0.0633	0.0000	0.0633			0.0000			0.0000
Off-Road	1.4397	13.8867	13.4879	0.0241		0.6311	0.6311		0.5895	0.5895		2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**1.4397**	**13.8867**	**13.4879**	**0.0241**	**0.4184**	**0.6311**	**1.0495**	**0.0633**	**0.5895**	**0.6528**		**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.9400e-003	0.3171	0.1032	1.4100e-003	0.0341	5.8000e-004	0.0347	9.3400e-003	5.5000e-004	9.8900e-003		151.6254	151.6254	7.4300e-003		151.8111
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0464**	**0.3391**	**0.3362**	**2.2600e-003**	**0.1409**	**1.2100e-003**	**0.1421**	**0.0377**	**1.1300e-003**	**0.0388**		**236.0123**	**236.0123**	**8.9800e-003**		**236.2367**

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					0.1883	0.0000	0.1883	0.0285	0.0000	0.0285			0.0000			0.0000
Off-Road	0.8857	21.2053	15.4154	0.0241		0.7182	0.7182		0.7182	0.7182	0.0000	2,324.9459	2,324.9459	0.5884		2,339.6562
Total	**0.8857**	**21.2053**	**15.4154**	**0.0241**	**0.1883**	**0.7182**	**0.9064**	**0.0285**	**0.7182**	**0.7467**	**0.0000**	**2,324.9459**	**2,324.9459**	**0.5884**		**2,339.6562**

3.2 Demolition - 2024

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	9.9400e-003	0.3171	0.1032	1.4100e-003	0.0341	5.8000e-004	0.0347	9.3400e-003	5.5000e-004	9.8900e-003		151.6254	151.6254	7.4300e-003		151.8111
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0464**	**0.3391**	**0.3362**	**2.2600e-003**	**0.1409**	**1.2100e-003**	**0.1421**	**0.0377**	**1.1300e-003**	**0.0388**		**236.0123**	**236.0123**	**8.9800e-003**		**236.2367**

3.3 Site Preparation - 2024

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					5.5663	0.0000	5.5663	2.9285	0.0000	2.9285			0.0000			0.0000
Off-Road	1.1067	11.8407	6.6317	0.0172		0.4823	0.4823		0.4437	0.4437		1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**1.1067**	**11.8407**	**6.6317**	**0.0172**	**5.5663**	**0.4823**	**6.0485**	**2.9285**	**0.4437**	**3.3722**		**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.0224**	**0.0135**	**0.1434**	**5.2000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**51.9304**	**51.9304**	**9.5000e-004**		**51.9542**

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					2.5048	0.0000	2.5048	1.3178	0.0000	1.3178			0.0000			0.0000
Off-Road	0.4908	14.9460	9.8221	0.0172		0.3747	0.3747		0.3747	0.3747	0.0000	1,665.8826	1,665.8826	0.5388		1,679.3521
Total	**0.4908**	**14.9460**	**9.8221**	**0.0172**	**2.5048**	**0.3747**	**2.8795**	**1.3178**	**0.3747**	**1.6925**	**0.0000**	**1,665.8826**	**1,665.8826**	**0.5388**		**1,679.3521**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.0224**	**0.0135**	**0.1434**	**5.2000e-004**	**0.0657**	**3.9000e-004**	**0.0661**	**0.0174**	**3.6000e-004**	**0.0178**		**51.9304**	**51.9304**	**9.5000e-004**		**51.9542**

3.4 Grading - 2024

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					4.5796	0.0000	4.5796	2.4901	0.0000	2.4901			0.0000			0.0000
Off-Road	0.9132	9.7297	5.5468	0.0141		0.4001	0.4001		0.3681	0.3681		1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.9132**	**9.7297**	**5.5468**	**0.0141**	**4.5796**	**0.4001**	**4.9797**	**2.4901**	**0.3681**	**2.8582**		**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.0765	2.4392	0.7938	0.0109	0.2621	4.4600e-003	0.2666	0.0718	4.2600e-003	0.0761		1,166.3493	1,166.3493	0.0571		1,167.7776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.0989**	**2.4527**	**0.9372**	**0.0114**	**0.3278**	**4.8500e-003**	**0.3327**	**0.0893**	**4.6200e-003**	**0.0939**		**1,218.2797**	**1,218.2797**	**0.0581**		**1,219.7318**

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					2.0608	0.0000	2.0608	1.1205	0.0000	1.1205			0.0000			0.0000
Off-Road	0.4059	12.2633	8.0841	0.0141		0.3106	0.3106		0.3106	0.3106	0.0000	1,364.6623	1,364.6623	0.4414		1,375.6962
Total	**0.4059**	**12.2633**	**8.0841**	**0.0141**	**2.0608**	**0.3106**	**2.3714**	**1.1205**	**0.3106**	**1.4311**	**0.0000**	**1,364.6623**	**1,364.6623**	**0.4414**		**1,375.6962**

