Ducky's Car Wash Project

CEQA Addendum to Adopted Mitigated Negative Declaration

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Attachment A. Air Quality and Greenhouse Gas Assessment of Ducky's Car Wash Project

Abbreviations

AB	Assembly Bill
BAAQMD	Bay Area Air Quality Management District
CALGreen	California Green Building Standard Code
CEQA	California Environmental Quality Act
City	City of Antioch
dB	Decibels
EIR	Environmental Impact Report
GHG	Greenhouse gas
ISMND	Initial Study/Mitigated Negative Declaration
PG&E	Pacific Gas and Electric

1.0 SUMMARY

This document is an Addendum to the adopted Initial Study/Mitigated Negative Declaration (ISMND) that was prepared for the Bank of Agriculture and Commerce and Auto Spa Project (hereafter referred to as the approved project) (City of Antioch 2008), located at the intersection of Lone Tree Way and Country Hills Drive, in the City of Antioch (City). The ISMND for the approved project was prepared in compliance with the California Environmental Quality Act (CEQA) in support of the discretionary approvals required to develop the project. The ISMND was adopted and approved by the City on December 16, 2008. The approved project would construct and operate an approximately 3,500-square-foot full-service bank, as well as an approximately 5,125-square-foot car wash with two shade canopies on approximately 2.3 acres.

Since the time of project approval, Richard Miller (project proponent) has modified the project (hereafter referred to as the modified project). The primary modification to the approved project is the removal of the Bank of Agriculture and Commerce from the development. The primary focus of this Addendum is to analyze the environmental impact(s) of proposed changes to the approved project. This evaluation will determine whether any new significant environmental impacts that were not previously identified in the adopted ISMND would result from the modified project, or whether previously identified significant impacts would be substantially more severe as a result of these changes.

As described herein, an evaluation has been conducted that confirms that the impacts from the modified project would not be more severe than those from implementation of the approved project, and no new significant impacts would occur. This Addendum also evaluates whether any changes in circumstances surrounding the modified project or new information of substantial importance would cause new significant environmental effects or a substantial increase in the severity of such effects beyond what was identified in the adopted ISMND. The evaluation of changes in the circumstances and new information is focused on whether changes of substantial importance have occurred to environmental conditions on the project site and in the area or to applicable plans, policies, or regulations.

2.0 PURPOSE OF THE ADDENDUM

The purpose of this Addendum is to evaluate whether the modified project as currently proposed would result in any new or substantially greater significant effects or require any new mitigation measures not identified in the 2008 ISMND for the approved project. This Addendum together with the 2008 ISMND will be used by the City when considering approval of the modified project.

3.0 CEQA AUTHORITY FOR THE ADDENDUM

CEQA and CEQA Guidelines establish the type of environmental documentation that is required when changes to a project occur after adoption or certification of an ISMND. Section 15164(b) states, "An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent [environmental impact report] or negative declaration have occurred."

In order to give a degree of finality to CEQA documentation, Section 15162 of the CEQA Guidelines states that when an Environmental Impact Report (EIR) has been certified or a negative declaration has been adopted for a project, no EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that one or more of the following occur:

1. Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR,

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

It has been determined through the analysis contained herein that none of the conditions requiring preparation of a Subsequent Mitigated Negative Declaration have occurred and that the changes as part of the modified project would not result in additional significant impacts or a substantial increase in the severity of previously identified significant impacts. There are no substantial changes to the immediate

environmental setting of the project site which have been identified since project approval and adoption of the ISMND. No other additional information of substantial importance, which would require major revisions to earlier analyses that would warrant preparation of a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines has been found. As such, pursuant to CEQA, this Addendum is the appropriate documentation to address the proposed changes to the approved project. The adopted ISMND and associated technical appendices are incorporated by reference herein.

4.0 PROJECT DESCRIPTION

The modified project is in southeastern Antioch, on the northwest corner of Lone Tree Way and Country Hills Drive. The project site is an undeveloped parcel that was historically used for agriculture. The original 2.3-acre project site was subdivided into two parcels as part of the project approval in 2008 and is designated as a business park under the City of Antioch's General Plan and zoned planned development. The modified project would be located on the approximate 1.3-acre parcel on the east side of the approved project site, in Contra Costa County, Assessor's Parcel Number 055-071-114.

4.1 SURROUNDING LAND USES AND SETTING

The project site encompasses about 1.3 acres on a parcel that that is currently vacant and undeveloped. The site is surrounded by urban development. Surrounding land uses are as follows:

- **North:** Immediately adjacent to the north side of the project site is the Mokelumne walking trail and just beyond that to the north is offices.
- **South:** Lone Tree Way is immediately south of the project site and a gas station and fast food restaurant lie beyond that.
- **East:** Country Hills Drive is immediately east of the project site and a vacant parcel of land lies east beyond that.
- **West:** Immediately west of the project site is the undeveloped parcel that was part of the approved project. Beyond the parcel are single family residences.

4.2 SUMMARY OF THE APPROVED PROJECT

The project that was approved in 2008 involves the development of an approximately 2.3-acre parcel consisting of an approximately 3,500-square-foot, full-service bank, as well as an approximately 5,125-square-foot car wash with two shade canopies. The hours of operation for the car wash were approved for 7:00 a.m. to 7:00 p.m. Noise levels during the construction phase were expected to vary up to a maximum of 90 decibels (dB) at 50 feet from the construction site during the noisiest phases of construction. It was expected that, during the construction period, commercial uses surrounding the project site could be exposed to noise levels exceeding 70 dB for short periods of time. The approved project included a four-blower system with four motors to dry the vehicles as they leave the car wash tunnel. Thus, operational noise was expected; however, noise levels at the nearest residence were not expected to exceed the General Plan level of 60 dB. The approved project was expected to generate 58 morning peak hour trips and 195 afternoon peak hour trips, which includes both the bank and the car wash.

The approved project also included offsite improvements including the construction of a deceleration lane (right-turn) into the site, construction of a new driveway, road striping and signage, and right-of-way dedication to the City.

4.3 SUMMARY OF PROJECT CHANGES

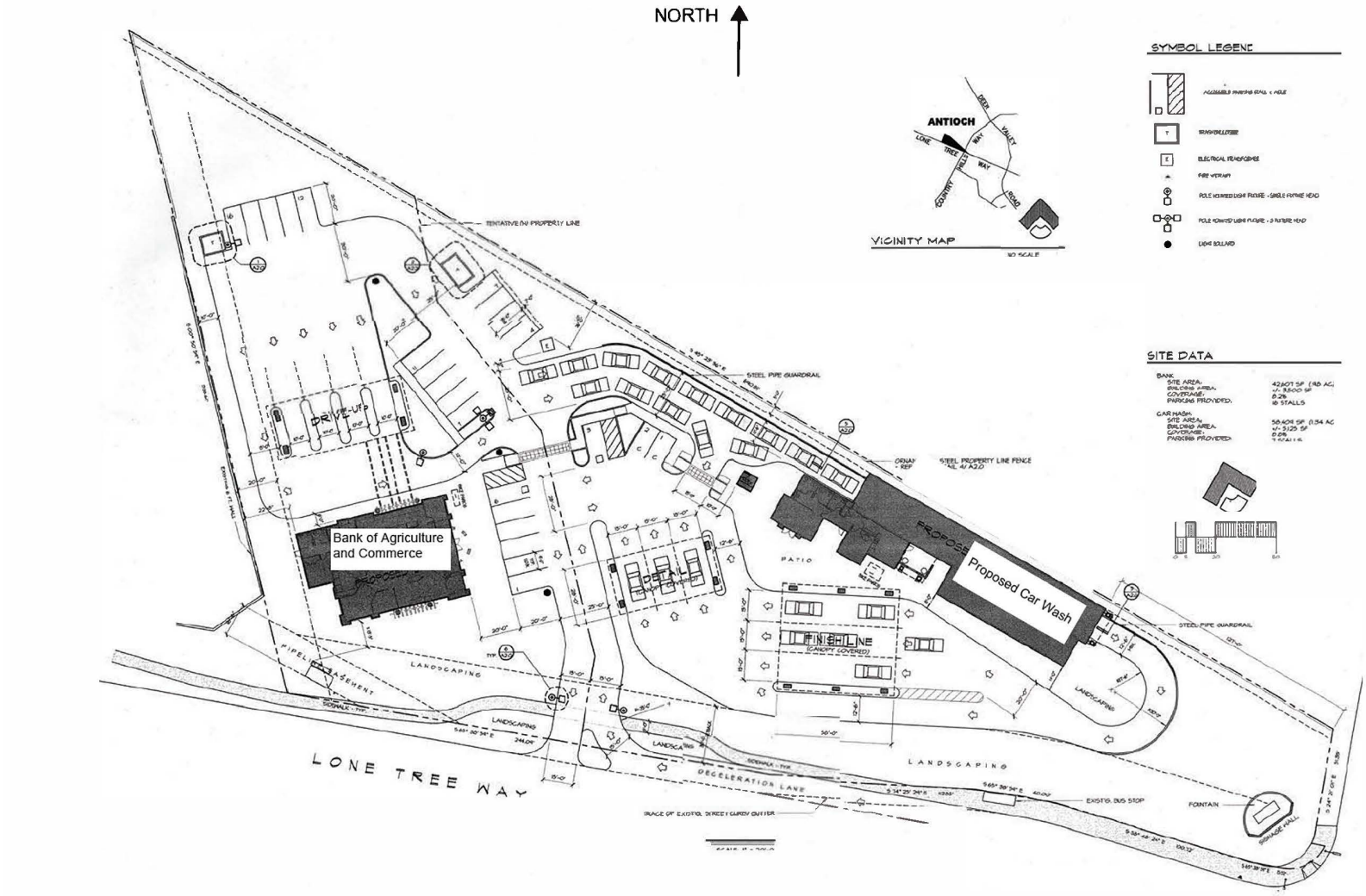
This Addendum addresses proposed changes to the approved project. The primary change is the removal of the previously proposed Bank of Agriculture and Commerce in the parcel to the west of the project site. The modified project includes a new single-story car wash tunnel with office space, a customer lounge, and restrooms. The project includes parking areas for employees and customers with 23 covered self-service vacuum stalls. Other changes between the 2008-approved project description and the modified project are summarized in Table 1.