3.4 Grading - 2024

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	0.0765	2.4392	0.7938	0.0109	0.2621	4.4600e-003	0.2666	0.0718	4.2600e-003	0.0761		1,166.3493	1,166.3493	0.0571		1,167.7776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0135	0.1434	5.2000e-004	0.0657	3.9000e-004	0.0661	0.0174	3.6000e-004	0.0178		51.9304	51.9304	9.5000e-004		51.9542
Total	**0.0989**	**2.4527**	**0.9372**	**0.0114**	**0.3278**	**4.8500e-003**	**0.3327**	**0.0893**	**4.6200e-003**	**0.0939**		**1,218.2797**	**1,218.2797**	**0.0581**		**1,219.7318**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7521	0.2250	2.5400e-003	0.0677	8.8000e-004	0.0686	0.0195	8.4000e-004	0.0203		269.2679	269.2679	0.0117		269.5592
Worker	0.0729	0.0439	0.4659	1.6900e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		168.7738	168.7738	3.0900e-003		168.8511
Total	**0.0952**	**0.7960**	**0.6909**	**4.2300e-003**	**0.2813**	**2.1400e-003**	**0.2834**	**0.0761**	**2.0000e-003**	**0.0781**		**438.0418**	**438.0418**	**0.0147**		**438.4104**

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	0.8395	17.3294	13.4786	0.0221		0.7315	0.7315		0.7315	0.7315	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**0.8395**	**17.3294**	**13.4786**	**0.0221**		**0.7315**	**0.7315**		**0.7315**	**0.7315**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7521	0.2250	2.5400e-003	0.0677	8.8000e-004	0.0686	0.0195	8.4000e-004	0.0203		269.2679	269.2679	0.0117		269.5592
Worker	0.0729	0.0439	0.4659	1.6900e-003	0.2136	1.2600e-003	0.2149	0.0567	1.1600e-003	0.0578		168.7738	168.7738	3.0900e-003		168.8511
Total	**0.0952**	**0.7960**	**0.6909**	**4.2300e-003**	**0.2813**	**2.1400e-003**	**0.2834**	**0.0761**	**2.0000e-003**	**0.0781**		**438.0418**	**438.0418**	**0.0147**		**438.4104**

3.6 Paving - 2024

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	0.6180	5.8607	8.8253	0.0136		0.2810	0.2810		0.2594	0.2594		1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6180**	**5.8607**	**8.8253**	**0.0136**		**0.2810**	**0.2810**		**0.2594**	**0.2594**		**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0365**	**0.0220**	**0.2330**	**8.5000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**84.3869**	**84.3869**	**1.5500e-003**		**84.4256**

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	0.5500	11.7418	9.8512	0.0136		0.4113	0.4113		0.4113	0.4113	0.0000	1,297.8688	1,297.8688	0.4114		1,308.1547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5500**	**11.7418**	**9.8512**	**0.0136**		**0.4113**	**0.4113**		**0.4113**	**0.4113**	**0.0000**	**1,297.8688**	**1,297.8688**	**0.4114**		**1,308.1547**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0365	0.0220	0.2330	8.5000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		84.3869	84.3869	1.5500e-003		84.4256
Total	**0.0365**	**0.0220**	**0.2330**	**8.5000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**84.3869**	**84.3869**	**1.5500e-003**		**84.4256**

3.7 Architectural Coating - 2024

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
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**0.1808**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	8.4500e-003	0.0896	3.3000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		32.4565	32.4565	5.9000e-004		32.4714
Total	**0.0140**	**8.4500e-003**	**0.0896**	**3.3000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**32.4565**	**32.4565**	**5.9000e-004**		**32.4714**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	8.4500e-003	0.0896	3.3000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		32.4565	32.4565	5.9000e-004		32.4714
Total	**0.0140**	**8.4500e-003**	**0.0896**	**3.3000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**32.4565**	**32.4565**	**5.9000e-004**		**32.4714**

3.7 Architectural Coating - 2025

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
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.1709**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0133	7.6800e-003	0.0829	3.1000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		31.1355	31.1355	5.4000e-004		31.1489
Total	**0.0133**	**7.6800e-003**	**0.0829**	**3.1000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**31.1355**	**31.1355**	**5.4000e-004**		**31.1489**

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
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.1139**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0133	7.6800e-003	0.0829	3.1000e-004	0.0411	2.4000e-004	0.0413	0.0109	2.2000e-004	0.0111		31.1355	31.1355	5.4000e-004		31.1489
Total	**0.0133**	**7.6800e-003**	**0.0829**	**3.1000e-004**	**0.0411**	**2.4000e-004**	**0.0413**	**0.0109**	**2.2000e-004**	**0.0111**		**31.1355**	**31.1355**	**5.4000e-004**		**31.1489**

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	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144
Unmitigated	0.1015	0.4822	1.1716	4.3400e-003	0.4308	3.6000e-003	0.4344	0.1152	3.3500e-003	0.1186		440.0256	440.0256	0.0156		440.4144

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	95.00	95.00	95.00	202,820	202,820
Total	95.00	95.00	95.00	202,820	202,820

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.581705	0.037849	0.193793	0.109044	0.014574	0.005304	0.018664	0.026966	0.002656	0.002072	0.005755	0.000900	0.000719

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					
City Park	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					
City Park	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	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Unmitigated	3.1600e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-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	3.1400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.1000e-004	3.1000e-004	0.0000		3.3000e-004
Total	**3.1500e-003**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.1000e-004**	**3.1000e-004**	**0.0000**		**3.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

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