Table 1. Project Changes

Approved project	Modified Project
3,500-square-foot full-service bank, as well as an approximately 5,125-square-foot car wash with two shade canopies	6,336-square-foot car wash, only; the bank would not be constructed
23 automobile parking stalls (16 for the bank and 7 for the car wash)	5 automobile parking stalls
Estimated operational trips (bank and car wash) 58 morning peak hour trips and 195 afternoon peak hour trips	Estimated operational trips: 13 morning peak hour trips and 38 afternoon peak hour trips
No covered vacuum stalls	23 covered vacuum stalls

Figure 1 depicts the layout of the original approved project, which includes a 3,500 square foot bank, a 5,125 square foot car wash building with two canopied parking areas for about nine to 12 cars for detailing and finishing, 23 automobile parking stalls (16 for the bank and seven for the car wash), and four drive up teller stalls (bank only). The layout of the approved project included about 101,000 square feet of impervious area. Figure 2 depicts the modified project, which would instead include five automobile parking stalls, 23 covered self-service vacuum stalls, a 6,336-square-foot car wash building and 0.92 acre (about 40,000 square feet) of impervious area on the eastern portion of land that was included and evaluated in the adopted ISMND. The general layout of the two facilities is similar, with automobiles entering from Lone Tree way, and traveling north to the entrance of the carwash. The main building layout is on the northern side of the parcel, similar to the approved project. The revised layout would result in a reduction of approximately 45 morning peak hour trips, 157 afternoon peak hour trips, 15 automobile parking stalls and 61,000 square feet of impervious area.

As discussed further below, any potential impacts related to the modifications associated with project parking areas have been evaluated in the approved ISMND and would be mitigated to a less-than-significant level with the incorporation of the same adopted mitigation measures.



Project Location
Antioch, California

Source: Abrams Associates Traffic Engineering, Inc.

Client/Project
Ducky's Car Wash
Project
Draft CEQA Addendum to Adopted Mitigated Negative Declaration

Figure No.
1

Title

Ducky's Car Wash Approved Project Layout

Stantec

Project Location
Antioch, Californnia

Source: LDA Partners.

Client/Project
Ducky's Car Wash
Project
Draft CEQA Addendum to Adopted Mitigated Negative Declaration

Figure No.
2

Title

Ducky's Car Wash Modified Project Layout

Stantec

5.0 COMPARATIVE ANALYSIS OF IMPACTS

5.1 MODIFIED PROJECT IMPACTS

Updated potential impacts on resources that were previously discussed in the 2008 adopted ISMND are discussed in more detail below. New analysis not previously conducted in the 2008 document is provided, where appropriate, based on the updated 2018 Appendix G CEQA checklist. As noted, there would be no new potential environmental impacts as the modified project would comply with all requirements and applicable mitigation measures identified in the 2008 adopted ISMND including the following:

- AIR-1: construction-phase air quality measures
- BIO-1: pre-construction nesting surveys and monitoring during construction
- CULT-1: halt ground disturbing activities in the event of an inadvertent discover of cultural resources
- GEO-1: geotechnical design measures
- GEO-2: (implement Mitigation Measure AIR-1), construction-phase air quality measures
- HYD-1: preparation and implementation of a stormwater pollution prevention plan
- HYD-2: preparation and implementation of a stormwater control plan
- HYD-3: install an oil-water separator
- HYD-4: drainage plans that will not create potential hydromodification impacts downstream
- NOISE-1: limit construction activities that generate noise levels above 60 dB Community Noise Equivalent Level
- TRAN-1: lengthen eastbound turn lane

Consistent with the approved project, impacts associated with the modified project would be within the scope of the analysis of the 2008 adopted ISMND and would be less than significant.

5.1.1 Aesthetics

The 2008 adopted ISMND did not identify any scenic resources that would be impacted by the approved project. The City' General Plan contains policies designed to protect scenic vistas from adverse impacts. Important scenic resources within the City such as the Mt. Diablo ridgeline and the San Joaquin River, are not visible from the site. The modified project would not result in the degradation of the existing visual character of the site and its surroundings and may enhance the visual character of the area 1) by eliminating a vacant parcel in an urban area and 2) through enhanced landscaping. The site is not considered a scenic resource and the modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and impacts to aesthetics would be less than significant.

5.1.2 Agriculture and Forestry Resources

The project site was not originally identified to contain important farmland, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency; Williamson Act lands; timberland; or forestland. The modified project is not located on important farmland pursuant to the Farmland Mapping and Monitoring Program (DOC 2020). The site is situated in an urban setting and is not currently used as farmland. Therefore, the modified project would be within the scope of the impacts identified in the 2008 adopted ISMND, and there would be no impacts to agriculture or forestry resources.

5.1.3 Air Quality

With respect to air quality impacts resulting from the modified project, construction and operation of the modified project would not exceed any quantitative impacts. The 2008 ISMND used the Bay Area Air Quality Management District's (BAAQMD's) 1999 Air Quality Guidelines, but the City of Antioch has chosen to use the 2017 California Environmental Quality Act Air Quality Guidelines for screening and analysis purposes for air quality impacts. Pursuant to the 2017 Air Quality Guidelines, if a project does not exceed the thresholds contained in the 2017 Air Quality Guidelines (BAAQMD 2017), it would result in a less-than-significant impact.

The 1999 BAAQMD Air Quality Guidelines did not have numeric thresholds for construction emissions, but they recommended incorporation of best management practices for the control of fugitive dust. These best management practices were incorporated into the approved project as Mitigation Measure AIR-1. The modified project would also incorporate this mitigation measure. The approved project operational emissions were determined to be less than the BAAQMD 1999 thresholds of significance (i.e., 80 pounds per day of reactive organic gases, nitrogen oxide pollutants, and inhalable particles with diameters that are generally 10 micrometers and smaller) which resulted in a less-than-significant impact. The modified project would not result in operational-related air pollutants or precursors that would exceed the current BAAQMD's thresholds of significance, which are more stringent than the 1999 thresholds, indicating that ongoing modified project operations would not be considered to have the potential to generate a significant quantity of air pollutants (see Attachment 1). The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND, and with implementation of Mitigation Measure AIR-1, impacts to air quality would be less than significant.

5.1.4 Biological Resources

The biological resource that was identified to potentially occur on the project site was burrowing owl *(athene cunicularia)*. Recent data inquiries concluded that, burrowing owl is the only special status species that has the potential to occur on the project site (CDFW 2020; USFWS 2020a). However, it is unlikely the site is used by the species for nesting or foraging due to the high impact of human disturbance and marginal habitat quality. The vacant and undeveloped project site has been previously subject to disking and mowing. The site is also surrounded by urban development. The site is not known to contain or provide habitat for candidate, sensitive, or special-status species. Mitigation Measure BIO-1 from the 2008 adopted ISMND would be implemented to reduce potential impacts that the modified project may have on burrowing owl, and impacts would be less than significant. The modified project site

does not contain any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (USFWS 2020b). There are no wetlands located within the modified project site (Google Earth 2020; USFWS 2020c). The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND, and with implementation of Mitigation Measure BIO-1, impacts to biological resources would be less than significant.

5.1.5 Cultural Resources

The 2008 adopted ISMND did not identify any cultural resources or human remains that would be impacted by the approved project. No historical or archaeological resources are known to exist at the project site or in the immediate vicinity. During project grading and excavation, there is the possibility that unidentified historical or archaeological resources could be discovered, causing a significant impact. Mitigation Measure CULT-1 from the 2008 ISMND would be implemented, requiring the construction contractor to halt ground disturbing activities in the event on an inadvertent discovery to reduce potential impacts that the modified project may have on historical and archaeological resources, and impacts would be less than significant. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND, and with implementation of Mitigation Measure CULT-1, impacts to cultural resources would be less than significant.

5.1.6 Energy

The 2008 adopted ISMND did not contain an analysis of energy impacts resulting from the approved project, therefore this is new analysis since approval of the approved project. During construction, vehicles, including worker commuter vehicles and heavy construction equipment, would require the use of gasoline and diesel fuel for power. Construction is anticipated to last approximately seven months. This short duration of equipment usage would not create a wasteful or significant increase in demand for fuel supplies; therefore, impacts to energy resources would be less than significant.

Operation of the modified project would result in the consumption of energy to power equipment and lighting. Pacific Gas and Electric (PG&E) provides electricity and natural gas services to the City of Antioch. The City is located within PG&E's Delta Distribution Planning Area, which covers the eastern portion of Contra Costa County from Bay Point to Discovery Bay. Electricity distribution facilities are located throughout the Distribution Planning Area, with no one set of facilities dedicated to serving the City. On October 31, 2008, PG&E completed construction of a new distribution substation in Antioch, located approximately 4 miles south of East 18th Street and Drive-In Way. The Antioch substation improves the reliability and safety of electric services to southern Antioch. Electricity to the modified project would be provided by PG&E. All electricity infrastructure would be located underground and would tie into existing infrastructure.

It is expected that building energy consumption associated with the modified project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2016 California Green Building Standard Code (CALGreen) and Title 24 Building Energy Efficient standards would increase energy

efficiency and reduce energy demand in comparison to existing commercial structures, and therefore reduce actual environmental effects associated with energy use from the modified project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update. Therefore, while the modified project would result in a small increase in electricity demand, the electricity would be consumed more efficiently and would be typical of this type of development. Compliance with future building code standard would result in increased energy efficiency.

The City's General Plan includes Energy Objective 10.8.1 to reduce the reliance on nonrenewable energy sources in existing and new commercial, industrial, and public structures through implementation of energy resource policies to encourage the use of renewable energy and decrease energy demand. Additionally, General Plan Objective 7.4.1 includes the Non-Motorized Transportation Objective to maintain a safe, convenient, and continuous network of pedestrian sidewalks, pathways, and bicycle facilities to facilitate bicycling and walking as alternatives to the automobile. The City's Climate Action Plan also includes strategies focused on green building, renewable energy, transportation and land use, education, and waste management.

The modified project would not conflict with the energy objectives of the General Plan or the strategies in its Climate Action Plan. The modified project would comply with the versions of California Code of Regulations Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued and with all applicable City measures. Impacts on energy from the modified project would be less than significant.

5.1.7 Geology and Soils

The 2008 adopted ISMND indicated that the project site is not situated within an Alquist-Priolo Earthquake Faut Zone, however the project site is subject to ground shaking. Due to its proximity to areas with moderate seismic activity, the modified project would be subject to ground shaking which presents a potential hazard to the structure. A geotechnical study was performed for the approved project, that indicated that the project site is comprised of soils that are cohesive in nature with a very stiff to hard consistency, and the potential for liquefaction at the project site is very low. The project site is nearly level and would not be subject to landslides. The modified project would be subject to Mitigation Measure GEO-1 from the 2008 ISMND, which would require that the project design meet or exceed the California Building Code standard for structural design requirements, thus reducing potential impacts to a less-than-significant level.

Grading and site preparation during construction of the modified project could expose soils and cause an increase in the potential for localized erosion. The City's grading permit would include provisions to reduce erosion during construction. Additionally, implementation of Mitigation Measure GEO-2 from the 2008 ISMND would further reduce erosion, and impacts would be less than significant. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND, and with implementation of Mitigation Measures GEO-1 and GEO-2, impacts to geology and soils would be less than significant.

5.1.8 Greenhouse Gas Emissions

GHG emissions would be generated from construction and operation of the modified project; however, GHG emissions would not exceed BAAQMD thresholds for operations. At the time of the preparation of the 2008 ISMND, the CEQA Guidelines had yet to be amended to include the evaluation of GHGs, although the 2008 ISMND acknowledged it was an emerging subject and provided a qualitative discussion of the project's impacts. The 2008 ISMND stated that there are currently no federal, state, air district, or City of Antioch thresholds of significance by which the above project emissions can be determined to be significant or not; and the document did not provide any numeric estimates. Since the preparation of the 2008 ISMND, thresholds for GHG emissions has continued to be in flux with BAAQMD providing its quantitative recommendations in its 2017 Guidance. However, the numeric threshold of 660 metric tons of carbon dioxide equivalent was used to assess operational impacts. The modified project's estimated annual emissions, 245 metric tons of carbon dioxide equivalent, would be below the threshold, and project impacts would be less than significant.

5.1.9 Hazards and Hazardous Materials

The 2008 adopted ISMND indicated that a small amount of commercially available hazardous materials such as oil and paint could be used during project construction but would not be of such quantities to present a threat to human or environmental health. Additionally, operation of the approved project would not increase the use of hazardous materials within and around the project site. The modified project is expected to use the same commercially available construction materials and would not require the use of hazardous materials onsite. There are no known hazardous materials on the site (CSWRCB 2020). One school is located within 0.25 mile of the modified project, Hilltop Christian School (located east of the site on Deer Valley Road). As noted, construction would include the use of small quantities of commercially available hazardous materials. Operation of the modified project would not substantially increase the use of hazardous materials within and around the project site. Small quantities of construction-related materials could be released within 0.25 mile of the school; however, such releases would not create a significant hazard and impacts would be less than significant. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and impacts to hazards and hazardous materials would be less than significant.

5.1.10 Hydrology and Water Quality

The 2008 adopted ISMND identified potential water quality issues during construction due to runoff from construction activities and impervious surfaces. The modified project would result in less acres disturbed during construction; however, runoff may still occur. Implementation of Mitigation Measure HYD-1 from the 2008 adopted ISMND requiring the construction contractor to prepare and implement a stormwater pollution prevention plan would reduce impacts resulting from construction-related pollutants to less than significant.

The modified project would result in a decrease of impervious surfaces; the amount of impervious surface would be about 40 percent less than what was expected for the approved project. The modified project would be subject to Mitigation Measure HYD-2 and Mitigation Measure HYD-4 which require compliance

with provision C.3 of the National Pollutant Discharge Elimination System: through this provision, the modified project will implement a Storm Water Control Plan. The Storm Water Control Plan addresses runoff from impervious surfaces by filtering water through infiltration planters, vegetated swales, and media filtration units. Additionally, discharge water from the modified project could result in excess oil entering the sewer system. Implementation of Mitigation Measure HYD-3, requiring an oil water separator would reduce impacts to water quality. As such, the modified project would not significantly increase impacts to water quality as compared to the approved project, and no new mitigation measures would be required.

The modified project would not require the use of groundwater; thus, the modified project would not decrease supplies or impede sustainable management of the basin. The site is not currently used as a groundwater recharge basin; therefore, the addition of 61,000 square feet (1.4 acres) of impervious area would not interfere with groundwater recharge. There are no enclosed bodies of water in the vicinity of the site that would cause tsunamis or seiches. The modified project site is not located in a flood hazard zone as defined by the Federal Emergency Management Agency, (FEMA 2009) and is not subject to inundation.

The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND, and with implementation of Mitigation Measures HYD-1 through HYD-4, impacts on hydrology and water quality would be less than significant.

5.1.11 Land Use and Planning

Consistent with the approved project, the modified project includes the establishment of a commercial facility on a parcel that has a general plan designation of business park and is zoned planned development within the City (City of Antioch 2020). As such, the modified project would not divide an established community and would be compatible with the City's existing General Plan and zoning designations for the site (City of Antioch 2003). The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and impacts to land use and planning would be less than significant.

5.1.12 Mineral Resources

The 2008 adopted ISMND did not identify as mineral resources on the project site. The modified project would be situated on the eastern side of the parcel that was previously analyzed for the approved project and was not identified to have any mineral resources on the project site. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and there would be no impacts on mineral resources.

5.1.13 Noise

The 2008 adopted ISMND identified construction-related noise impacts resulting from the approved project, however determined that noise levels of project operations would be below established noise standards. Construction and operation of the modified project would generate noise and vibration in the project vicinity similar to the approved project. However, implementation of Mitigation Measure NOI-1

which requires the contractor to limit construction-related activities that generate noise levels in excess of 60 decibels would reduce potential noise impacts to less-than-significant levels. Operational impacts would remain less than significant without the need for mitigation as the operational noise levels would be similar to those evaluated in the approved project. As such, the modified project would not significantly increase noise impacts as compared to the approved project, and no new mitigation measures would be required. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND, and with implementation of Mitigation Measure NOI-1, impacts on noise would be less than significant.

5.1.14 Population and Housing

The 2008 adopted ISMND determined that the approved project would not induce substantial population growth. The nature of the modified project would not result in population growth. Laborers would be needed for both construction and operation; however, it is expected that labor would be from local sources and would not induce any population increases in the City The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and there would be no impacts on population and housing.

5.1.15 Public Services

The 2008 adopted ISMND determined that the approved project would not result in a significant increased demand for fire or police protection and would not require additional schools or cause an increase in demand for public parks. The modified project includes the construction of a commercial facility. As such, the project does not result in physical impacts associated with new or physically altered governmental facilities. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and there would be no impacts on public services.

5.1.16 Recreation

The 2008 adopted ISMND determined that the approved project would not impact recreational facilities, nor require the construction or expansion of existing recreational facilities. The addition of a commercial facility in the City would not result in an increased use of recreational facilities. The site is located adjacent to the Mokelumne Trail; however, the modified project would not result in an increase in users of the walking trail. The modified project does not include the construction of new or expanded recreational facilities. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and there would be no impacts on recreation.

5.1.17 Transportation

The 2008 adopted ISMND determined that the approved project would potentially impact traffic within the study area. An increase of peak hour trips was estimated at 58 a.m. peak hour trips and 195 p.m. peak hour trips. The approved project also identified that the expected restriping of existing right turn lanes on Lone Tree Way would improve level of service within the intersections near the project site.

The modified project would result in a reduction of expected peak hour trips, due to the removal of one commercial facility on the project site. The estimated peak hour trips associated with the modified project would be about 13 a.m. peak hour trips and 38 p.m. peak hour trips. As such, traffic impacts are expected to be minimal and would not conflict with the City of Antioch's existing Transportation and Circulation element of their General Plan.

Contra Costa County's new Transportation Analysis guidelines screening criteria for vehicle miles travelled indicates that if a project includes 10,000 square feet or less of non-residential space, the project should be expected to cause a less than significant impact under CEQA and would not require further vehicle miles travelled analysis (Contra Costa County 2020). The modified project consists of a 6,336 square feet car wash. Since the modified project would consist of non-residential use and is less than 10,000 square feet, it can be presumed to have a less than significant impact.

Additionally, though the modified project would have a small increase in the number of vehicles travelling directly to/from the site, the addition of the modified project would create a new retail opportunity (car wash) for people who may travel to/from another similar site in another part of the City, which would therefore result in a net reduction of vehicle miles travelled within the City to other car washes, and would therefore be less than significant. The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and transportation impacts would be less than significant.

The 2008 traffic study identified Mitigation Measure TRAN-1, which required the lengthening of the eastbound left turn lane at the intersection of Lone Tree Way and Country Hills Drive to allow space for adequate deceleration and reduce cumulative future projected traffic conditions as identified for the approved project (Abrams Associates 2008). Given impacts from the modified project would be less than significant, Mitigation Measure TRAN-1 is no longer necessary to reduce any potential impacts and will therefore not be implemented as part of the modified project.

5.1.18 Tribal Cultural Resources

Potential impacts to tribal cultural resources was added to the CEQA Appendix G Checklist in July 2015 as a result of the passage and implementation of Assembly Bill (AB) 52; therefore, this topic was not evaluated in the 2008 adopted ISMND. AB 52 is applicable to all CEQA projects for which a Notice of Preparation, Notice of Mitigated Negative Declaration or Notice of Negative Declaration was filed or issued after July 1, 2015. Because the Notice of Intent to Adopt a Mitigated Negative Declaration for the 2008 approved project was filed before July 1, 2015, AB 52 does not apply to the modified project.

5.1.19 Utilities and Service Systems

The 2008 adopted ISMND indicated that the approved project would be served by existing City-owned and -operated water and wastewater treatment systems. These facilities would not require expansion to accommodate the approved project, and the resulting impact would be less than significant on utilities. The modified project would require connection to the existing City-owned and -operated water and wastewater treatment system. Project wastewater would be conveyed to the Delta Diablo Wastewater Treatment Facility. The treatment plant is currently meeting all State and Federal wastewater discharge requirements; therefore, the project would not necessitate the creation of new or the expansion of existing

facilities to provide service to the project. The City's 2016 Urban Water Management Plan (City of Antioch 2016) states the City will have an adequate water supply during normal years, single dry years, and multiple dry years through 2040 with existing entitlements, and includes short-term water purchases and a voluntary short-term conservation program during periods of drought conditions. Additionally, the modified project would be required to comply with the water conservation requirements codified in Title 6, Chapter 10 of the Municipal Code. Therefore, the modified project would be served by existing entitlements, and no new or expanded entitlements would be needed.

Solid waste disposal capacity would not pose a constraint to the solid waste disposal needs of the modified project. Solid waste collection and disposal in the Antioch areas is provided by Pleasant Hill Bayshore Disposal. Solid waste and recyclables from the City are taken to the Contra Costa Transfer and Recovery Station located in Martinez. Recyclables are separated out and stored at the Transfer and Recovery Station before shipment to recycling markets. Solid waste is transferred from the Transfer and Recovery Station to the Keller Canyon Landfill in Pittsburg. The Keller Canyon Landfill has a permitted capacity of 75,018,280 million cubic yards with a remaining capacity of 63,408,410 million cubic yards, and therefore has adequate capacity to serve the modified project (CalRecycle 2020).

The modified project would be within the scope of the impacts identified in the 2008 adopted ISMND and impacts on utilities would be less than significant.

5.1.20 Wildfire

At the time of preparation of the 2008 adopted ISMND, Wildfire was not assessed as it was not a resource topic in the Appendix G checklist. The project site is nearly level in an urbanized area and would not exacerbate wildfire risks or expose occupants to wildfire pollutants, nor would the modified project impair and adopted emergency response plan or emergency evacuation plan. The modified project would have no impact on wildfire.

6.0 CONCLUSION

Based on the above, as with the approved project, impacts associated with the modified project would remain less than significant as they are within the scope of impacts identified and evaluated in the adopted ISMND. No new or substantially more severe significant effects would occur, and no additional mitigation measures would be required.

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ATTACHMENT 1. AIR QUALITY AND GREENHOUSE GAS ASSESSMENT OF DUCKY'S CAR WASH PROJECT

Stantec

Memo

To:	City of Antioch 200 H Street Antioch, CA 94531	From:	Elena Nuño Stantec Consulting Services Inc.
File:	Ducky's Car Wash Project	Date:	November 2, 2020

Reference: Ducky's Car Wash Project

PURPOSE

This memorandum provides a summary of the methodology and assumptions for preparing the air quality analysis for the proposed Ducky's Car Wash Project (project) located in the City of Antioch (City). The methodology follows Bay Area Air Quality Management District (BAAQMD) recommendations for quantification of emissions and evaluation and screening of air quality impacts. This assessment follows the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.).

PROJECT UNDERSTANDING

The project was originally approved in 2008 as a 3,500 square foot full-service bank, as well as an approximately 5,125 square foot car wash with two shade canopies. The original project also included 23 parking stalls and was projected to generate 58 a.m. peak hour vehicle trips and 195 p.m. peak hour vehicle trips.

The modified project, known as Ducky's Car Wash, includes the automated car wash with a 6,336 square foot building, five parking stalls, and 23 covered vacuum stalls. Ducky's Car Wash is estimated to generate 13 a.m. peak hour vehicle trips and 38 p.m. peak hour vehicle trips.

MODELING PARAMETERS AND ASSUMPTIONS

MODEL SELECTION

The California Emissions Estimator Model (CalEEMod) version 2016.3.2 was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California Air Districts to account for local requirements and conditions. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses. CalEEMod version 2016.3.2 was used to estimate construction and operational impacts of the project.

Reference: Ducky's Car Wash Project

AIR POLLUTANTS AND GHGS ASSESSED

Criteria Air Pollutants Assessed

The following criteria air pollutants are assessed in this analysis:

- Reactive organic gases (ROG)
- Nitrogen oxides (NOx)
- Particulate matter less than 10 microns in diameter (PM_{10})
- Particulate matter less than 2.5 microns in diameter ($PM_{2.5}$)

GHGs Assessed

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide (CO_2), methane (CH_4), N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project would generate a variety of GHGs, including several defined by AB 32 such as CO_2, CH_4 and N_2O.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

Greenhouse gas emissions associated with the proposed project construction, and future operations were estimated using CO_2e (Carbon Dioxide Equivalent) emissions as a proxy for all greenhouse gas emissions.

MODELING ASSUMPTIONS

CalEEMod Land Use Type

CalEEMod does not include a land use category for this type of project therefore the Automobile Care Center category was used with specific values for water use applicable to car washes adjusted in the model. Table 1 provides the CalEEMod inputs used in estimating the projects emissions.

Table 1. CalEEMod Inputs

Project	CalEEMod Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage
Car Wash Building	Retail	Automobile Care Center		1000 sqft	0.15
Impervious asphalt surfaces	Parking	Other Asphalt Surfaces		1000 sqft	0.51
Parking Spaces	Parking	Parking Lot	5	Spaces	0.05
Landscape Areas	Parking	Other Non-Asphalt Surfaces	22	1000 sqft	0.51
Total Area					1.39

Reference: Ducky's Car Wash Project

Construction

The project was assumed to start construction in December 2020 and to be completed by July 2021. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario since emission factors for construction equipment decrease as the analysis year increases, due to improvements in technology and more stringent regulatory requirements. Therefore, construction emissions would decrease if the construction schedule moves to later years. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as require per CEQA guidelines. Table 1 provides the anticipated construction schedule.

Table 2. Preliminary Construction Schedule

Construction Activity	Preliminary Construction Schedule		Working Days per Week	Total Working Days
	Start Date	End Date		
Site Preparation	12/1/2020	12/28/2020	5	20
Grading/Excavation	1/4/2021	2/26/2021	5	40
Drainage/Utilities/Trenching	3/1/2021	3/26/2021	5	20
Paving	4/1/2021	4/28/2021	5	20
Building Construction	5/3/2021	7/30/2021	5	65
Architectural Coating	7/19/2021	7/30/2021	5	10

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and offsite activities. Onsite emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Additionally, paving operations and application of architectural coatings would release ROG emissions. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10} and $PM_{2.5}$).

The air emission estimates for construction equipment is based on the horsepower and load factors of the equipment. In general, the horsepower is the power of an engine—the greater the horsepower, the greater the power. The load factor is the average power of a given piece of equipment while in operation compared with its maximum rated horsepower. A load factor of 1.0 indicates that a piece of equipment continually operates at its maximum operating capacity. The construction equipment assumptions are shown in Table 3.

Reference: Ducky's Car Wash Project

Table 3. Construction Equipment Assumptions

Phase Name	Equipment Type	Quantity	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	1	8	187	0.41
	Generator Sets	1	8	84	0.74
	Sweepers/Scrubbers	1	8	64	0.46
Grading	Graders	1	6	187	0.41
	Excavators	1	8	158	0.38
	Off-Highway Truck	1	4	402	0.38
	Surfacing Equipment	1	8	263	0.3
	Sweepers/Scrubbers	1	8	64	0.46
Drainage/Utilities/ Trenching	Excavators	1	8	158	0.38
	Tractor/Loader/Backhoes	1	8	97	0.37
	Trenchers	1	8	78	0.5
Paving	Cement and Mortar Mixers	1	8	9	0.56
	Pavers	1	8	130	0.42
	Paving Equipment	1	8	132	0.36
	Rollers	1	8	80	0.38
	Skid Steer Loaders	1	8	65	0.37
	Concrete Industrial Saws	1	8	81	0.73
Building Construction	Cranes	1	6	231	0.29
	Forklifts	1	6	89	0.2
	Welders	3	8	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48

Table 4 shows the total construction trips assumed for construction of the project. Hauling trips consist of heavy-duty truck trips from import/export of up to 804 cubic yards of soil and up to 130 cubic yards of concrete. The number of construction workers would vary from 5 to 10.

Reference: Ducky's Car Wash Project

Table 4. Summary of Total Construction Trips by Phase

Phase Name	# Trips Worker per day	Total Vendor Trips per Day	Total Hauling Trips per Phase
Site Preparation	10	0	161
Grading	20	0	0
Drainage/Utilities/Trenching	8	0	0
Paving	12	0	28
Building Construction	16	9	0
Architectural Coating	5	0	0

Operations

Operational emissions are those emissions that occur during operation of the project. The major sources are summarized below.

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the project site. The project would generate up to 38 p.m. peak hour trips per day, conservatively using that trip rate for the 12 hours of operation would yield up to 456 average daily vehicle trips. The trip generation rate based on the 6,336 square foot building would be 71.97 vehicle trips per 1,000 square feet of building.

The CalEEMod default trip lengths for residential and commercial uses were used.

Architectural Coatings (Painting)

Paints release VOC emissions. The building would be repainted on occasion. CalEEMod defaults were used for this purpose.

Consumer Products

Consumer products are various solvents used in non-industrial applications that emit VOCs during their product use. The default CalEEMod value was used for this project.

Electricity

There would be emissions from the power plants that would generate electricity to be used by the project (for lighting, etc.). CalEEMod was used to estimate these emissions from the project.

Water

The Wester Car Wash Association published recent data that shows automated car washes such as the proposed project use up to 15 gallons of fresh water per vehicle washed. The remaining water used on site comes from the reclaimed water during the wash process. The project was assumed to use up to 2,496,600 gallons of water per year.

Reference: Ducky's Car Wash Project

THRESHOLDS OF SIGNFICANCE

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB's 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, 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.

Table 5 presents BAAQMD's current thresholds of significance for construction and operational-related criteria air pollutant and precursor emissions.

Table 5. BAAQMD Thresholds of Significance

Pollutant	Construction-Related	Operational-Related	
Criteria Air Pollutants and Precursors (Regional)	**Average Daily Emissions (lb/day)**	**Average Daily Emissions (lb/day)**	**Maximum Annual Emissions (tpy)**
ROG	54	54	10
NOx	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
$PM_{10}/PM_{2.5}$ (fugitive dust)	Best Management Practices	None	
GHGs	None	Compliance with a Qualified GHG Reduction Strategy OR 1,100 MT of CO_2e/yr or 4.6 MT CO_2e/SP (for 2020) or 660 MT of CO_2e/yr or 2.76 MT CO_2e/SP (for 2030)*	

Notes:
lb/day = pounds per day
MT = metric tons
ROG = reactive organic gases
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns or less in aerodynamic diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in aerodynamic diameter
SP = Service Population
*BAAQMD does not have a recommended post-2020 GHG Threshold

Notably, in 2008 at the time of the original CEQA documentation, the BAAQMD's thresholds were based on their 1999 CEQA Guidelines and were less stringent than today's thresholds. They did not have any recommended construction emissions thresholds and their operational thresholds were 80 pounds per day of ROG, NOx, and PM_{10}. The BAAQMD also did not have any greenhouse gas thresholds at that time as the requirement to analyze greenhouse gas emissions had not yet been finalized by the CEQA Guidelines.

Although the 2008 IS/MND used BAAQMD's 1999 Air Quality Guidelines, for the modified project, the City has chosen to use the 2017 Air Quality Guidelines for screening and analysis purposes for air quality impacts. Pursuant to 2017 Air Quality Guidelines if a project does not exceed the thresholds contained in the 2017 Air Quality Guidelines, it will result in a less than significant impact.

AIR QUALITY IMPACT ANALYSIS

Impact AQ-1 Conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

The BAAQMD 2017 Clean Air Plan is the regional air quality plan (AQP) for the Air Basin. It identifies strategies to bring regional emissions into compliance with federal and state air quality standards. The BAAQMD Guidance provides three criteria for determining if a plan-level project is consistent with the current AQP control measures. However, the BAAQMD does not provide a threshold of significance for project-level consistency analysis. Therefore, the following criteria will be used for determining a project's consistency with the AQP.

- Criterion 1: Does the project support the primary goals of the AQP?
- Criterion 2: Does the project include applicable control measures from the AQP?
- Criterion 3: Does the project disrupt or hinder implementation of any AQP control measures?

Criterion 1

The primary goals of the 2017 Clean Air Plan, the current AQP, are to:

- Protect public health through the attainment air quality standards and
- Protect the climate.

As discussed in impact discussions AQ-2 and AQ-3, the project would not significantly contribute to cumulative nonattainment pollutant violations, expose sensitive receptors to substantial pollutant concentrations, or create or enhance disparities among Bay Area communities in cancer health risk from TACs. Therefore, the project is consistent with criterion 1 because it would not substantially increase criteria air pollutants which would allow the Bay Area to attain air quality standards that protect public health.

Criterion 2

The 2017 Clean Air Plan contains 85 control measures aimed at reducing air and climate pollutants in the Bay Area. For purposes of consistency with climate planning efforts at the state level, the control strategy in the Clean Air Plan is based upon the same economic sector framework used by the CARB for its Climate Change Scoping Plans. The sectors are as follows:

- Stationary sources
- Transportation
- Energy
- Buildings
- Agriculture
- Natural and working lands
- Waste management
- Water
- Super GHG pollutants

Of the 85 measures aimed at reducing air and climate pollutants, only the water control measure WR2 Support Water Conservation would be applicable. As a car wash facility, the project would incorporate the best practices for conserving water use. Those measures include implementing an onsite reclamation facility to recycle water and limit the amount of fresh water needed per vehicle washed. The proposed project would also be supportive of reducing vehicle miles travelled and air emissions by locating local services within a developed community. In addition, the applicant would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24.

The BAAQMD Criteria Air Pollutant Significance thresholds were used to determine the project's potential impacts during construction and operations.

Construction Emissions
The project's "unmitigated" construction emissions shown in Table 7 were less than the BAAQMD's regional thresholds of significance and do not require mitigation.

Operational Emissions
Annual operational emissions were determined by modelling the project emissions at the project site. As shown in Table 8 and 9 the annual and daily operational emissions would not exceed the regional thresholds.

The project would comply with all applicable rules and regulations, and the project would not impede attainment because its emissions fall below the BAAQMD regional significance thresholds for both construction and operations of the project.

Criterion 3

If the approval of a project would not cause a disruption, delay, or otherwise hinder the implementation of any clean air plan control measure, it would be considered consistent with the 2017 Clean Air Plan. Examples of how a project may cause the disruption or delay of control measures include a project that precludes an extension of a transit line or bike path or proposes excessive parking beyond parking requirements. The project would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures.

Conclusion

The 2008 IS/MND found that the project did not conflict with any of the growth assumptions made in the preparation of this plan nor obstruct implementation of any of the proposed control measures contained in the

plan. As shown in the above analysis, the modified project would be consistent with the criteria of the AQP. As such, the proposed project would be consistent with the 2017 Clean Air Plan and would not introduce any new impacts not previously disclosed.

Impact AQ-2	**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?**

Impact Analysis

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. Project construction and operational impacts are assessed separately below.

Construction Emissions
Emissions from construction-related activities are generally short-term but may still cause adverse air quality impacts. The project would generate emissions from construction equipment exhaust, worker travel, and fugitive dust. These construction emissions include criteria air pollutants from the operation of heavy construction equipment.

Annual unmitigated construction emissions are shown in Table 6 and average daily unmitigated construction emission results are shown in Table 7. As shown, the construction emissions in each year are well below the recommended thresholds of significance. Emissions from construction would be less than significant.

As discussed previously, the 1999 BAAQMD Air Quality Guidelines did not have numeric thresholds for construction emissions, but recommended incorporation of best management practices for the control of fugitive dust, which was incorporated into the project as Mitigation Measure AIR-1. The modified project would incorporate this mitigation measure into the project (see discussion in Impact AQ-3 below).

Reference: Ducky's Car Wash Project

Table 6. Annual Construction Emissions (Unmitigated)

Construction Year	Tons/Year			
	ROG	NO_X	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
2020 Construction Emissions	0.013	0.145	0.005	0.005
2021 Construction Emissions	0.137	0.787	0.036	0.034
Total Construction Emissions	**0.150**	**0.932**	**0.041**	**0.039**

Notes:
ROG = reactive organic gases
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns or less in aerodynamic diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in aerodynamic diameter
Source: CalEEMod Output (Appendix A)

Table 7. Construction Emissions (Unmitigated Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
Total Emissions (tons/year)	0.150	0.932	0.041	0.039
Total Emissions (pounds/year)	300	1,864	82	78
Average Daily Emissions (pounds/day)[1]	1.71	10.65	0.47	0.45
Significance Threshold (pounds/day)	**54**	**54**	**82**	**54**
Exceeds Significance Threshold?	No	No	No	No

Notes:
[1] Calculated by dividing the total number of pounds by the total 175 working days of construction.
Calculations use rounded totals.
NO_X = oxides of nitrogen
ROG = reactive organic gases
$PM_{2.5}$ = particulate matter 2.5 microns or less in aerodynamic diameter
PM_{10} = particulate matter 10 microns or less in aerodynamic diameter
Source of thresholds: BAAQMD 2017; Source of emissions: CalEEMod Output (Appendix A)

Operational Emissions

Operational emissions were estimated for the year 2022, which was assumed to be the first full year of operations. Operational emissions are compared to the BAAQMD Criteria Air Pollutant Significance

thresholds. Annual emissions from project operations are provided in Table 8, and the estimated average daily net emissions are provided in Table 9.

Table 8. Annual Operational Emissions (Unmitigated)

Emissions Source	Tons per Year			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Area	0.033	<0.0001	0.00	0.00
Energy	<0.0001	<0.0001	<0.0001	<0.0001
Mobile (Motor Vehicles)	0.092	0.364	0.172	0.047
Total Project Annual Emissions	**0.125**	**0.372**	**0.172**	**0.048**
Thresholds of Significance	**10**	**10**	**15**	**10**
Exceeds Significance Threshold?	No	No	No	No

Notes:
NO_X = oxides of nitrogen
ROG = reactive organic gases
PM_{10} = particulate matter 10 microns or less in aerodynamic diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in aerodynamic diameter
Source: CalEEMod Output (Appendix A)

Table 9: Average Daily Operational Emissions (Unmitigated)

Emissions Source	Pounds per Day			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Project Annual Emissions (tons/year)	0.125	0.372	0.172	0.048
Project Annual Emissions (pounds/year)	250	744	344	96
Project Annual Emissions (pounds/day)	0.69	2.04	0.94	0.26
Thresholds of Significance	**54**	**54**	**82**	**54**
Exceeds Significance Threshold?	No	No	No	No

Notes:
NO_X = oxides of nitrogen
ROG = reactive organic gases
PM_{10} = particulate matter 10 microns or less in aerodynamic diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in aerodynamic diameter
Source: CalEEMod Output (Appendix A)

The original project operational emissions were determined to be less than the BAAQMD 1999 thresholds of significance of 80 pounds per day of ROG, NOx, and PM_{10}, which resulted in a less than significant impact. As shown in Table 8 and Table 9, the modified project would not result in operational-related air pollutants or precursors that would exceed the current BAAQMD's thresholds of significance, which are more stringent than the 1999 thresholds indicating that ongoing modified project operations would not be considered to have the potential to generate a significant quantity of air pollutants. The air quality impact would be less than significant.

In summary, the modified project would not introduce any new cumulatively considerable contributions to air quality impacts than previously disclosed. Impacts would continue to be less than significant.

Impact AQ-3 Expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

This discussion addresses whether the project would expose sensitive receptors to construction-generated fugitive dust (PM_{10}), construction-generated and operational related health risks from toxic air contaminants (TACs), or operational CO hotspots. According to BAAQMD, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Neither the original project nor the modified project are considered a sensitive receptor.

The nearest existing sensitive receptors are the residential homes located approximately 120 feet west of the project site.

Construction Emissions

Fugitive Dust PM_{10}

Fugitive dust (PM_{10}) would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. The project would implement best management practices (BMPs) through implementation of Mitigation Measure AIR-1 from the 2008 IS/MND. As such, the modified project would not introduce any new fugitive dust impacts than previously disclosed and the modified project's construction-generated fugitive dust impacts would be less than significant.

Toxic Air Contaminants (TACs)

Construction

Health risks from TACs are a function of both concentration and duration of exposure. The 2008 IS/MND found that construction TACs in the form of diesel particulate matter (DPM) associated with construction offroad equipment would be temporary, affecting an area for a period of days or perhaps weeks. Additionally, the construction-related sources would be mobile and transient in nature. Because of its short duration, health

risks from construction emissions of DPM would be less than significant. The modified project would reduce the size of the construction area and reduce the length of construction as a smaller project. In addition, offroad construction equipment has continued to reduce its exhaust emissions through increased regulations by the California Air Resources Board, resulting in less emitting fleets of construction equipment. Potential health risks to offsite sensitive receptors would likely be reduced compared to the original project. Accordingly, the modified project would not introduce any new or greater health risks to offsite sensitive receptors than previously disclosed. Impacts would continue to be less than significant.

Operations

The 2008 IS/MND did not address operational TACs likely because it was not considered a land use associated with substantial emissions of operational TACs, such as a distribution center, railyard, port, etc. The California Air Resources Board provided guidance in its 2005 Land Use Handbook for siting sensitive receptors with respect to potential sources of TACs. According to the Handbook, the modified project is not a potential source of concern, as such operational TAC impacts are less than significant.

Carbon Monoxide Hotspots

As discussed in the 2008 IS/MND, the primary mobile source pollutant of local concern is carbon monoxide (CO), which is a direct function of vehicle idling time caused by traffic flow conditions. While CO transport is limited, it does disperse over time with distance from the source under normal meteorological conditions. High CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. As discussed in the 2008 IS/MND, all intersections in the vicinity of the project site would operate at acceptable levels of service with the implementation of mitigation measures identified in the transportation section. The modified project would reduce the peak hour trips from 58 a.m. peak hour trips to 13 a.m. peak hour trips and from 195 p.m. peak hour trips to 38 p.m. peak hour trips.

The 2017 BAAQMD Air Quality Guidelines includes a screening methodology for determining if a potential project would result in a less than significant CO impact. According to BAAQMD's guidance, if the project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour it would have a less than significant impact. Based on existing surface road volumes in the project vicinity, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The modified project would not introduce any new impacts related to localized carbon monoxide emissions. Impacts would continue to be less than significant and no mitigation is necessary.

Mitigation Measure AIR-1: During the construction period of the proposed project, the construction contractor shall implement the following measures at the project site:

1) water all active construction sites at least twice daily;

2) cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard;

3) pave, apply water three times daily, or apply nontoxic soil stabilizers on all unpaved access routes, parking areas, staging areas at inactive construction sites, or inactive construction sites;

4) enclose, cover, water twice daily, or apply nontoxic soil binders to exposed stockpiles and areas void of vegetation (until vegetation is established);

5) sweep daily (preferably with water sweepers) all paved access roads, parking areas and staging areas at construction sites; and

6) sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Impact AQ-4	**Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Impact Analysis

Construction Emissions
Diesel exhaust and reactive organic gases/volatile organic compounds would be emitted during construction of the project from equipment exhaust, painting, and paving activities, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore not create objectionable odors affecting a substantial number of people. This finding is consistent with the 2008 IS/MND, which determined that construction odors would be temporary and not likely noticeable beyond the project boundaries. As such, the modified project would not introduce any new impacts related to objectionable odors. Impacts would continue to be less than significant, and no mitigation is necessary.

Project Operation
Land uses typically associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. As discussed in the 2008 IS/MND, the original project did not contain land uses typically associated with emitting objectionable odors.

The BAAQMD's 2017 Air Quality Guidelines Table 3-3 provides recommended odor screening distances for a variety of land uses associated with potential odors. The modified project is not a land use associated with objectionable odors. As such, the modified project would not introduce any new impacts related to objectionable odors. Impacts would continue to be less than significant, and no mitigation is necessary.

GREENHOUSE GAS IMPACT ANALYSIS

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

Impact Analysis

At the time of the preparation of the 2008 IS/MND, the CEQA Guidelines had yet to be amended to include the evaluation of greenhouse gases (GHGs), although the 2008 IS/MND acknowledged it was an emerging subject and provided a qualitative discussion of the project's impacts. The 2008 IS/MND stated that there are currently no Federal, State, air district, or City thresholds of significance by which the above project emissions can be determined to be significant or not and did not provide any numeric estimates.

Since the preparation of the 2008 IS/MND, thresholds for greenhouse gas (GHG) emissions has continued to be in flux with BAAQMD providing its quantitative recommendations in its 2017 Guidance. BAAQMD is in the process of updating its guidance to reflect post-2020 timeframes associated with Senate Bill 32 targets (year 2030) and beyond. Current professional practice has adjusted BAAQMD's 2020 bright-line threshold to reflect the 40 percent below the 1990 GHG levels by 2030. Reducing BAAQMD's bright-line threshold of 1,100

MTCO2e by 40 percent results in 2030 threshold of 660 MTCO2e, which is used for as the screening criteria for determining if the modified project would have the potential to result in a significant GHG impact.

Construction Emissions

Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. Because impacts from construction activities occur over a relatively short-term period, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, a standard practice is to amortize construction emissions over the anticipated lifetime of a project and include those amortized emissions with the operational emissions. Table 10 shows the annual GHG construction emissions and the amortized GHG construction emissions to be added to the operational emissions. Commercial projects are generally assumed to have a 20-year project life. The annual GHG operational emissions are shown in Table 11.

Table 10. Annual GHG Construction Emissions (Unmitigated)

Construction Year	**Metric Tons CO_2e/Year**
2020 Construction Emissions	21
2021 Construction Emissions	125
Total GHG Emissions	**146**
Life of the Project (years)	20
Total Amortized Construction Emissions	**7**

Notes:
CO_2e = carbon dioxide equivalent
Source: CalEEMod Output (Appendix A)

Operational Emissions

As shown in Table 11, the project's total operational emissions do not exceed the 660 $MTCO_2e$/year bright-line threshold, therefore, project impacts would be less than significant. The modified project would not introduce any new impacts related to GHGs. Impacts would continue to be less than significant and no mitigation is necessary.

Table 11: Annual GHG Operational Emissions (Unmitigated)

Emissions Source	**Metric Tons CO_2e/Year**
Area	1
Energy	24
Mobile (Motor Vehicles)	194

Emissions Source	Metric Tons CO_2e/Year
Waste	12
Water	8
Total Project Annual Emissions	***238***
Amortized Construction Emissions	**7**
Total Annual Emissions	**245**
Exceed 660 MT CO_2e?	**No**
Exceeds Significance Threshold?	No

Notes:
CO_2e = carbon dioxide equivalent
SP = Service Population (defined as customers + employees)
SP = 932

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

Impact Analysis

At the time the 2008 IS/MND was prepared there was no applicable greenhouse gas reduction plan at the local or State level.

The City's 2011 Climate Action Plan has committed the City to reducing community-wide greenhouse gas (GHG) emissions by 25% below the baseline year of 2005 by the year 2020, and 80% below by 2050 through implementation of various measures associated with transportation, land use, green building, and energy. The measures are not applicable on a project-level basis; however, the modified project would comply with green building and energy measures through adherence with Title 24 and required green building measures. In addition, the modified project would incorporate water conservation measures which serve to reduce GHG emissions associated with transport of water. Lastly, the modified project would constitute development within an established community and would not be opening up a new geographical area for development such that it would draw mostly new trips, or substantially lengthen existing trips, as a result the modified project would be well positioned to reduce GHG emissions associated with customer trips.

The State of California has developed its Scoping Plan to address GHG targets for 2020 and its Updated Scoping Plan to address 2030 GHG targets. The Scoping Plan measures are not applicable at the project-level.

Reference: Ducky's Car Wash Project

As discussed above, the modified project would not conflict with the City's Climate Action Plan and would not introduce any new GHG impacts related to potential conflicts with a GHG reduction plan. The impact would be less than significant.

REFERENCE

Bay Area Air Quality Management District (BAAQMD). 2017. Air Quality Standards and Attainment Status. Accessible at: https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status. Accessed on November 10.

Stantec Consulting Services Inc.

Elena Nuño
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Attachment: Appendix A: CalEEMod Results

APPENDIX A

CalEEMod Results

Ducky's Car Wash

Contra Costa County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	6.34	1000sqft	0.15	6,336.00	0
Parking Lot	5.00	Space	0.05	2,000.00	0
Other Asphalt Surfaces	29.50	1000sqft	0.68	29,500.00	0
Other Non-Asphalt Surfaces	22.00	1000sqft	0.51	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Client provided phases

Off-road Equipment - Client provided additonal equipment

Off-road Equipment - Client provided equipment list

Off-road Equipment - Client provided equipment list

Off-road Equipment - Client provided equipment list

Off-road Equipment - Client provided equipment list

Off-road Equipment -

Grading -

Trips and VMT - Client provided information. # of haul trips for site prep based on 10 cubic yards per truck for import/export; assumes one truck loaded in and empty out, vice versa. # of haul trips for paving based on 103 cubic yards of concrete and 9 cubic yard capacity

Vehicle Trips - Trip gen based on PM peak hour x 12 hours = 456 average daily trips / 6.336 = 71.97

Water And Wastewater - Based on 15 gallons of water per vehicle Western Carwash Association

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	3,210.00	3,000.00
tblAreaCoating	Area_Parking	3210	3000
tblConstructionPhase	NumDays	200.00	65.00
tblConstructionPhase	NumDays	4.00	40.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	11/9/2021	7/30/2021
tblConstructionPhase	PhaseEndDate	10/12/2021	7/30/2021
tblConstructionPhase	PhaseEndDate	1/5/2021	2/26/2021
tblConstructionPhase	PhaseEndDate	10/26/2021	4/28/2021
tblConstructionPhase	PhaseEndDate	12/30/2020	12/28/2020
tblConstructionPhase	PhaseStartDate	10/27/2021	7/19/2021
tblConstructionPhase	PhaseStartDate	1/6/2021	5/3/2021
tblConstructionPhase	PhaseStartDate	12/31/2020	1/4/2021
tblConstructionPhase	PhaseStartDate	10/13/2021	4/1/2021
tblConstructionPhase	PhaseStartDate	12/29/2020	12/1/2020
tblGrading	MaterialExported	0.00	547.00
tblGrading	MaterialImported	0.00	257.00
tblLandUse	LandUseSquareFeet	6,340.00	6,336.00
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks

tblOffRoadEquipment	OffRoadEquipmentType		Surfacing Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	101.00	161.00
tblTripsAndVMT	HaulingTripNumber	0.00	28.00
tblTripsAndVMT	VendorTripNumber	10.00	9.00
tblTripsAndVMT	WorkerTripNumber	8.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	25.00	16.00
tblTripsAndVMT	WorkerTripNumber	15.00	12.00
tblVehicleTrips	ST_TR	23.72	71.97
tblVehicleTrips	SU_TR	11.88	71.97
tblVehicleTrips	WD_TR	23.72	71.97
tblWater	IndoorWaterUseRate	596,474.22	2,496,600.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0125	0.1449	0.0820	2.3000e-004	7.5000e-003	5.9400e-003	0.0134	1.1700e-003	5.6200e-003	6.7900e-003	0.0000	20.5159	20.5159	3.2100e-003	0.0000	20.5963
2021	0.1372	0.7871	0.6866	1.4400e-003	0.0192	0.0362	0.0554	3.9000e-003	0.0341	0.0380	0.0000	123.7950	123.7950	0.0300	0.0000	124.5442
Maximum	**0.1372**	**0.7871**	**0.6866**	**1.4400e-003**	**0.0192**	**0.0362**	**0.0554**	**3.9000e-003**	**0.0341**	**0.0380**	**0.0000**	**123.7950**	**123.7950**	**0.0300**	**0.0000**	**124.5442**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0125	0.1449	0.0820	2.3000e-004	7.5000e-003	5.9400e-003	0.0134	1.1700e-003	5.6200e-003	6.7900e-003	0.0000	20.5159	20.5159	3.2100e-003	0.0000	20.5963
2021	0.1372	0.7871	0.6866	1.4400e-003	0.0192	0.0362	0.0554	3.9000e-003	0.0341	0.0380	0.0000	123.7949	123.7949	0.0300	0.0000	124.5440
Maximum	**0.1372**	**0.7871**	**0.6866**	**1.4400e-003**	**0.0192**	**0.0362**	**0.0554**	**3.9000e-003**	**0.0341**	**0.0380**	**0.0000**	**123.7949**	**123.7949**	**0.0300**	**0.0000**	**124.5440**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	12-1-2020	2-28-2021	0.4495	0.4495
2	3-1-2021	5-31-2021	0.3108	0.3108
3	6-1-2021	8-31-2021	0.2891	0.2891
		Highest	0.4495	0.4495

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0326	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1200e-003	1.1200e-003	0.0000	0.0000	1.2000e-003
Energy	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	24.3480	24.3480	8.7000e-004	3.1000e-004	24.4615
Mobile	0.0915	0.3636	0.7480	2.1100e-003	0.1698	1.9200e-003	0.1717	0.0456	1.8000e-003	0.0473	0.0000	193.5452	193.5452	9.1200e-003	0.0000	193.7732
Waste						0.0000	0.0000		0.0000	0.0000	4.9164	0.0000	4.9164	0.2906	0.0000	12.1803
Water						0.0000	0.0000		0.0000	0.0000	0.7921	4.3022	5.0942	0.0816	1.9600e-003	7.7173
Total	**0.1250**	**0.3718**	**0.7555**	**2.1600e-003**	**0.1698**	**2.5400e-003**	**0.1723**	**0.0456**	**2.4200e-003**	**0.0480**	**5.7085**	**222.1965**	**227.9050**	**0.3821**	**2.2700e-003**	**238.1335**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0326	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1200e-003	1.1200e-003	0.0000	0.0000	1.2000e-003
Energy	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	24.3480	24.3480	8.7000e-004	3.1000e-004	24.4615
Mobile	0.0915	0.3636	0.7480	2.1100e-003	0.1698	1.9200e-003	0.1717	0.0456	1.8000e-003	0.0473	0.0000	193.5452	193.5452	9.1200e-003	0.0000	193.7732
Waste						0.0000	0.0000		0.0000	0.0000	4.9164	0.0000	4.9164	0.2906	0.0000	12.1803
Water						0.0000	0.0000		0.0000	0.0000	0.7921	4.3022	5.0942	0.0816	1.9600e-003	7.7173
Total	**0.1250**	**0.3718**	**0.7555**	**2.1600e-003**	**0.1698**	**2.5400e-003**	**0.1723**	**0.0456**	**2.4200e-003**	**0.0480**	**5.7085**	**222.1965**	**227.9050**	**0.3821**	**2.2700e-003**	**238.1335**

	ROG	NOx	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	Site Preparation	Site Preparation	12/1/2020	12/28/2020	5	20	
2	Grading	Grading	1/4/2021	2/26/2021	5	40	
3	Drainage/Utilities/Trenching	Trenching	3/1/2021	3/26/2021	5	20	
4	Paving	Paving	4/1/2021	4/28/2021	5	20	
5	Building Construction	Building Construction	5/3/2021	7/30/2021	5	65	
6	Architectural Coating	Architectural Coating	7/19/2021	7/30/2021	5	10	

Acres of Grading (Site Preparation Phase): 10

Acres of Grading (Grading Phase): 15

Acres of Paving: 1.24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,504; Non-Residential Outdoor: 3,168; Striped Parking Area:

OffRoad Equipment

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
Site Preparation	Generator Sets	1	8.00	84	0.74
Building Construction	Generator Sets	0	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
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Grading	Excavators	1	8.00	158	0.38
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	0	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	0	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45
Grading	Off-Highway Trucks	1	4.00	402	0.38
Grading	Surfacing Equipment	1	8.00	263	0.30
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Drainage/Utilities/Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Drainage/Utilities/Trenching	Trenchers	1	8.00	78	0.50
Drainage/Utilities/Trenching	Excavators	1	8.00	158	0.38
Paving	Concrete/Industrial Saws	1	8.00	81	0.73
Paving	Skid Steer Loaders	1	8.00	65	0.37

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
Drainage/Utilities/Trenching	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	10.00	0.00	161.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	9.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	12.00	0.00	28.00	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

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3500e-003	0.0000	5.3500e-003	5.8000e-004	0.0000	5.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.1213	0.0751	1.6000e-004		5.8500e-003	5.8500e-003		5.5400e-003	5.5400e-003	0.0000	13.7160	13.7160	2.9300e-003	0.0000	13.7892
Total	**0.0115**	**0.1213**	**0.0751**	**1.6000e-004**	**5.3500e-003**	**5.8500e-003**	**0.0112**	**5.8000e-004**	**5.5400e-003**	**6.1200e-003**	**0.0000**	**13.7160**	**13.7160**	**2.9300e-003**	**0.0000**	**13.7892**

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	6.6000e-004	0.0234	4.4000e-003	6.0000e-005	1.3600e-003	8.0000e-005	1.4400e-003	3.7000e-004	7.0000e-005	4.5000e-004	0.0000	6.1042	6.1042	2.7000e-004	0.0000	6.1109
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	3.4000e-004	2.4000e-004	2.5100e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6958	0.6958	2.0000e-005	0.0000	0.6962
Total	**1.0000e-003**	**0.0236**	**6.9100e-003**	**7.0000e-005**	**2.1500e-003**	**9.0000e-005**	**2.2400e-003**	**5.8000e-004**	**7.0000e-005**	**6.7000e-004**	**0.0000**	**6.7999**	**6.7999**	**2.9000e-004**	**0.0000**	**6.8072**

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					5.3500e-003	0.0000	5.3500e-003	5.8000e-004	0.0000	5.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.1213	0.0751	1.6000e-004		5.8500e-003	5.8500e-003		5.5400e-003	5.5400e-003	0.0000	13.7160	13.7160	2.9300e-003	0.0000	13.7891
Total	**0.0115**	**0.1213**	**0.0751**	**1.6000e-004**	**5.3500e-003**	**5.8500e-003**	**0.0112**	**5.8000e-004**	**5.5400e-003**	**6.1200e-003**	**0.0000**	**13.7160**	**13.7160**	**2.9300e-003**	**0.0000**	**13.7891**

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	6.6000e-004	0.0234	4.4000e-003	6.0000e-005	1.3600e-003	8.0000e-005	1.4400e-003	3.7000e-004	7.0000e-005	4.5000e-004	0.0000	6.1042	6.1042	2.7000e-004	0.0000	6.1109
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	3.4000e-004	2.4000e-004	2.5100e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6958	0.6958	2.0000e-005	0.0000	0.6962
Total	**1.0000e-003**	**0.0236**	**6.9100e-003**	**7.0000e-005**	**2.1500e-003**	**9.0000e-005**	**2.2400e-003**	**5.8000e-004**	**7.0000e-005**	**6.7000e-004**	**0.0000**	**6.7999**	**6.7999**	**2.9000e-004**	**0.0000**	**6.8072**

3.3 Grading - 2021

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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0259	0.2745	0.2005	5.2000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	45.7830	45.7830	0.0148	0.0000	46.1532
Total	**0.0259**	**0.2745**	**0.2005**	**5.2000e-004**	**7.9500e-003**	**0.0116**	**0.0196**	**8.6000e-004**	**0.0107**	**0.0116**	**0.0000**	**45.7830**	**45.7830**	**0.0148**	**0.0000**	**46.1532**

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	1.2400e-003	8.7000e-004	9.1600e-003	3.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.6845	2.6845	6.0000e-005	0.0000	2.6860
Total	**1.2400e-003**	**8.7000e-004**	**9.1600e-003**	**3.0000e-005**	**3.1700e-003**	**2.0000e-005**	**3.1900e-003**	**8.4000e-004**	**2.0000e-005**	**8.6000e-004**	**0.0000**	**2.6845**	**2.6845**	**6.0000e-005**	**0.0000**	**2.6860**

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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0259	0.2745	0.2005	5.2000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	45.7830	45.7830	0.0148	0.0000	46.1532
Total	**0.0259**	**0.2745**	**0.2005**	**5.2000e-004**	**7.9500e-003**	**0.0116**	**0.0196**	**8.6000e-004**	**0.0107**	**0.0116**	**0.0000**	**45.7830**	**45.7830**	**0.0148**	**0.0000**	**46.1532**

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	1.2400e-003	8.7000e-004	9.1600e-003	3.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.6845	2.6845	6.0000e-005	0.0000	2.6860
Total	**1.2400e-003**	**8.7000e-004**	**9.1600e-003**	**3.0000e-005**	**3.1700e-003**	**2.0000e-005**	**3.1900e-003**	**8.4000e-004**	**2.0000e-005**	**8.6000e-004**	**0.0000**	**2.6845**	**2.6845**	**6.0000e-005**	**0.0000**	**2.6860**

3.4 Drainage/Utilities/Trenching - 2021

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	7.9900e-003	0.0756	0.0814	1.2000e-004		4.7100e-003	4.7100e-003		4.3400e-003	4.3400e-003	0.0000	10.2332	10.2332	3.3100e-003	0.0000	10.3159
Total	**7.9900e-003**	**0.0756**	**0.0814**	**1.2000e-004**		**4.7100e-003**	**4.7100e-003**		**4.3400e-003**	**4.3400e-003**	**0.0000**	**10.2332**	**10.2332**	**3.3100e-003**	**0.0000**	**10.3159**

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	2.5000e-004	1.7000e-004	1.8300e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5369	0.5369	1.0000e-005	0.0000	0.5372
Total	**2.5000e-004**	**1.7000e-004**	**1.8300e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.5369**	**0.5369**	**1.0000e-005**	**0.0000**	**0.5372**

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	7.9900e-003	0.0756	0.0814	1.2000e-004		4.7100e-003	4.7100e-003		4.3400e-003	4.3400e-003	0.0000	10.2332	10.2332	3.3100e-003	0.0000	10.3159
Total	**7.9900e-003**	**0.0756**	**0.0814**	**1.2000e-004**		**4.7100e-003**	**4.7100e-003**		**4.3400e-003**	**4.3400e-003**	**0.0000**	**10.2332**	**10.2332**	**3.3100e-003**	**0.0000**	**10.3159**

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	2.5000e-004	1.7000e-004	1.8300e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5369	0.5369	1.0000e-005	0.0000	0.5372
Total	**2.5000e-004**	**1.7000e-004**	**1.8300e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.5369**	**0.5369**	**1.0000e-005**	**0.0000**	**0.5372**

3.5 Paving - 2021

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	0.0105	0.0989	0.1166	1.9000e-004		5.1700e-003	5.1700e-003		4.9100e-003	4.9100e-003	0.0000	16.2280	16.2280	3.7500e-003	0.0000	16.3216
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0114**	**0.0989**	**0.1166**	**1.9000e-004**		**5.1700e-003**	**5.1700e-003**		**4.9100e-003**	**4.9100e-003**	**0.0000**	**16.2280**	**16.2280**	**3.7500e-003**	**0.0000**	**16.3216**

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	1.1000e-004	3.7500e-003	7.4000e-004	1.0000e-005	2.4000e-004	1.0000e-005	2.5000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0485	1.0485	5.0000e-005	0.0000	1.0497
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	3.7000e-004	2.6000e-004	2.7500e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.8054	0.8054	2.0000e-005	0.0000	0.8058
Total	**4.8000e-004**	**4.0100e-003**	**3.4900e-003**	**2.0000e-005**	**1.1900e-003**	**2.0000e-005**	**1.2100e-003**	**3.2000e-004**	**2.0000e-005**	**3.4000e-004**	**0.0000**	**1.8539**	**1.8539**	**7.0000e-005**	**0.0000**	**1.8555**

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	0.0105	0.0989	0.1166	1.9000e-004		5.1700e-003	5.1700e-003		4.9100e-003	4.9100e-003	0.0000	16.2280	16.2280	3.7500e-003	0.0000	16.3216
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0114**	**0.0989**	**0.1166**	**1.9000e-004**		**5.1700e-003**	**5.1700e-003**		**4.9100e-003**	**4.9100e-003**	**0.0000**	**16.2280**	**16.2280**	**3.7500e-003**	**0.0000**	**16.3216**

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	1.1000e-004	3.7500e-003	7.4000e-004	1.0000e-005	2.4000e-004	1.0000e-005	2.5000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0485	1.0485	5.0000e-005	0.0000	1.0497
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	3.7000e-004	2.6000e-004	2.7500e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.8054	0.8054	2.0000e-005	0.0000	0.8058
Total	**4.8000e-004**	**4.0100e-003**	**3.4900e-003**	**2.0000e-005**	**1.1900e-003**	**2.0000e-005**	**1.2100e-003**	**3.2000e-004**	**2.0000e-005**	**3.4000e-004**	**0.0000**	**1.8539**	**1.8539**	**7.0000e-005**	**0.0000**	**1.8555**

3.6 Building Construction - 2021

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	0.0427	0.2941	0.2444	4.3000e-004		0.0141	0.0141		0.0135	0.0135	0.0000	33.9800	33.9800	7.4400e-003	0.0000	34.1662
Total	**0.0427**	**0.2941**	**0.2444**	**4.3000e-004**		**0.0141**	**0.0141**		**0.0135**	**0.0135**	**0.0000**	**33.9800**	**33.9800**	**7.4400e-003**	**0.0000**	**34.1662**

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	9.6000e-004	0.0302	7.6800e-003	8.0000e-005	1.9200e-003	7.0000e-005	1.9900e-003	5.6000e-004	6.0000e-005	6.2000e-004	0.0000	7.5613	7.5613	3.5000e-004	0.0000	7.5700
Worker	1.6100e-003	1.1300e-003	0.0119	4.0000e-005	4.1200e-003	3.0000e-005	4.1500e-003	1.1000e-003	2.0000e-005	1.1200e-003	0.0000	3.4898	3.4898	8.0000e-005	0.0000	3.4918
Total	**2.5700e-003**	**0.0314**	**0.0196**	**1.2000e-004**	**6.0400e-003**	**1.0000e-004**	**6.1400e-003**	**1.6600e-003**	**8.0000e-005**	**1.7400e-003**	**0.0000**	**11.0511**	**11.0511**	**4.3000e-004**	**0.0000**	**11.0619**

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	0.0427	0.2941	0.2444	4.3000e-004		0.0141	0.0141		0.0135	0.0135	0.0000	33.9800	33.9800	7.4400e-003	0.0000	34.1661
Total	**0.0427**	**0.2941**	**0.2444**	**4.3000e-004**		**0.0141**	**0.0141**		**0.0135**	**0.0135**	**0.0000**	**33.9800**	**33.9800**	**7.4400e-003**	**0.0000**	**34.1661**

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	9.6000e-004	0.0302	7.6800e-003	8.0000e-005	1.9200e-003	7.0000e-005	1.9900e-003	5.6000e-004	6.0000e-005	6.2000e-004	0.0000	7.5613	7.5613	3.5000e-004	0.0000	7.5700
Worker	1.6100e-003	1.1300e-003	0.0119	4.0000e-005	4.1200e-003	3.0000e-005	4.1500e-003	1.1000e-003	2.0000e-005	1.1200e-003	0.0000	3.4898	3.4898	8.0000e-005	0.0000	3.4918
Total	**2.5700e-003**	**0.0314**	**0.0196**	**1.2000e-004**	**6.0400e-003**	**1.0000e-004**	**6.1400e-003**	**1.6600e-003**	**8.0000e-005**	**1.7400e-003**	**0.0000**	**11.0511**	**11.0511**	**4.3000e-004**	**0.0000**	**11.0619**

3.7 Architectural Coating - 2021

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	0.0435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.0446**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

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	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1678	0.1678	0.0000	0.0000	0.1679
Total	**8.0000e-005**	**5.0000e-005**	**5.7000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1678**	**0.1678**	**0.0000**	**0.0000**	**0.1679**

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	0.0435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.0446**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

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	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1678	0.1678	0.0000	0.0000	0.1679
Total	**8.0000e-005**	**5.0000e-005**	**5.7000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1678**	**0.1678**	**0.0000**	**0.0000**	**0.1679**

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	0.0915	0.3636	0.7480	2.1100e-003	0.1698	1.9200e-003	0.1717	0.0456	1.8000e-003	0.0473	0.0000	193.5452	193.5452	9.1200e-003	0.0000	193.7732
Unmitigated	0.0915	0.3636	0.7480	2.1100e-003	0.1698	1.9200e-003	0.1717	0.0456	1.8000e-003	0.0473	0.0000	193.5452	193.5452	9.1200e-003	0.0000	193.7732

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	456.29	456.29	456.29	454,550	454,550
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	456.29	456.29	456.29	454,550	454,550

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Other Asphalt Surfaces	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Other Non-Asphalt Surfaces	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Parking Lot	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835

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	15.4286	15.4286	7.0000e-004	1.4000e-004	15.4891
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4286	15.4286	7.0000e-004	1.4000e-004	15.4891
NaturalGas Mitigated	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9194	8.9194	1.7000e-004	1.6000e-004	8.9724
NaturalGas Unmitigated	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9194	8.9194	1.7000e-004	1.6000e-004	8.9724

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					
Automobile Care Center	167144	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9194	8.9194	1.7000e-004	1.6000e-004	8.9724
Other Asphalt Surfaces	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
Other Non-Asphalt Surfaces	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
Parking Lot	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		**9.0000e-004**	**8.1900e-003**	**6.8800e-003**	**5.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**8.9194**	**8.9194**	**1.7000e-004**	**1.6000e-004**	**8.9724**

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					
Automobile Care Center	167144	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9194	8.9194	1.7000e-004	1.6000e-004	8.9724
Other Asphalt Surfaces	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
Other Non-Asphalt Surfaces	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
Parking Lot	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		**9.0000e-004**	**8.1900e-003**	**6.8800e-003**	**5.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**8.9194**	**8.9194**	**1.7000e-004**	**1.6000e-004**	**8.9724**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	52335.4	15.2250	6.9000e-004	1.4000e-004	15.2846
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	700	0.2036	1.0000e-005	0.0000	0.2044
Total		**15.4286**	**7.0000e-004**	**1.4000e-004**	**15.4891**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	52335.4	15.2250	6.9000e-004	1.4000e-004	15.2846
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	700	0.2036	1.0000e-005	0.0000	0.2044
Total		**15.4286**	**7.0000e-004**	**1.4000e-004**	**15.4891**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0326	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1200e-003	1.1200e-003	0.0000	0.0000	1.2000e-003
Unmitigated	0.0326	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1200e-003	1.1200e-003	0.0000	0.0000	1.2000e-003

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	4.3500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1200e-003	1.1200e-003	0.0000	0.0000	1.2000e-003
Total	**0.0326**	**1.0000e-005**	**5.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1200e-003**	**1.1200e-003**	**0.0000**	**0.0000**	**1.2000e-003**

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	4.3500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1200e-003	1.1200e-003	0.0000	0.0000	1.2000e-003
Total	**0.0326**	**1.0000e-005**	**5.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1200e-003**	**1.1200e-003**	**0.0000**	**0.0000**	**1.2000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.0942	0.0816	1.9600e-003	7.7173
Unmitigated	5.0942	0.0816	1.9600e-003	7.7173

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	2.4966 / 0.365581	5.0942	0.0816	1.9600e-003	7.7173
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.0942**	**0.0816**	**1.9600e-003**	**7.7173**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	2.4966 / 0.365581	5.0942	0.0816	1.9600e-003	7.7173
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.0942**	**0.0816**	**1.9600e-003**	**7.7173**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.9164	0.2906	0.0000	12.1803
Unmitigated	4.9164	0.2906	0.0000	12.1803

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	24.22	4.9164	0.2906	0.0000	12.1803
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**4.9164**	**0.2906**	**0.0000**	**12.1803**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	24.22	4.9164	0.2906	0.0000	12.1803
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**4.9164**	**0.2906**	**0.0000**	**12.1803**

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